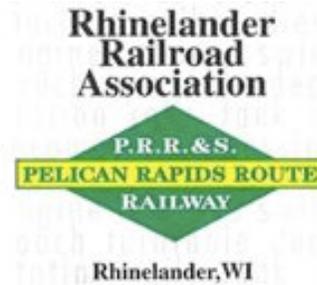


Warrant



July 2012

Rhinelanders Scale and Scale House: *interviews and observations by R.G. Blocks*

The Minneapolis, St. Paul and Sault Ste. Marie Railroad, popularly known as the Soo Line, was a Class 1 railroad. The Interstate Commerce Commission started the class idea in 1911 and Class 1 applied to railroads with operating revenues of one million dollars or more per year. In 1925 there were 174 Class 1 and 630 Class II and III (less revenue) railroads. Soo was big league.

The railroad was a principal subsidiary of the Soo Line Corp, a holding company owned to a significant degree by the Canadian Pacific since 1888 and headquartered in Canada. The Soo appears to have been a foreign corporation operating on US soil since January 1, 1961. By 1992 the CP Rail System owned nearly 100% of Soo stock and the Soo was henceforth the 'CP' both operated and controlled from Canada.

Not quite in his mid-forties Joe Pozarski began working out of Rhinelanders in 1970. His job would be to secure freight business for the Soo line. To that end he reflects back to the Soo running hundred car trains both in and out of Rhinelanders on a regular basis during his career (1970-1985) in Rhinelanders. Success of the Soo was based on personal contact, customer satisfaction, a fair deal and neighbors working together.

Joe kindly provides us a personal flavor. He was the Soo in the eye of clients.

The railroad started in 1893 as the Minneapolis, Sault Ste. Marie and Atlantic Railroad based on desires of four flourmill operators. They wanted to ship their product from the Twin Cities to Chicago. The railroad was chartered to get over to Lake Michigan. In 1887 it met the Canadian Pacific and Duluth South Shore in the UP near Lake Michigan. In 1888 The Canadian Pacific Railway merged this early firm with the Minneapolis and Pacific, the Minneapolis and St. Croix Railway, and the Aberdeen, Bismarck and North Western Railway to form the railway we call the Soo based on a vernacular version of the word 'Sault'.

Later, the acquisition of Cuyuna Iron Range Railway and at least three other railways before the great depression meant the sure growth by amalgamation. However, by 1937 the firm declared bankruptcy. It remained in bankruptcy until 1942. Spending beyond ones means often leads to insolvency. Wartime demands helped business recovery. However, a portion of the firm, Wisconsin Central, didn't emerge from bankruptcy until 1954.

The numbers one encounters regarding Soo freight are immense. For example, in 1970 the Soo shipped 8249 million net ton-miles of revenue producing freight while operating some 6,104 track miles that year. Rhinelanders was a key cog in that picture.

Rhinelanders Railroad Association

Competition between the SOO and domestic carriers such as the C&NW and MIL roads was keen. Flour was a commodity that shipped from the Twin Cities; and grain was the raw material inbound. Canadian East West traffic offered an economic edge and the Soo played its role.

Weights and rates were important and Canadian carriers had a slight price advantage north of the border. Thus for cross-country transportation it could be advisable to ship US product via Canada and here the SOO held it's own well. Canned goods, coffee, crockery and earthen ware, iron bolts, paper bags, stoves, ranges, tinplate, farm wagons, nails, twine, baking powder, syrups, woolen-ware, barley, beans, honey, wine, borax, fruit, are examples of the many commodities at

one time or another would be slightly less expensive to ship East West via Canada.

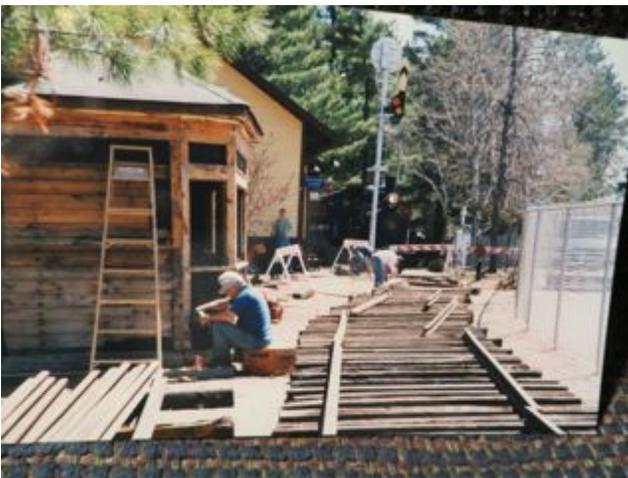


To weigh outgoing traffic the SOO had a scale on the easternmost track of Rhinelanders yard.

To the left, Brendan Marquardt and others are looking at the scale position on a blueprint of Rhinelanders Rail Yard. The blueprint is one of several in the Depot Library maintained by RRA.

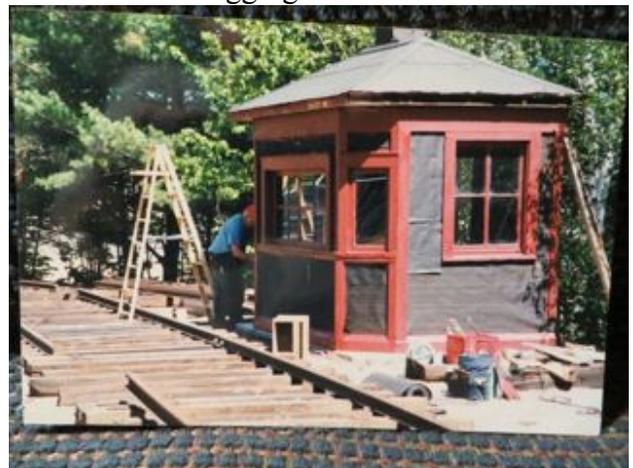
The Weigh-master who was also the yard foreman would have a car

spotted on the scale. Then, he'd weigh it and subtract the tare.



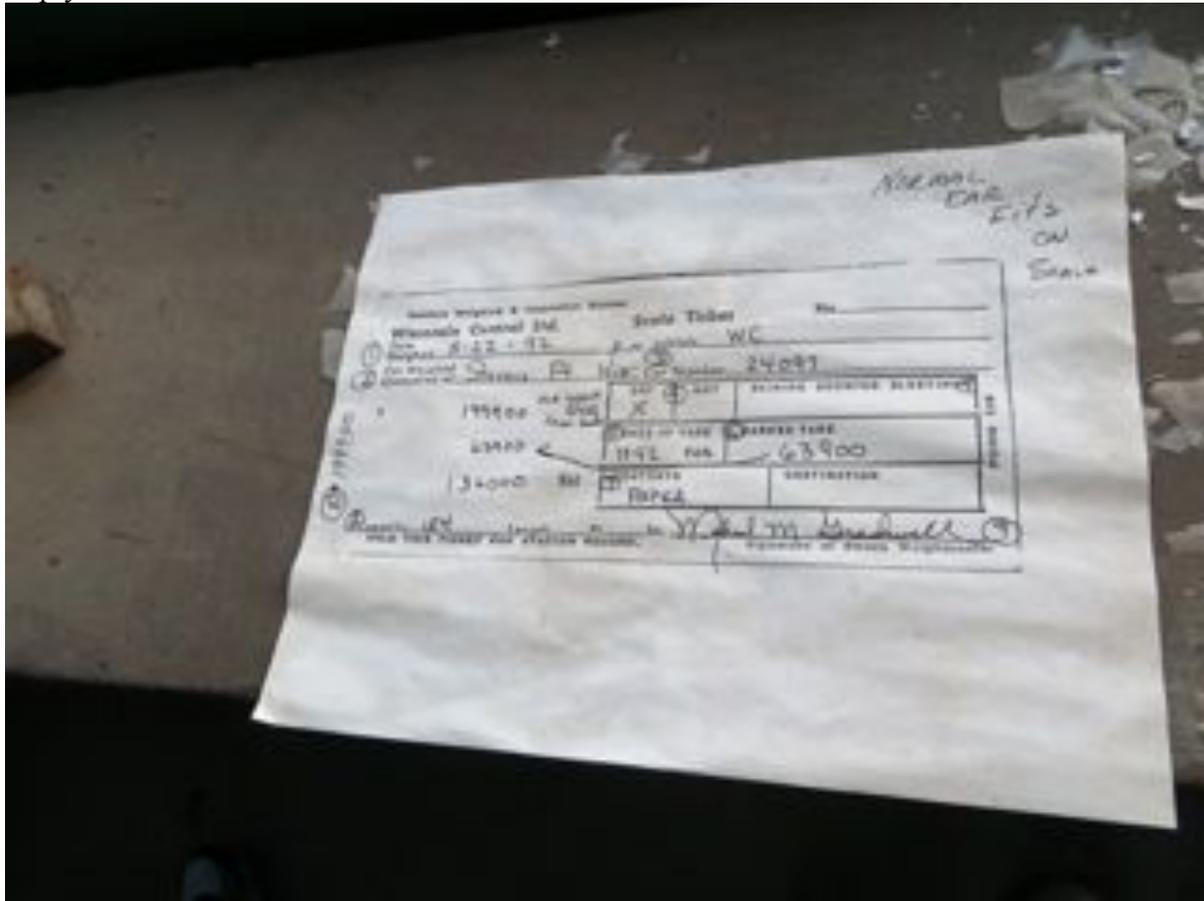
To the left, Norman Braeger, Treasurer of the RRA and long time organizer of docent services is seen doing carpentry on the scale house when installed at the Depot Museum in Rhinelanders's Logging Museum Park.

To the right, Norman is putting the finishing touch on a coat of paint. The walls are covered with tar-paper to help insulate the interior from the elements.



Rhinelander Railroad Association

The scale is about sixty feet in length and easily handles a fifty-foot car. The Weigh-master would stamp the weight ticket and affix a weight ticket to the waybill and insert the tare wt of the empty car.



A blown up scale ticket with a note saying a “Normal Car Fits on the Scale” is shown above. We’ll get to the dimensions of the scale in another newsletter. Paul A. Wussow has made beautiful drawings from the considerable data collected and photographed in recent months.



Above the scale ticket sits on a mechanical calculator that was extremely popular up until the advent of the electronics. These were common throughout industry well into the mid 1970’s. Texas Instruments brought out their first electronic calculator in 1967. The pocket sized HP – 35

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with Reverse Polish notation showed up in 1972 and became an instant success. Mechanical marvels such as this one in the Depot Museum in Rhinelanders would disappear by the 80s'.

The scale ticket is essentially a form upon which to stamp (record) a weight of the rail car. The full weight or gross represents the weight of the car and its content. The tare weight is the empty car weight and is subtracted from the gross weight. The resulting difference is the weight of the content that includes product and its container or packaging, and such blocking and banding that may be used to hold the content in place during transit.



Above, Bob Dumke approaches the scale house as it is currently sited at the Museum. Then, to the right, Bob works the scale to illustrate the size and simplicity of this very cost effective device. Weighed content is how the Soo and other lines competed for the more valuable cargo.



The scale, according to Norman Braeger was extremely accurate. One would be lead to believe that it could weigh a human and be within a few pounds. Maintenance of the scale was done by the B & B Crew, the Bridge and Building group who were responsible for care and cleaning of railroad property (not rolling stock or track perse). The Wisconsin Central did not use the scale when it took over the Division (although the first scale ticket was a WC form and used for general car and equipment weighing). A calibration was last done, from what this writer could tell, based on a C&NW form affixed to the scale in 1990.

The Wisconsin Central was a switching railroad in the eyes of some. That seems to mean (at least to this writer) it didn't originate much new traffic: it mostly delivered goods. The WC did its selling by telephone; hence, according to some, it lost former Soo customers by failure to take a personal interest in their success.

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Personal touch had vanished.

Typical products shipping out of Rhinelanders over the years were potatoes, mill products and pulpwood. A commodity product like pulpwood was not weighed; only items that were weighed provided premium revenue. As the variety of agricultural crops, manufactured end items and subcomponents dwindled; so too did the railroad business fortunes in Rhinelanders. Today, a paper mill, coal, roofing materials, fuel and bulk pulpwood shipments seem to predominate local freight traffic. Mixed freight to support construction, road and bridge building and infrastructure needs is light and quite variable today.

Considerable input for these observations came from Mr. and Mrs. Norman Braeger, Mr. Joe Pozarski and other members of the Rhinelanders Railroad Association (RRA) along with a modest review of Soo and WC documentation. Joe and Norm are long time docents at the Rhinelanders Depot located at the Rhinelanders Logging Museum within the City Park located at the intersection of East Kemp and South Oneida Streets (County Road G) within the city. Their consistent care and extensive historical knowledge represent the best in voluntarism. The writer thanks everyone for their views and accepts any criticism regarding errors of omission and commission to be due to his own failings not those of another.

WLD/RRA/TLMRC Planning Meeting

the voice is Bob Dumke

Attending were Bob Dumke acting as Chairman, Mike Koltz, Bob Lake, Alan Duchrow, Paul Wussow and the writer, Roger Blocks.

Our meeting started at 5PM, July 11, 2012 with an observation that a crib sheet is available. There is a big meeting at Wausau this fall; and, we want to be there both for their benefit and ours.

Our Division meeting will be here next year on October 13, 2013. We are host for our NMRA division. Our goal is to promote railroading. Both Wausau and Winnebagoland provide us a unique opportunity for to learn. Further, we can increase the town's awareness of our organization and its contribution to the Rhinelanders community.

To achieve our objectives we need to put on a good show. This will also help attract new members. To that end we need a series of reminders, publications in various medium to get everyone aboard, keep them aboard and not derail. Yep, we need a key flyer.

Bob Lake and Al will handle RRA **promotion**. Paul and Roger will handle TLMRC's promo activity with help from friends. Paul suggests a tri-fold flyer. His idea was put the Event on Front (that's #1 Fold), then a Fold for Conference Details (#2), a Fold for Club History (RRA), and one for TLMRC, a Map to find us on Fold #5 and a Sign Up Sheet on #6 Fold.

Arrangement Committee: members Bob Dumke and Mike Koltz are responsible for many items including: the Kids Corner, the Winnebago Land Store location, coordinating with the Logging Museum for activities, the Hotel (Claridge Motor Inn) and Northwoods Conference Center (formerly the Taj Mahal) where the main activity will occur including banquet and luncheon, registration, swap tables, private and commercial exhibits. Also, grass at the Museum

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needs to be cut, trash collected, fresh bags in the cans and similar need consideration by this committee.

Programs (Jim Brown and Roger Blocks) must round up AV Equipment, run the Model Contest (with Paul Wussow) auction and drawings (in cooperation with Promotion Chair). What kind of auction(s) should be held? Last time built N gauge and lost \$. The live auction seems to make \$ and needs to be fun. The silent auction needs good organization. We need to schedule our activity and resources. Currently we have 180 HO cars that could be used for a raffle. Last time we hosted, our members had an auction of their own personal items for sale (in addition to other auction items).

Perhaps we need to start with one flyer, a good key handout. Then we pepper them with added details (speakers, features, etc) as the months roll on.

Remember, last time we hosted the NMRA Division there were 183 total attendees. Of these folks only 75 were preregistered. Thus, we must depend on public support at the last minute.

Winnebagoland has rules for money collected. We don't share in proceeds from their Division Store. Paul Wussow will contact Division on any shade of gray question along this line.

The museum needs to review its showing vs hold for later showing vs dispose of list of objects.

Promotions: Bob Lake updated us with his estimate of immediate contact needs. TV, Radio, Chamber of Commerce, Coke and local bars fit that bill. Bob likes the flyer idea. Al brings up the need for a new sign to be displayed as you drive into town. Al's visualization is square / cork inside / stencil / multicolor idea. Door prizes come from hobby shops.

Keynote Speaker: Bob Nadroski is who came immediately to mind. He was long time WC engine maintenance boss and good friend of Paul Wussow.

Finance: We need to have a path with Norm having physical problems at the moment.

Next meeting will be in August. The planning committee adjourned at 6:16PM

From the RRA Business Meeting:

Chaired by Jim Brown, RG Blocks notes

Norm Breager, Tom Theilig, Tom Kolbek and Mike Lehne were there and were the voices heard.

The General Meeting of the RRA Club followed at 7:15 PM, Wednesday, July 11, 2012. There, the assembled throng of members voted to attend Wausau September 28 (move in at 4PM) and show until September 30th (move out starts at 3PM). This completes an idea considered above.

The layout size was of some concern. Ours starts at roughly 12 x 12 then expands to 12 x 18 and expands by 6 foot per expansion step in either direction. The TLMRC sections are 14 feet in length and are expected to fit within the confines of RRA's loop.

There seems to be several persons desiring to gift HO equipment to the RRA Club. The club is now short of space.

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Jim Brown reported 123 Brown St was cleaned and in such good order that the owner offered the space to the club again. The meeting ended at 7:45PM with a variety of cleanup activities underway that eve. Good spirits abounded: we were all working on something positive.

Railroad Happenings: those Semi-local events...

July 21, 2012- **Rail fair-** Copeland Park- LaCrosse, WI

Info at: www.4000foundation.com

July 29 – August 4, 2012 it's the 77th

National Model Railroad Convention, Grand Rapids, MI.

The host club is at www.grmrhs.org a 100% NMRA club.

For info on the convention: www.gr2012.org

Seventy fantastic layouts within one hour of the 12th best hotel in North America (Amway). Let's all go!

Aug 11-13, 2012 **per Northeast Wisconsin O Gaugers**

Calumet County Steam Engine Show Superintendent: Jim Bastian

www.rllines.com/

Aug 31 - Sept 3, 2012 **per Northeast Wisconsin O Gaugers**

Calumet County Steam Engine Show Superintendent: Jim Bastian

www.rllines.com/

Sept. 13-16, 2012- **Soo Line Historical Society Annual Convention**

Thief River Falls, MN Info at: www.sooline.org

Sept. 29-30, 2012 **Northwoods Model RR Club**

Annual Train Show And Swap Meet Saturday September 29, 2012 10

A.M. to 4 P.M. & Sunday September 30, 2012 10 A.M. to 3 P.M.

At: MHLT Elementary School, 7450 Titus Drive, Minocqua, WI call 715-358-2570 or 715-356-6656

Oct13, 2012 **NMRA [Winnebagoland Division Fall Meet](http://www.wld-nmra.com)** in Wausau, WI

<http://www.wld-nmra.com>

Oct 21, 2012 **Model RR Show and Swap Meet – Circle B**

Recreation6261 Hwy 60 – Cedarburg, W

Nov 10 – 11 , 2012 **Trainfest**, Wisconsin State Fair Park, West Allis, WI

Info at: www.lammscape.com/cedarcreek

On a Spur and loading...

Jan 22, 2012 **Northeast Wisconsin O Gaugers Point Beach**

Visitor Center Train Show 10am - 4pm Superintendent: Pete Kober

www.rllines.com/

Jan 26, 2012 **GREAT TRI-STATE RAIL SALE**, La Cross Center 2nd & Pearl

Streets, La Crosse, WI 54601

Feb 16 & 17, 2013 **Mad City Model Railroad Show and Sale**, Exhibition Hall

at the Alliant Energy Center, Madison, WI

May 2 – 5, 2013 **Midwest Region Convention**, Host is Central

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Indiana Div <http://cid.railfan.net/MP50.html> Indianapolis, IN
July 14 – 20, 2013 **NMRA** Convention, Atlanta, Georgia
Will be covered at: <http://www.nmra.org/>
July 13-20, 2014 **NMRA** Convention, Cleveland, Ohio
Will be covered at: <http://www.nmra.org/>

Meets On the Main Line ...

Central Wisconsin Model Railroaders, Ltd, business 1st Wed, social 3rd
Wednesday, 7PM basement, Bancroft Depot, Portage County Historical Society,
Heritage Park, Washington Ave, ex GB&W tracks, Plover, Wisconsin. See
<http://www.trainweb.org/cwmr/>

Clipper City Model Railroad Club, membership meeting 1st Thursday 7:30 PM,
Iron Horse Barn, Manitowoc County Expo Fair Grounds, Manitowoc, Wisconsin
(HO, N, O). Q? jimchadek@charter.net and see
<http://www.clippercymodelrailroadclub.org/>

Paper Valley Model Railroad Club (501 c 3) meets Thursday 7 – 9 PM and Sat 1
– 3 PM W2221 Block Road, Kaukauna, WI 54130. See
<http://www.papervalleymodelrailroad.com/>

Wisconsin Valley Railroad Club, meets Thursday 7:45PM at 403 McIndoe St
(Yawkey House basement), Marathon County Historical Society, Wausau, WI
(enter through rear door). Rod Beckman, Pres 715-842-7232 See
<http://www.wld-nmra.com/Wausau-WiscValley.htm>

Sheboygan Society of Scale Model Railroad Engineers, Ltd. Meets / open
Tuesday and Thursday evenings, at Sheboygan Railroad Museum, 1001 N 10th
Street, Sheboygan, WI. See: www.sssmre.org

Northwoods Model Railroad Club, business 3rd Tuesday 7 PM Minocqua
Museum, Work sessions every Wednesday 7 – 9 PM / Eric Drochner, PO Box 799,
Woodruff, WI 54568-0799.
See: http://www.wld-nmra.com/northwoods_model_rr_club.htm

Rhinelanders Railroad Club, business 1st Wednesday, 7 PM at the Logging
Museum Depot, operating / maintenance any Wednesday 7 PM same location or
123 Brown Street, Rhinelanders, WI with modular layout. See www.rrahome.org

Three Lakes Model Railroad Club, dates open, meet at members homes and / or
with the Rhinelanders Railroad Association. See www.tlmrc.org
Questions, comments: call Superintendent: Paul A Wussow 312-543-4989
Praise or congratulatory: call Editor: Roger G Blocks 262-989-4338

Union Pacific's Bailey Yard: North Platte, NE *by Bob and Pat Dumke*



The Golden Spike Observation Tower and visitor center pictured here overlooks Union Pacific's (UP) Bailey Yard at North Platte, Nebraska. We visited the facility again this spring (2012) on our return trip to Wisconsin from Arizona.

The eight-story tower provides a panoramic view of the world's largest train yard. Each day, workers handle about 12,000 railroad cars and 125 trains. The yard contains 315 miles of track and 766 turnouts, is eight miles long, and spans 2850 acres.

The complex has both eastbound and westbound hump yards for sorting cars. Remote controlled locomotives, usually in sets of two, sort the cars into bowl yards where they are strung into awaiting trains. The locomotives are controlled by the "pinman" who is instructed on which tracks the cars should be placed. There are secondary control operators in the cab of the remote controlled locomotive and in the nearby yard tower. This redundancy is intended for safety purposes.

Additional remote controlled units are used to connect the strings of cars into complete trains.

We enjoyed watching a pair of locomotives sort cars for the engine house (see picture to the right). The shop is about the size of three-football fields and crews repair up to 750 engines per month.



Each track in the huge engine house is several car lengths long within the building. Since regulations prevent live locomotives from entering the shop, the engineer must put together a string of engines (often six or seven other locomotives) before he/she picks up the locomotive needing service and then moves it to the rear of the facility. This activity necessitates a lot of switching to get the intended locomotive into the correct stall.

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Adjacent to the engine house is the sand tower (see picture, below right). Sand is a source of traction for the locomotive and is automatically dispensed with compressed air when needed.

Just a short distance down the tracks from this site is a “staging” yard with dozens of locomotives (see picture showing a small segment of this yard below left).

Here, GE and EMD units of various vintages (e.g., GP40-2, GP38-2, SD90MAC, SW1500, and GP15 remotes) are stored in anticipation of the busy summer



season. They can be put in service in twenty minutes with only water needed for operation. To

the rear of this staging yard in the photo is the eastbound bowl yard mentioned earlier and shown here with a portion of its 64 tracks.

The Bailey Yard sees about 100 coal trains per day. Westbound trains are empty and contain about 130 cars by our count. Eastbound trains have about the same number of cars and are filled with coal from the western fields.

Both sets of trains typically have two to four locomotives at the head and have two pushing engines. At the yard, engines are refueled and crews are changed. Each month, 18 million gallons of diesel fuel are dispensed and 9,000 locomotives are serviced.

The Golden Spike Tower and Visitor Center provides a wonderful opportunity for railroad enthusiasts and others to learn about contemporary railroading. The Bailey Yard operates 24/7 and has only been shut down twice in history. Once it was closed for a tornado and another time for a white-out snowstorm.

BNSF has a very large yard at Clovis, New Mexico that serves some of the same purposes as UP’s Bailey Yard. We often visit this facility as well on these same trips to and from Arizona; but, that’s yet another story.

Speculation on questions like, “What’s a Pinman?” *by R.G. Blocks*

Merriam-Webster Dictionary says “Pinman” is a person who bowls; specifically: the player who delivers the ball to the batsman in cricket. The definition goes back to year 1500. I’ll bet that is not the definition Bob or Pat intended nor the correct answer in UP shop-floor parlance.

I guessed that a “Pinman” is the person who, like a modern crane operator manipulates an electronic control board akin to a model airplane controller, strapped to or carried by the person. The control stick, or pins, makes the engine run and control direction, speed, breaking, horn, etc. much like a DCC controller. So I looked up “Pinman” job content and found (not a UP job description but seems pretty close after reading a few of these):

Work a 40 hr week. Shifts governed by union agreement and seniority. Mechanical shops operate 24/7 days with three 8-hour shifts including weekends, holidays and overtime. Available to work any of these shifts. Able to lift and carry up to 30 pounds. Possess valid state-issued driver’s license. Able to visually distinguish among red, blue, green and yellow colors, hear, and with training, distinguish auditory signals. Able to use hands to perform activities involving holding, grasping, turning and pulling. Able to perform work on uneven surfaces, frequently climb ladders and on/off equipment and work from various heights. Able to work in conditions that include loud noise and fumes, work on and around heavy and moving machinery, bend, walk, stand and sit for extended periods of time and use hand tools. Follow safety policies and procedures and wear the required personal protective equipment. Company paid on-the-job training is provided. Relocation assistance is not available for this position. Work Conditions: Extreme all-weather conditions; un-even surfaces, safety sensitive work environment. Union: union membership and monthly dues are required. Transportation Worker Identification Credential (TWIC): Federal authority requires unescorted access to secure areas of port facilities, to obtain a TWIC. A TWIC is a condition of employment for such positions and requires candidates to those positions to submit to a TSA security...

A “Pinman” seems to be an engineer that walks and controls engines and hopes to get promoted.

Presidents Message: Greetings from the "Old Man."

The company has dispersed and I am sitting here happy with all that I see and hear. A soft drink makes everything look better! I won't go any thing farther than that.

How about that weather? Hot enough for you? Ready for a cooling off period? I am! Anyhow, different issues down at the depot need to be addressed.

For one I would like to cut down on the number of mailed out issues of the Warrant. email would make it much easier and less costly. So I am asking members that now receive letters through the snail mail system to please drop me a line with their email address so it can be sent that way.

I know that one or two members do not work with computers and that part is fine, you will still get a mailed issue.

So, I ask those getting the newsletter by mail; please mail me your email address send to Jim

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Brown, 2372 Pine Cone Drive, Tomahawk, WI. 54487. Be sure to include your name as well.

You could also send us a note via the newsletter editor's email who will let the Treasurer and myself know. Roger G Blocks, our newsletter editor is at: rgblocks@mac.com or rgblocks@wi.rr.com. Also, if you have any requests for news let him know.

Roger tries to keep the RRA Warrant as small as possible. It is typically 500 Mb in size give or take a couple hundred Mb. He always packages it as a pdf file. Pdf is by far the most common file type on the Internet for items that need to be compressed for delivery. Ours is about 20% the size of an equivalent Word document.

Compression and the pdf file type make delivery of newsletters to those on slower Internet connections possible. Our pdf newsletter files are 5 -10% of the size of short movie clips and Powerpoint (ppt or pps files). We use pdf format because it works on every computer and is extremely popular because it is both simple and free. Nothing better than free. Perhaps simple?

Thank you! It will really help our economic challenge and speed up your information flow. Also, you can look up any back issue of Warrant and print it at home by downloading it from our new website at www.rrahome.org. We also have coming events, activities and members pride featured. Enough: we need your help. Thanks.

While I'm at, Roger Blocks has earned the Chief Dispatcher AP Certificate. He likes JMRI but does not claim to be a pro; just finding a better way to organize operations. Says he's learning the ropes and thanks all of us for our help in his education. Congratulations Rog.

Work has started on the caboose and the business car down at the depot! Things are taking shape. Issues came up for the man doing the work on the cars and this caused a delay on the job. He is now doing a fine job!

More good news. We still have the store at 123 Brown Street and modular pieces are being moved back to that location (from temporary storage) and set up to be worked on! More on that later. We want to get the modules ready for Minoqua in September.

R.R.A. will be participating at the train show in Minocqua. The modular layout will be set up at this event. The dates for this show will be as follows: Saturday September 29th, 2012, 10 am to 4 pm and Sunday September 30th 2012, 10 am to 3 pm.

Show setup at Minocqua will be on Friday, September 28th after 4 pm until 9 pm.

A committee was formed and it will be called the Directional Committee consisting of five members as follows: Jim Brown, Bob Lake, Tom Kolbeck, Tom Theilig, and Alan Duchrow.

Plans will be discussed by the committee and presented to membership to help shape the future of our R.R.A. organization. So, please join us at regular business meetings of R.R.A. We normally hold them on the first Wednesday of the month.

Thus, speaking of meetings, the regular monthly meeting of R.R.A. will be held on Wednesday, August 1st, at 7:00 pm at the depot. Hope to see you there!

Take care, Jim Brown, President, RRA.