

# Warrant



October 2011

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

Summer has flown by and things are quiet at Pioneer Park except for the depot and RRA.

Projects were discussed at the last business meeting of RRA. There will be a work session at the depot on Saturday, September 24th, from 9 am, until 2 pm to get things prepared for the winter months as well as other things in general.

A Christmas open house is scheduled for Saturday, December 17th, 2011, from 1 pm until 5 pm. More discussion on this topic will surface at the next business meeting.

We have been accepted for the NMRA divisional meet in October 2013. Exact date in that month will be set soon.

A work session for the modular system took place Tuesday, September 13th, starting at 9 am, at Tom & Pat Kolbek's home south of Bradley Junction. Here, Alan Duchrow (on right) and I lift one end of a 6 x 2 straight module and frame our esteemed host, Tom. See the article below that documents work accomplished to date.



The next business meeting of RRA will be on Wednesday, October 5th, at 7 pm at the depot located in the Logging Museum, Rhinelanders. Hope to see you there!

Take care.

*Jim Brown, President, RRA.*

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

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 Winnebagoland Division Fall Meet- Lakeshore Lanes-  
Sheboygan, WI Info at: [www.wld-nmra.com](http://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 5, 2011 Regular Meeting of Members, 7PM basement of the Rhineland  
Depot in the Lumber Museum Park. Join us for spirited discussion of a variety of  
rail topics.

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

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](mailto:Don@ciscojunction.com) or 217-  
669-2261.

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](http://www.lammscape.com/cedarcreek)

November 5, 2011- Winnebagoland Division Annual Operating Session- Waupaca,  
WI Info at: [www.wld-nmra.com](http://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 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*).

## **An Invitation to join your friends At TLMRC for: The Three Lakes Model Railroad Club Kit-A-Long Project**

*By P. A. Wussow*

What, you may ask is a Kit-A-Long? Well, it goes back to my wife and her knitting group. It is a project that gets everyone involved in making something that is the same, but individually different, during the same time period.

We all start with the same kit and then each week or so we can compare our progress on line and / or at meetings. We all have different levels of skills in model building and sharing with each other is part of the fun that a club can bring to each modeler.

We will take each section as a small project and compare results and then move on to the next section. It is hoped that we will be ready to show the finished kits off around the first of the year and take them to the NMRA Winnebagoland Division meeting in the spring.

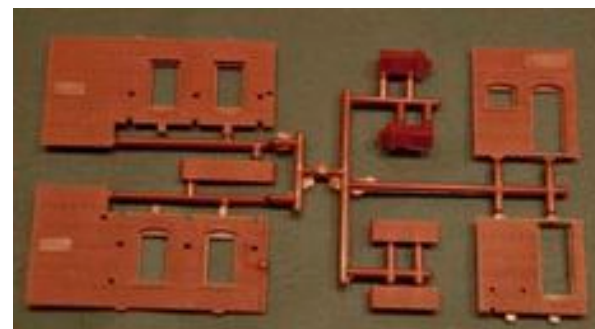
Today in mid September, as I write this we have club members all around the world. We have members in Three Lakes enjoying the fall weather and getting in the end of the season fishing and boating or in Tomahawk building ‘almost Free Mo’ modules with the Rhineland club.

Some others have sought warmer locations for the winter while still others are in far reaching places like Singapore, Crete, Germany, and Australia. Our members get around and connect via the Internet. It is this connection that can make the sharing the experience of building a common

kit instructional and informational for all of us in the club and anyone else who wishes to join in building and sharing their work with us.



For our first Kit-A-Long project we have picked one of the fine old stand-by kits from the folks at Atlas.



The Atlas Signal Tower Kit has been around the HO community for about as far back as I can remember. This fine kit has a great deal of detail in its castings and has been featured in articles and a book by John Olson.

The Building has a number of different building materials all cast in plastic that allow for customizing or detailing.

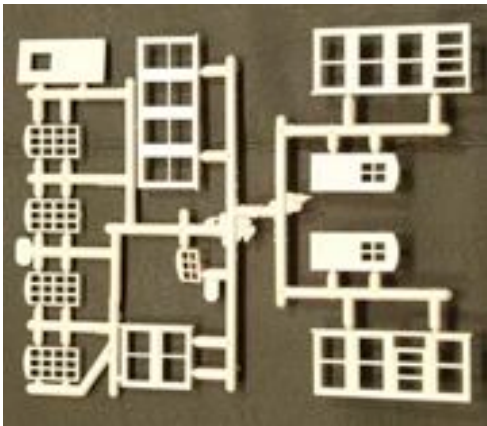
Rhinelanders Railroad Association

Here are some images of the parts of the Kit-A-Long project Atlas Signal Tower Kit parts in the box.

There is masonry construction to work with and both color and mortar lines to highlight.

The second floor is lapped boards that may be built with many different styles of weathering and different maintenance levels of the supporting wood structure.

The windows need paint and glass and shades or maybe some could be boarded up (mini blinds might be a bit much).



The roof is a fine detailed casting that may be worked on in many ways to bring out the detail (see below).



Additional parts are available for the kit from the Series 2 Railroadania Realistic HO Scale Craftsman Kits and may be found at [www.vectorcut.com](http://www.vectorcut.com)

This is a sample of changes made with the Vectorcut parts from their web site.



So if you think you want to Kit-A-Long pickup an Atlas kit and look it over.

We will start in October.

Contact me at [PaulWussow@WindyPines.net](mailto:PaulWussow@WindyPines.net) for additional information or to send photos and other ideas that may be included in this project.

This kit is Item #704 of the:  
Atlas Model Railroad Co., Inc.  
378 Florence Ave.  
Hillside NJ 07205

Neither The Three Lakes Model Railroad Club nor any of its members are affiliated with Atlas

Model Railroad Co., Inc. Selection of this kit is because of its demonstrated quality and wide distribution among model railroaders.

Photos of Vectorcut models are by permission of Dave Krakow owner of : Vector Cut [www.Vectorcut.com](http://www.Vectorcut.com) who can be reached at [JKrakow@aol.com](mailto:JKrakow@aol.com) for comments.

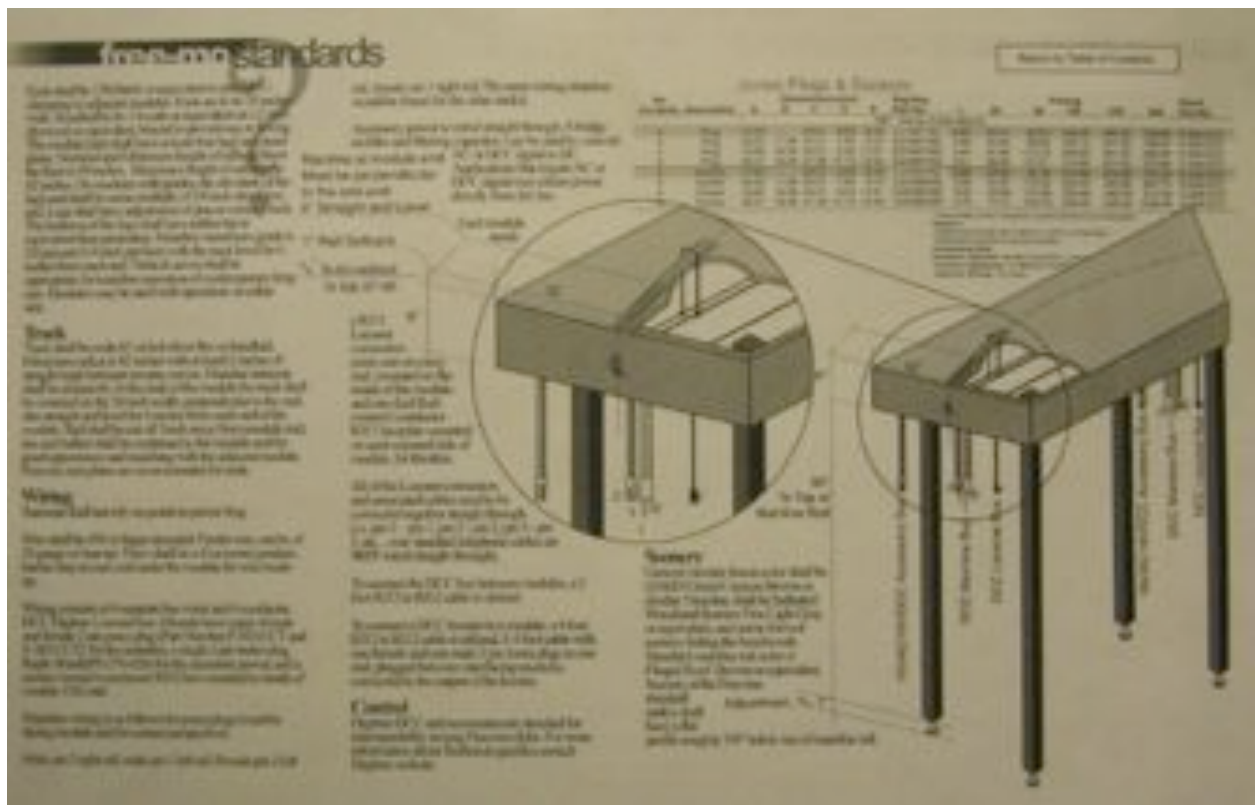
## Free Mo as Adopted by Rhineland Railroad Assn

by R.G. Blocks

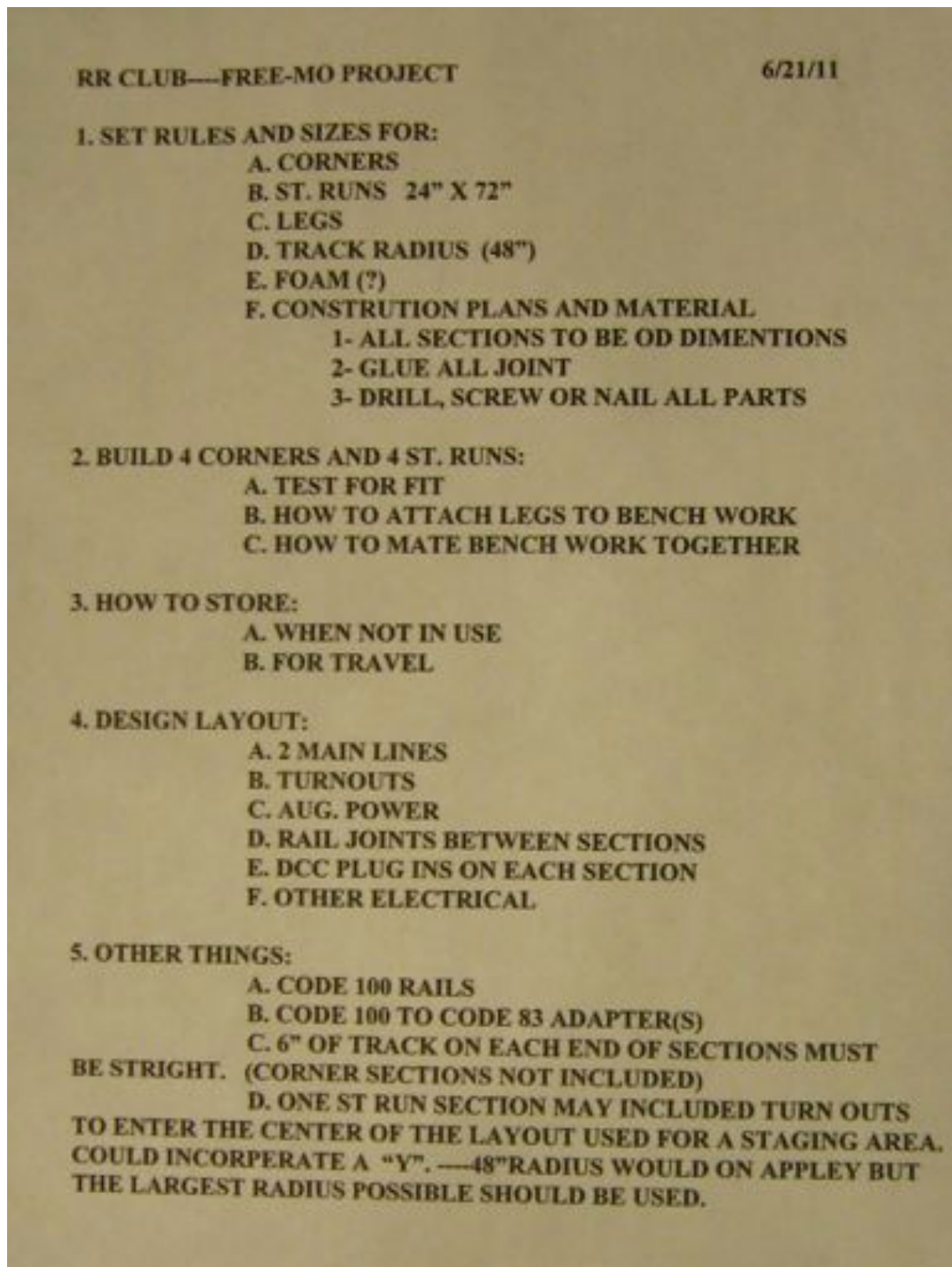
Tom Kolbek advised me to bring my pen and a camera. His intent was to achieve two things. First, we were going to do some work at his place on Tuesday September 13<sup>th</sup> and second, we were going to make a record of what and how certain aspects of the task of building portable modules became accomplished. The idea was to capture, for posterity, the why and how RRA came to make a modular layout.

First, we need to talk about Genesis. The spark of the creation is probably attributable to Brendan Marquardt who likes what he heard when introduced to Free Mo. A number of folks then immediately jumped on the bandwagon: among them were Tom Kolbek, Jim Brown, Alan Duchrow, Mike Koltz, Norman Breager, Paul Wussow and the writer. Heck, I'm not discounting the several other guys that had unbridled enthusiasm: like Brian, Thomas Melancon, Tim Sheldon, Bob Lake, Dave Krebs, Floyd Schmidt and Bob Dumke all were full of it as well.

The germination lead to use of the Free Mo Specifications as the Proforma Starting point for discussion. At this point we borrowed the National Standard Module from Mike Slater of Racine and for a few weeks displayed it at the Rhineland Depot. It was the subject of considerable debate. Many did not like the height and believe the legs should be lower for the benefit of women and children. Some thought that the lower height prevented duck under entry when a circular layout pattern was constructed. Plans are for two heights (neither are Free Mo standard: however, we are close and can match Free Mo in both height and endplate). We are in the Free Mo spirit all the way! We simply have our own free spirits at work. Go to the Free Mo website [www.free-mo.org/](http://www.free-mo.org/) and you'll find the specifications used by that organization.



Discussion was taking place on how to build our own modules beginning last January. By June of this year a consensus was being reached. Some of the then semi-agreed upon ground-rules were put on paper. More discussion was to evolve; however, the itemization is close to reality.

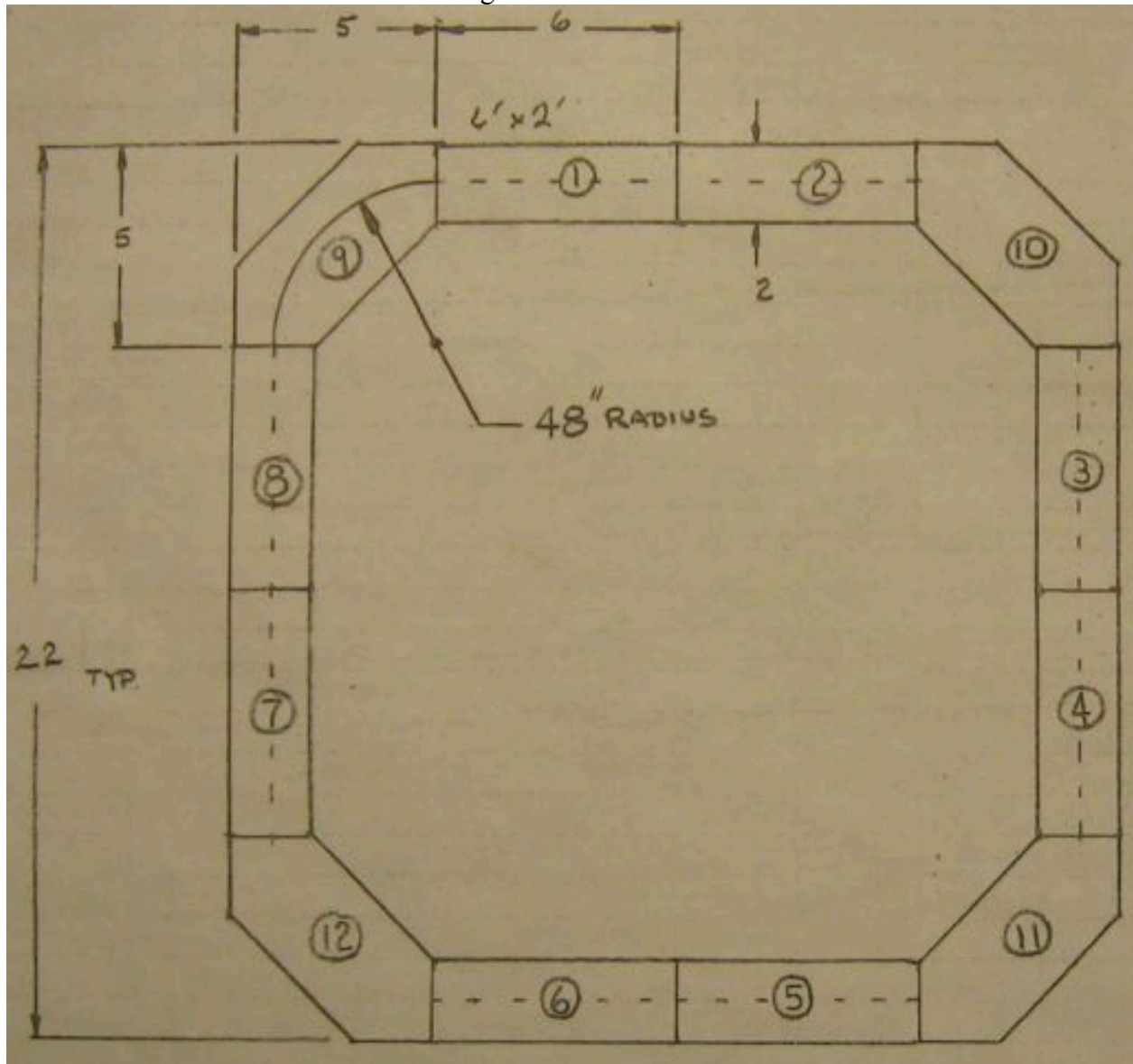


## Rhineland Railroad Association

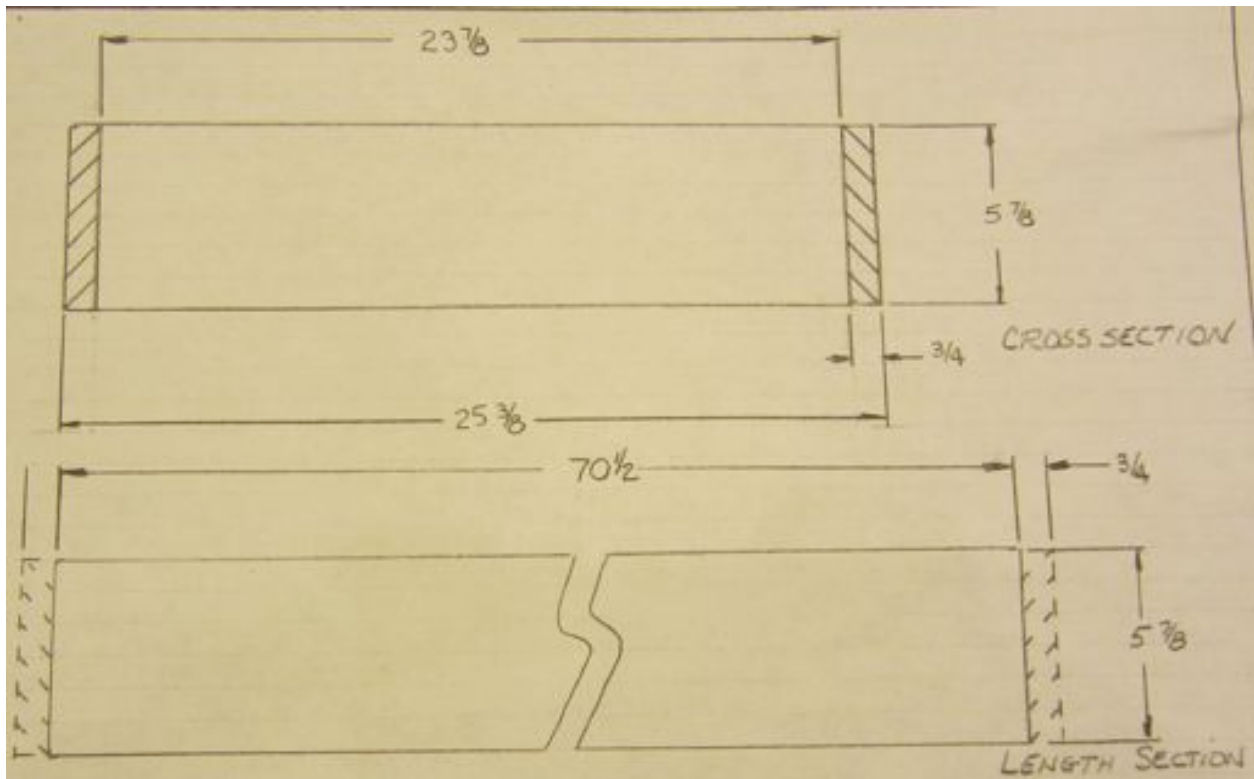
The house has both DCC converts and any number of older engines of the DC period of HO. Thus, it came to pass that both groups needed to be satisfied. Thus, two main lines needed to be in the design. Secondly, the electrical blocking can be done to allow both to run simultaneously, or all DC or all DCC. It's no big deal with correct design at step one and takes little or no extra wire and only about 3 bucks for a DPDT switch.

Code 100 for the main is what was affordable. This does not prevent sidings or branch lines to be code 83 or some other rail height. Thus, those that want to make turnouts and save some dough or those desiring to advance down the NMRA AP program can build their own rail items.

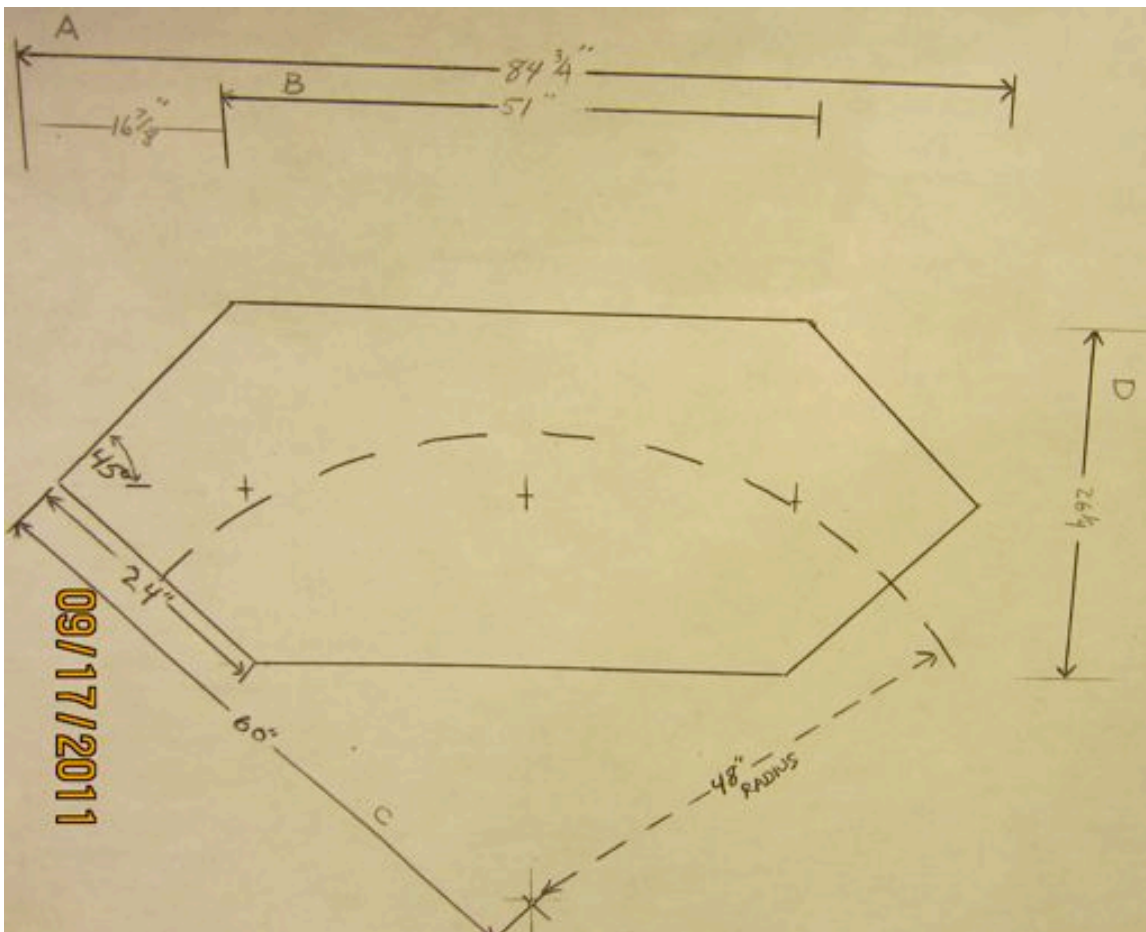
The overview would look like the drawing as follows.



The linear sections would be 24 x 72 inches as shown below in detail.



Corners would have a nominal 48 inch radius and rail would be on 2 inch centers.





A pass thru door-way was discussed and made it to drawing state. No agreement was reached and it is included for completeness (or incompleteness depending on how your mind works).

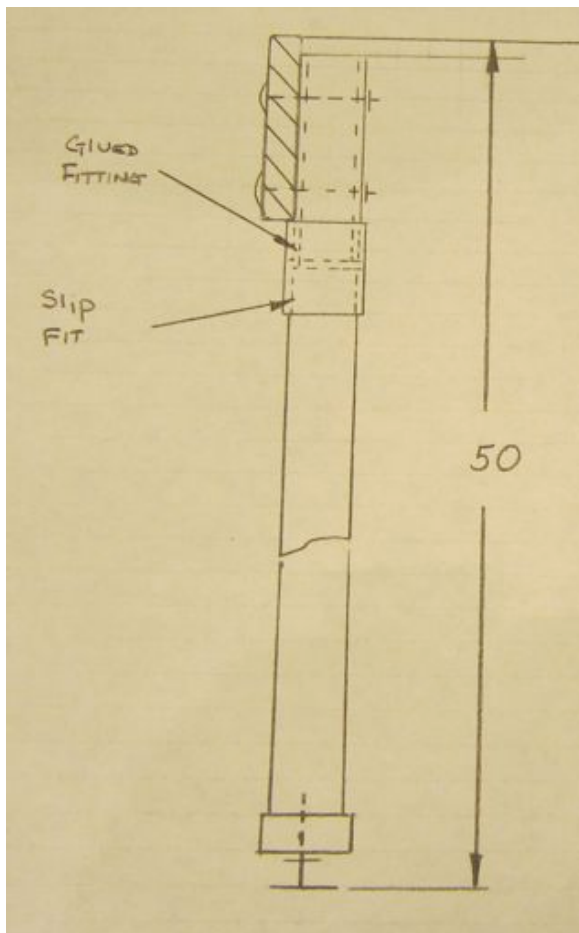
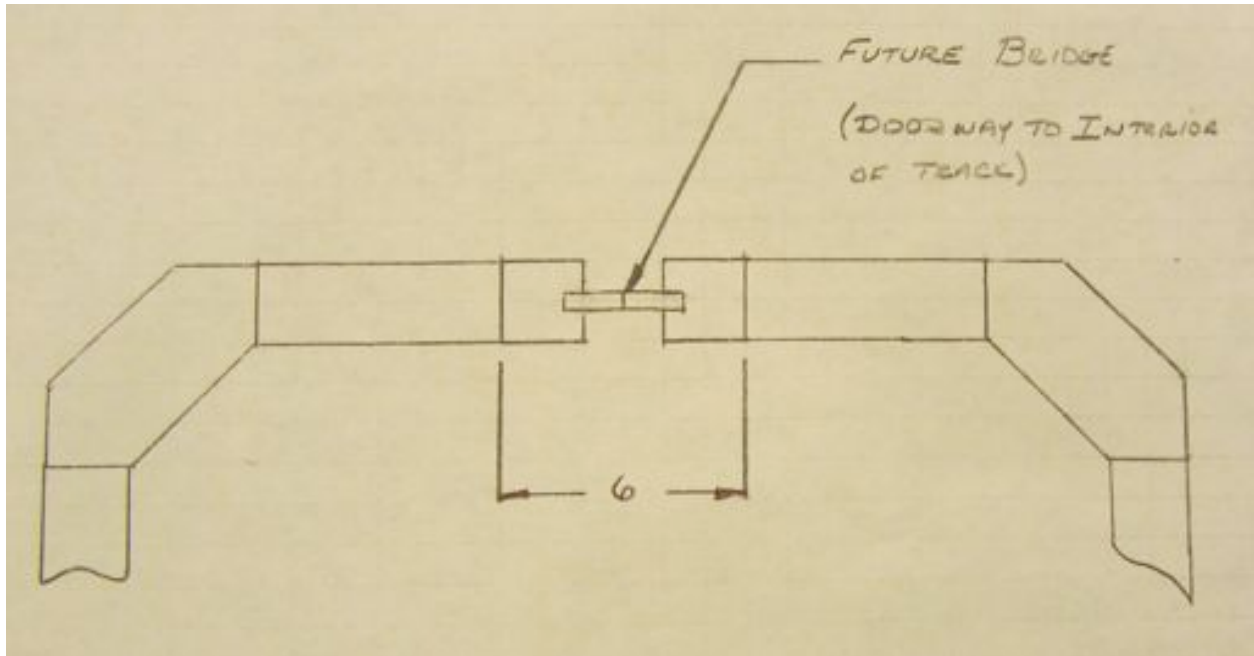
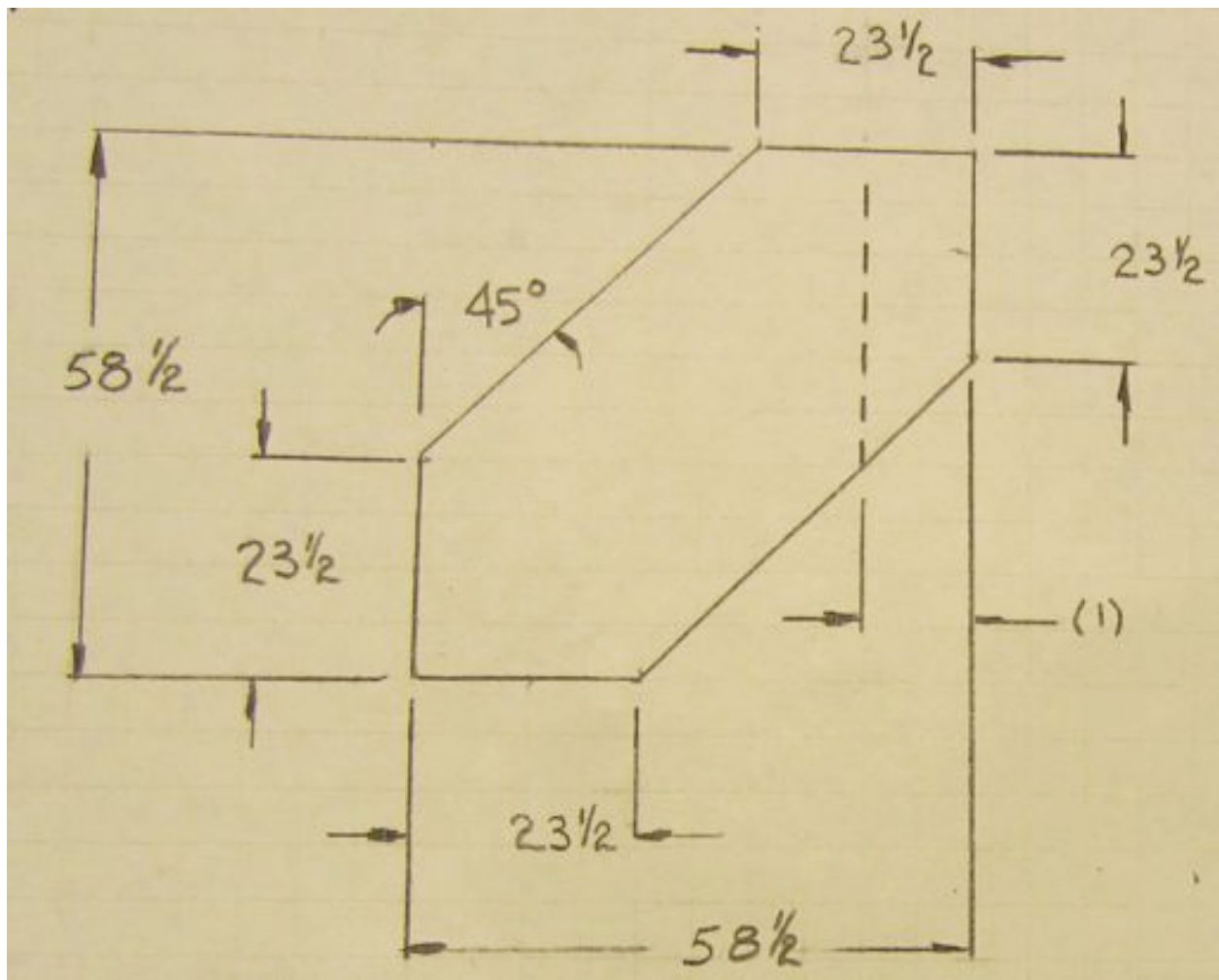


Table legs received perhaps the most debate. In the end a simple 2 x 4 approach was used. It was not expensive and fit the immediate need. Table height was 50 inches not 51 inches as Free Mo would dictate. However, it's all in where you measure from...

Each table was built, and I counted four corners and six straight sections where each had four legs. Thus, ten tables times four equal forty legs!

Why be different regarding height? The answer has to do with sameness and uniqueness. When you build everything at your own desired height then you have the pride of uniqueness. It is nice to be unique. However, when you add the foam and the height-adjusting bolt at the bottom of each leg you can be exactly like Free Mo.

A complete corner drawing was made and four corners were constructed. Each table will attach to its neighbor with two bolts, two nuts and two washers. Talk about exactness, symmetry and a preciseness that comes with practical experience. This stuff works.



The corner looks cool. The RRA club treasury was authorized to pay for the common items. Thus a parts list was constructed and some shopping was done to get fair prices.



Assembly of a rectangular section is under way. One-inch foam is being glued with PL 300 to the plywood top.

Members of the club will provide their own details. Some caveats have been agreed too. There is a limited amount of code 100 track and some turnouts from past work or donations. Paul and others have some track items to donate (along with structures, cars and DC engines). Hence, there is sufficient material on hand to help those who need help. Any RRA member should be able to complete a section on a limited budget.



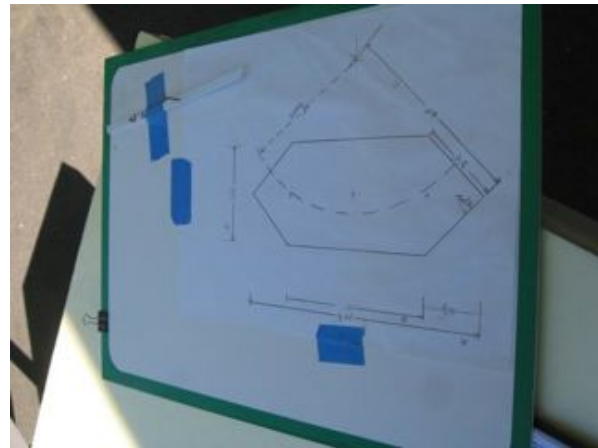
Fortunately, weather was on our side. Within 24 hours the first snowflakes of the season would be seen in Rhineland.

Call these the boys of summer. Clearly, Tom has sufficient supervision to insure his glue gun prowess.

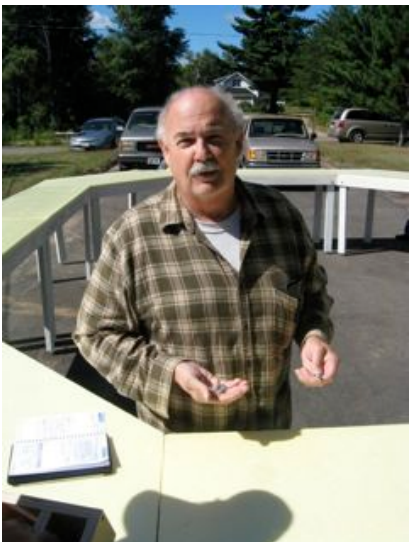
Kolbek practicing his finger pointing skills. He was a Navy guy and the very same finger was used to plug holes in boats. He has a reputation for keeping things afloat!

Norm, keeper of the coin of the realm is looking at the number of glue inches that were expended writing RRA on the plywood. The others are working together to lift one sheet of foam to hide this obvious possibly that there might have been extra glue expense.

Laughter was exuded as the RRA troops extruded the glue. Norm joined the fun but held on to his wallet.



Above left, Jim and Mike are applying a bit of pressure to keep the foam glued down to the plywood as the glue sets. On the right, is a sketch of layout corner.



These photos show the assembly crew and the next page shows the formal Bill of Materials list of wood, nuts and bolts. Do not confuse the crew photos and the nuts list. The crew assembled the wood, bolts

and nuts: not vice versa.



Assembly of four corner sections and six straight sections (10 major assemblies) makes for a super size layout. I do like these legs.

Fun is where you find it.

3/9/2011

**PRELIMINARY PRICES  
FOR  
R.R.A FREE-MO TABLES**

**TABLE TOPS**

<u>SIZE</u>	<u>TYPE</u>	<u>PR/PC</u>	<u>TOTAL</u>
3/4" X 4' X 8'	BIRCH PLY	\$45/9	\$405
1/2" X 4' X 8'	PLYWOOD	\$14/8	\$112
3/4" X 4' X 8'	WHITE STYRO	\$4.50/8	\$36
	BOX OF SCREWS		\$15
	<b>TOTAL</b>		<b>\$568</b>

**LEGS**

2" X 10'	PLASTIC PIPES	\$5/24	\$120
2"	COUPLINGS	\$1/48	\$48
2"	CAP	\$1.25/48	\$60
2' X 2' X 2'	TEE	\$2.10/48 (RD'D UP)	\$101
	<b>TOTAL</b>		<b>\$329</b>

1-1/2" X 10'	PLASTIC PIPES	\$3.50/24	\$84
1-1/2"	COUPLINGS	\$ .65/48 (RD'D UP)	\$32
1-1/2"	CAP(FLAT)	\$ .80/48 (RD'D UP)	\$39
1-1/2 x 1/1/2 x 1/1/2	"T-s"	\$1.60/48 (RD'D UP)	\$77
	<b>TOTAL</b>		<b>\$232</b>

**OTHER LEG PARTS**

LEVELERS (4 P/P)	\$2.75/12	\$33
FELT PADS	\$4.50 (R'DD UP)	\$5
SGREWS <i>Box</i>	\$1.25/6 (RD'D UP)	\$8
NUTS	\$1.70/1 (RD'D UP)	\$2
WASHERS	\$1.70/2 (RD'D UP)	\$4
	<b>TOTAL</b>	<b>\$52</b>

<b>TOTAL FOR A 2" PIPE LEG</b>	<b>\$381</b>
<b>TOTAL FOR A 1-1/2" PIPE LEG</b>	<b>\$284</b>

The Bill of Materials is a reasonable depiction of what has gone into the project.

Tom is using his centerline and bolt-hole placement jig to draw the first center for track layout. This jig insured correctness and allowed him to ham up what otherwise would have been a serious moment in construction.

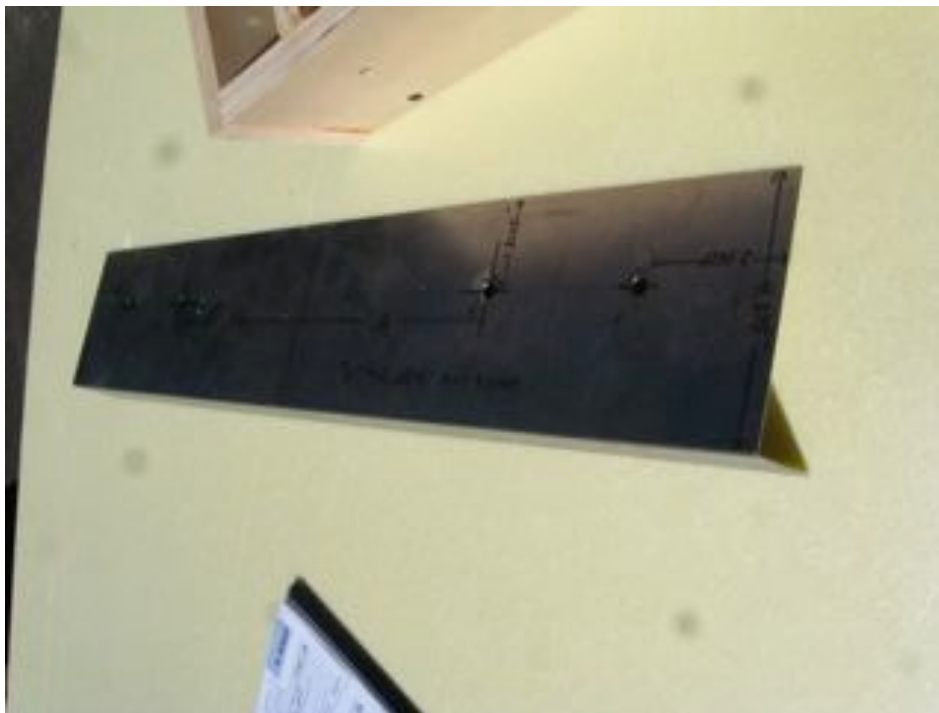


Tom's centerline and hole placement jig in a close up (below) shows us how reproducibility is possible when you take the time to make a good tool.

Each of the leg bolts and the table-to-table bolt holes was located with the tool. So too were the track lines. Tom is quite the artist. You can tell by the squint in his look: that lining things up only takes one eye.

This little tool allowed the RRA team to go around the table once, mark the track

lines and end up where we started without flaw. It was what Christopher Columbus attempted in 1492 without the tool. Columbus was lucky to get home; but then, I digress.




In conclusion, the note below was the call to this final big assembly party. Pat and Tom Kolbek were fantastic hosts and served a great lunch.

After lunch the first train ran on the layout. I wasn't there to document the auspicious event

with a photo; however, Tom promised to capture the event with a camera and such will be published next month.

It was a grand day. All objectives were met. Good harmony was felt. Norm left knowing the club dollars were converted to good stuff. I believe I speak for the cast of characters assembled. This was a grand day ! Again, I repeat myself.

**WORK PARTY NEEDED** 

1. FINISH INSTALLING T-NUTS AND ADJUSTING BOLTS INTO LEGS AND ASSEMBLE ALL COMPONENTS TOGETHER FOR FIT. MAKE ANY CHANGES TO SYSTEM THAT ARE NEEDED OR WILL MAKE ASSEMBLY AND TAKE-DOWN EASIER AND QUICKER.  
MAKE A LIST OF TOOLS AND SUPPLIES THAT WILL BE NEEDED TO TRAVEL WITH LAYOUT
2. PRIME-COAT BENCH WORK / PAINT AND NUMBER EACH MODULE.  
INSTALL FOAM ONTO LAYOUT AND PLACE CENTER LINES INTO POSITION.  
POSITION ONE FOOT OF FLEX- TRACK FOR EACH MAIN LINE ON BOTH ENDS OF EACH MODULE LEAVING THE FIRST SIX INCHS FREE FLOATING TO MAKE MATING EZ.  
BEFORE INSTALLING THESE TRACK SECTIONS PREPARE THEM TO EXCEPT RAIL JOINERS BETWEEN EACH MODULE.  
SHOULD BE READY FOR RAIL!

**OTHER THINGS TO THINK ABOUT**

1. BEFORE INSTALLING RAILS AN INDIVIDUAL PLAN FOR EACH MODULE AND COMPLETE LAYOUT SHOULD BE DONE.  
NOT AN OVER DETAILED DRAWING ETCHED IN STONE BUT A SIMPLE IDEA OF WHERE WE ARE GOING AND WHAT EACH MODULE WILL BE LIKE.
2. BEFORE RAILING AND LANDSCAPING WE NEED TO PLAN FOR MOVING AND STORING OF THE LAYOUT.  
THIS WILL DEPEND ON THE RULES WE SET AND THE RISK FACTOR INVOLVED IN MOVING, SET-UP AND TEAR-DOWN. (TIME--- SAFETY)
3. THE USE OF JIM'S CLOSED TRAILER IS A GOOD IDEA AND WILL NEED TO DO A HANDS ON STUDY TO BUILD AND EST. OF COST. (LONG TERM USE)
4. IDEAS FOR COVERING COSTS FOR BUILDING, MAINTAINING AND DISPLAYING.

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PLEASE KEEP AN OPEN MIND TO THE RULES WE FINALLY AGREE WITH. AS A WHOLE NONE OF US WILL LIKE EVERYTHING.

IN THE END THE LAYOUT SHOULD BE SIMPLE TO MOVE, SET-UP, TEAR-DOWN AND COST EFFECTIVE.