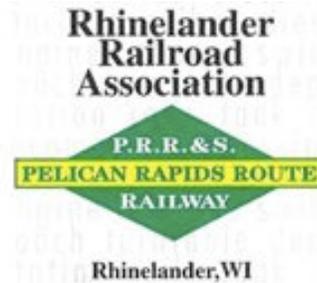


Warrant



June 2011

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

Best wishes from all go out to Norm Braeger in getting out of the hospital from his round with asthma (he was looking good and made the maintenance meeting on May 25th). Norm, stay out of those places! Don't go back!

We had clean up at the depot on Saturday, May 21st. Things went well and I wish to thank the crew we had for a job well done! We are ready for the opening of the depot and the rest of the complex starting May 28th.

Also a reminder for the up coming clinic at my house on June 4th, Saturday starting at 10am. It will be about maintenance of older locomotives be it Lionel, Marx, American Flyer or what ever you have.

If you have any engines such as those mentioned, bring them along and I will try to answer your questions or even get them running. All American Flyer engines from 1946 on up will run on my S gauge layout which everyone present at the clinic will be able to see.

Our last clinic in Three Lakes about layout building gave people present a chance to see some of the construction techniques that Roger and I used. This clinic will provide a hands on idea of what we talked about at that clinic.

A welcome is in order for new member Tim Sheldon Jr who has joined us at RRA! Tim resides in Rhinelanders. Welcome aboard Tim!

The next business meeting of RRA will be on Wednesday, June 1st, at 7:00pm at the depot! Hope to see you there! Take Care, Jim Brown, President, RRA.

Clinic "Repair and Maintenance of Classic Engines and Rolling Stock" : Saturday June 4th, 10 AM by Jim Brown at Jim Brown's

Instructions for the trip to Jim's house are on the map below: However, if you're coming in from the west on Rt 51, go east one mile on Rt 8, then left (north) on Birch Bay, cross the RR, turn Right go east on N, then Left (north) on Hancock Oneida Lake Rd, then in 300 yds left on Virgin Lake Road (stay on paved road) to the end. Turn left when you see a white building with

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Jim and Roger presented two different techniques to build realistic layout platforms, scenery and track-work. Jim has an NMRA Golden Spike; thus, you'll want to see his layout on June 4th. Bring your camera, an old engine and a friend. You'll enjoy it!

The following are written slides, and contain the main points of our discussion. Sorry, you had to have been there for the many layout photos. This is our clinic handout for May.

How much Room?

- I've a spare room: dimensions X by Y
- My garage: if heated, a pull down
- My attic: how about a hinged affair
- A shelf or two on my office wall
- A cabinet in the dining room
- An end table in the living room
- She says with your next wife!

How much Money?

- My budget is limited: < \$500 per year
- My budget is limited: < \$1000 per year
- My budget is limited: ~ \$5,000 per year
- My budget is unreasonably tight: like old jeans
- My budget is loose... like a Washington budget
- I'm man of the house... don't tell Marge or Carol
- She says we've enough for a trip to Sugar Camp

How about time?

- Big layouts take time.. (so, join a club..)
- Little layouts take time also..
- When would I like one train running?
- More than one? Lots? Hmmm.
- Work alone best? Or with others?
- One man one hour, two men two hours
- Regular hours? Odd hours? Vacations?

Support?

- My buddy helps me get work done..
- We've a partnership.. My \$ his labor
- We both run our stuff here..
- My wife and the older kids help
- My wife gets mad when I don't clean up
- Dust is an issue: allergy problems..
- Can't paint: smells: Can't hammer: noise

Plans for Round & Round

- Most start as 4 x 8 size
- In O gauge that would be an oval or two
- In HO gauge the Gorre & Daphetid fit 4 x 8
- In N gauge it's an empire
- In Z gauge it's two empires
- Most layouts have round & round
- Keep some version in any final plan

I Cannot See Well

- Z is too small
- N too is small but works
- HO is small but I cannot see the rivets
- S is much better
- O is great but I can't afford the space
- G is perfect but I've an apartment
- Think I'll have an eye exam..

Switching Layout

- After a few round and round sessions then the turnout becomes a fun addition..
- After a few sessions you'll start to make and break freight trains at mythical businesses
- Then, you might make a few passenger stops
- And, you might want to try them together..
- And, you might ask friends over...
- Operating sessions are organized railroading

My hands shake a bit

- I can see well enough but my hands shake
- I can run trains, teach, dispatch, write stories
- I can build scenery, ballast, spread grass, etc
- I cannot build a box car.. & bigger is easier
- I'm best with a team of model builders
- I do love rail-fan trips and my photos are good
- In short... my railroading fun is changing

Mountain Layout

- Mountain layouts are fun if you've room
- You can hide trains in mountains
- You can emphasize logging, mining, farms
- Short trains, sharp curves, seep grades
- Mixed freight, small towns, short sidings
- Dirt and disorder prevail: non modern
- Narrow gauge and conventional work..

City Layout

- Much more detail than the mountain layout
- Here, the challenge is building buildings
- Period or era becomes obvious with cars
- Excellent example: George Sellios, his *Franklin and South Manchester Railroad* is famous
- *If you enjoy details... this is a way!*

Midwest Towns

- Rolling landscape, small towns, little businesses
- Perfect for a switching layout and passenger stops
- Minimum construction of table, easy track-support
- Combine round and round with switching
- Long and short trains, intermodal, all potential

Summary

- It is all about learning a new technique
- Sharing an idea... trying an idea
- Making a new friend.. Keeping friends
- Laugh at your own failings... try again
- Encourage others... push yourself further
- Learn.. Relearn..
- Do stuff.. Build your dream..

Black Crow

by Bob Lake

I never new his real name. He was "Black Crow" to me and a better Conductor never rode the rails of the Chicago, Milwaukee, St.Paul and Pacific Railroad. He spent his entire working career on his beloved "Road".

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That he was Irish was never in doubt. He still carried the brogue in the lilt of his voice that spoke of the old sod. He was of the old school, speaking softly but carrying a big stick. His orders were not ever in question.

He seemed tall to me, as he would to any eight-year-old boy, and his stature was straight as a ruler. But, I suspect, his height was average for the time at about 5 feet and seven inches.

He distained facial hair being always clean shaven and his uniform always clean if not pressed. Typically he wore a Conductors hat, woven leather headband with a small visor of patent leather and black cloth cover. Even on hot summer days he wore a black jacket with a black vest he always kept buttoned. Black pants, black shoes and socks, with only two contrasting appointments and those being his white shirt and gleaming silver badge. One more item, he broke custom by wearing a silver chain instead of a golden one on a watch he carried in a vest pocket. He frequently dug into that pocket with a forefinger and thumb bringing out the watch for a quick check of the time.

When the train was underway, he would stroll the cars chanting the stops ahead in his "All Aboard" voice; "Next stops: Oostburg, Cedarburg, Thiensville, Brown Deer, Milwaukee." Walking the aisle would give him the chance to see his passengers, pass a little time with those who were regulars and getting acquainted with those he didn't know. There was little he could offer for comfort on those bench seats, but his smile was a ray of sunshine cutting through the coal smoke and steam that somehow always found its way inside the coaches.

While I was on the train, he was my unofficial guardian and I always got a little special attention. It became traditional that he would offer me one of his black licorice dots from a small cardboard box labeled Black Crow. That was how he got his name: Black Crow. Even when boarding, I would hail him as Black Crow. He would tell me where to sit and that he would stop by later.

Riding the train was my favorite pastime. I especially liked the smoker car where the men's room was located. I don't know what it is that attracts small boys to the men's room, but that is where I met several roadie friends over the years. In those days, hygiene wasn't held as important as it is now. When you finished what you were doing and went to flush by stepping on a floor peddle the copper "pot", a bowl shaped funnel, opened straight to the middle of the tracks and you could watch the ties go flashing by. Of course during the watching, the water was running down the sides of the copper pot and out the opening. Being of little quantity, you could cause the supply of water to quickly empty out. This never caused any trouble. I think the water was just a feel good thing letting folks think

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the disposal was very modern. Especially for those of us whose homes had no running water! But, can you imagine?

I made the trip to Milwaukee twice a week for five or six years so having put a few miles on, I just naturally developed a real interest in railroading which has never left me during my life time. Most of the time the train was steam power, but towards the end of my journeys, the Chippewa gave way to the Hiawatha, which pulled the trains with an ease that was apparent in the quick acceleration. Diesel power was here!

Black Crow did not make it into retirement. During my last six months riding the cushions, I did it without Black Crow. Finally, word came down the line... Black Crow had died of a heart attack 63 days short of retirement. I suspect he would have been restless and irritable in the lack of the clickety clack. It would seem by observation that guys who do not replace a vocation with anything else in retirement just don't last very long. Black Crow managed to avoid all that while leaving a legacy of attraction for the rails in the heart of a small boy.

Happy Rails Black Crow.

Written by Bob Lake on: 4/21/2011

Railroad Happenings: or semi local coming events..

June 4, 2011 10 AM Clinic: "Maintaining Your Engines / Rolling Stock" All Gauges, Jim Brown, Pres RRA/ joint meet with TLMRC at his home: call 715-546-7935

June 4 and 5, 2011 4PM "West Bend Railfest" 501 Crocus Ct, West Bend, WI, 1500 ft of G scale track: Rides on 7.5 inch train for all ages. Info call 262-335-2875

June 18-19, 2011 Waupaca Area Model Railroaders, 22nd Strawberry Festival & Train Show, Waupaca Recreation Center, 3 blocks east of downtown, State & Badger.

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>