



**Three Lakes Model Railroad Club
Volume I, Number 1**

**1st 100% Club in Wisconsin
Nov 2010**



On November 22, 2010 Lou Ann Suits informed Mr. Paul A Wussow that our TLMRR Club qualified for 100% NMRA Status.

On November 27, we received A Certificate of Insurance showing evidence that indeed the Three Lakes Model Railroad Club now has a Commercial General Liability policy. Ironic? Insurance is our first piece of business. Were prototype rail to be so well covered perhaps more would be with us today. Or, was it risk and reward that built the enterprise we love?

It is now our pleasure to say “all aboard” we’re off on a new railroading adventure. I trust we all focus on achieving enjoyment, education and intend to please others while finding contentment in a job well done. This is a hobby: it is not a compulsion.

Nothing we do will change the course of history; however, we can model history. Nothing we do will change nature; however, we can emulate it. However, we do things that bring a smile to a visitor, wonder to a child, or just a laugh and perhaps encouragement to our friends.

Groups generally garner strength from the varied focus of members. None of us see things in the same manner. Various model railroad gauges are the result of eyesight, diverse opinion, economics, age of builder, workshop size, tools owned, negotiated space available and above all: compromise.

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Paul offers his considerable skills to be our leader and I offer my time as your newsletter editor. However, we will probably need the functions of secretary (or chief clerk), treasurer (paymaster), achievement program (AP coordinator), a youth coordinator, website geek, program director (clinician recruiter), visit arranger (tour guide), and a project coordinator. You can help decide what we're equipped to do: and, how it should be done. Many clubs limit the duration of those holding jobs such that everyone gets a turn at tasks either desired or to provide new adventures. We might have as many tasks as initial members. These items and others need be sorted out in the following months.

We will attempt to address our various constituencies in both our meetings and newsletters. Some prefer a larger quota of layout visits, others prefer construction projects, and others are operations hungry. Then, you have those that enjoy the social aspects, some the historical, some the technical, some the minutia and others focus on NMRA leadership roles. The best we can do is learn from the talent pool assembled and bring in speakers to supplement our needs or travel to find nirvana.

Thus, we hope to provide articles as they pertain to each of the following areas:

- Rail Equipment: for example, Engines and Rolling Stock
- Setting: items like, Structures, Scenery & Modeling (pro-typical & otherwise)
- Railroad Construction & Operation: skills such as Civil and Electrical and model rail Dispatcher
- Volunteer: present talks (be a Clinician) or Author NMRA articles.

Many will recognize these as topics of the Achievement Program (AP) of NMRA. They are akin to Merit Badges in the BSA that lead to Eagle Scout. In Model Railroading, they lead to becoming a Master Model Railroader (MMR). Several of our members have an interest in this aspect of modeling.

Many of us have been members of other railroad clubs; and some will continue to be members of more than one NMRA club. It's good to learn and contribute on several fronts. Not all clubs have the same goals or focus. Our TLMRC focus, yet to be defined and shaped by members will not be a constant. People change and goals change to meet the new objectives.

We're starting with a diverse group. I'm rather excited to learn from several of you. Membership ranges from occasional visitors to year round residents. We have an easy to implement, inexpensive method of communication, available to many, in Skype. Early this month we experimented during an operating session at Glen Ellyn with me in Three Lakes. It worked after a fashion. Real-time action over the air!

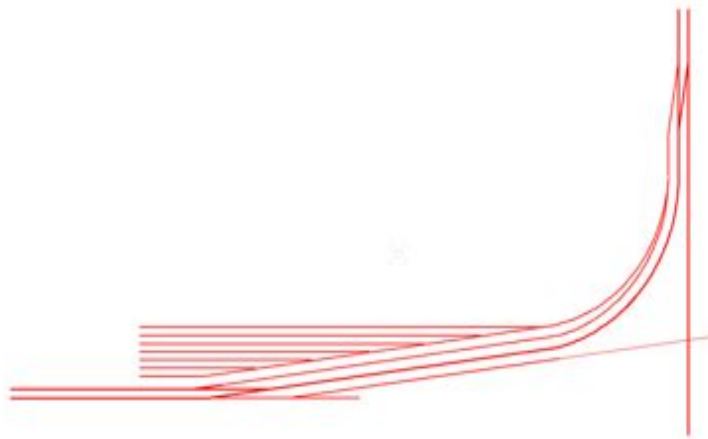
We will attempt to have meetings on a monthly basis. I will promise to produce ten newsletters each year. As a retired guy I demand at least a couple of months slack. Questions? Comments? Contradictions? Contributions! I am: Roger G Blocks, P.E. 715-546-2807 locally or 262-989-4338 cell or unsold home Racine 262-637-4338, rgblocks@wi.rr.com or rgblocks@me.com both work fine or Roger Blocks on Skype.

Dispatcher North, by P.A. Wussow

Operation of a model railroad is more than running trains. Prototype operation adds a totally new aspect to model railroading. This column will provide information and reports of operating layouts in the area and around the country. I hope to provide interesting concepts of operating model railroads and provide opportunities for our members to be operators on my layout (s). In this first edition I will relate how I changed a fiddle yard on my Perch Lake & Superior layout in Glen Ellyn into a model of the Bradley Junction. The opportunities for operation are highly increased with the changes not to mention the additional industrial locations for spotting revenue freight. Future topics will include the use of waybills, timetables, switch lists and, of course, dispatching. I hope you will enjoy the idea of making prototype operations part of your layout.

Creating an operation location modeled after Bradley Junction WI.

Located on my Perch Lake and Superior layout between the lower level staging and the Rhinelander yard is a small 7-track stub end yard with a passing track. This has been a secondary yard for operation on the layout with little use except as a location to store cars. Before building, and while rebuilding my Rhinelander yard, this little yard provided a location to sort cars for other locations. The fiddle yard before redevelopment



Over this last summer while traveling to our Three Lakes house, I took the time to explore Heafford Junction, Wisconsin. What I found was a location where the Hiawatha trail crossed the east /west main of the old Minneapolis, St. Paul and Sault Ste. Marie Railroad. This junction is where the Chicago Milwaukee St. Paul and Pacific (The Milwaukee Road) crossed the Soo Line with an interchange between the two lines. It turns out to be in the town of Bradley, Wisconsin, which I remember as being a sub-division on the Wisconsin Central Ltd. Research into how the modern-day Wisconsin Central Limited used Bradley Junction led me to look into the junction and its history.

Bradley Junction, about 2 miles west of Heafford Junction, was an early connection between the Marinette, Tomahawk and Western Railway (MT&W) and

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the Minneapolis, St. Paul and Sault Ste. Marie Railroad. When the valley line of the Milwaukee Road made connections in Tomahawk with the MT&W, the traffic went south, and the use of Bradley Junction was reduced to almost no traffic.

With the Milwaukee Road cutting lines and abandoning track, the valley line did not go beyond Tomahawk and the junction at Heafford was turned into a single track east/west main line. The interchange track, roadbed and double-track bridge over old US 51 remain but are not used today. The bankruptcy sale of The Milwaukee Road to the Soo Line turned all of the trackage around Bradley except the MT&W over to the Soo. The creation of the Wisconsin Central Limited (WC) when the Soo sold off much of their former lines along with many of the Milwaukee Road lines in Wisconsin created a need for the WC to connect the valley line to the east/west main. The MT&W, now the Tomahawk Railroad, became the connection the WC needed. The importance of this junction is reflected in the naming of the WC subdivision as the Bradley Sub.

My new track configuration allows for the meeting of 3 trains like the WC at Bradley Junction. Turns from Rhinelander, Ashland, and the Warsaw local would meet at Bradley to exchange equipment and interchange cars for each of their trains and then return to their home yards different motive power. The Warsaw local would bring cars up via the Tomahawk line to Bradley while the Rhinelander turn brings cars west on the old Minneapolis, St. Paul and Sault Ste. Marie Railroad main from Rhinelander. The power from the Rhinelander turn would head on to Ashland. The Ashland turn enters into the junction from the west via Prentice on the old Soo Line main. The Ashland turn passes through Park falls where the Roddis Lumber line connected with the original Wisconsin Central Railroad (WCRR) part of the new Soo Line to run south to Marshfield where it had a plywood mill. The crews work until all the cars are swapped along with some of the motive power and then they return to their original locations.

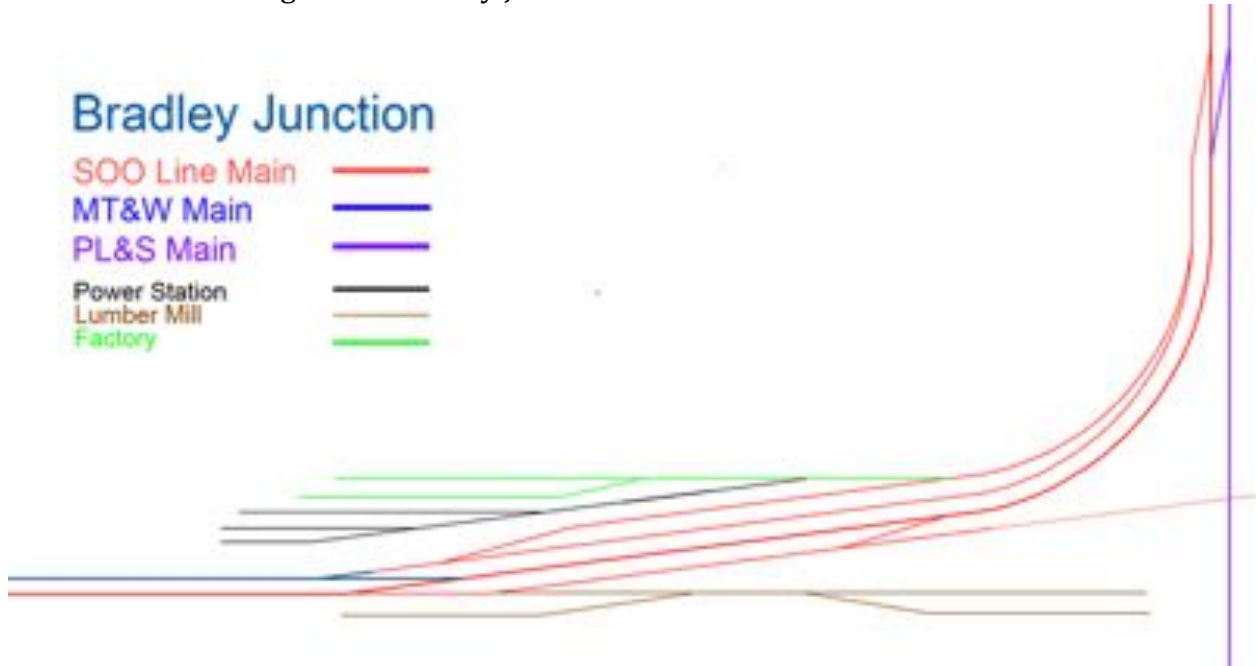
During the movement of mine tailings from Ladysmith to smelters in Falconbridge, Ontario, Canada, Bradley saw at least one gondola train a day in each direction on the old main. During the late 1990s ore trains carrying taconite were routed to Escanaba, Michigan, from Superior via the Bradley sub. These trains at first used five or six General Motors Electro Motive Division (EMD) SD-45 six-axle 3,600 horsepower locomotives to pull the old Chicago and North Western (CNW) ore cars across Wisconsin. Later the WC did a power swap with Conrail to use some of their EMD SD80MAC 4000 horsepower locomotives equipped with Locotrol distributed power units to be used on these runs. The distributed power operation of the taconite trains had a lead loco and one mid train as that gave better control over the slack in the cars. The old ore cars dropped many pellets along the main; these pellets can be found where changes or upgrades in the track have not taken place. Using clues such as the presence of the pellets can help identify the changes made after the ore trains stopped running.

In addition to the interchange at Bradley, I was able to add industrial tracks on my model railroad that provide additional locations to spotting cars. The furniture factory is located on a wall in the room and has a covered track for loading finished product and a second track to deliver raw materials. The power station, also on a wall, has coal delivered on two tracks. On the other side of the junction a lumber

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operation keeps traffic coming from the woods and going out to users of lumber products via the Rhinelander yard.

The new design with Bradley Junction and industries to service:



**Calendar of Events: (pretty lean ... lets hear from you)
We need to agree on a monthly meeting date...**

December 2010

S	M	T	W	T	F	S
			1	2	3	5
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	Christmas Day 25
26	27	28	29	30	31	

Members of the TLMRC : *(as of November 30, 2010) our initial month:*

Please note: The NMRA has requested (in July 2011) that all lists of members no longer appear in publications of the various clubs within its purview. Thus, in keeping with the desire of the senior body we have eliminated all lists of members in past written publications (done in July 2011) and will avoid publishing lists of members in the future.

All publications prior to July 2011 will be purged of any member name lists by August 2011.

We regret if such publication caused anyone a problem. If so, we'd like to hear of it. As of July 30, 2011 there have been no reports of problems of the membership.

Greetings: *(what little) I know about our assorted cast of characters:*

We are the new kids on the block. My first train came along in 1946; we're not all that new. I've built layouts in O, HO and N and am working in O (and soon On30). Paul Wussow (HO) wrote a nice article about a topic for which he has a passion: dispatch and operations. Paul and his pals Keith (HO) and Bon (HO) are long time NMRA guys and bring a host of modeling knowledge to share with others. Paul's son Brian (HO) performs like some of the best terminal operators I've heard (in either airplanes or trains). John Macek is great builder. His huge G scale layout has been converted to HO and he gets stuff done well from this old guys eye. Dale and Janel are O, HO, N (and Thomasville wooden rail) operators.

A Probable First Meeting Date:

We noted that eight of the initial members were in Three Lakes on one day. The common thread was our local hobby shop. Everyone stopped there and socialized.

December is probably booked for most of us; however, we should plan on a regular schedule and do our best to gather discuss organization, plans and have a January clinic program. Name the day of the week that works best for you and how often you'd enjoy gathering... perhaps influenced by season or a project.

A December issue of the Three Lakes Turn will be out before Christmas with your contributions regarding plans and schedule. Best to all this joyous time of year.
Roger G Blocks, Newsletter Editor (at least until replaced)