



Three Lakes Model Railroad Club
Volume 3, Number 2

1st 100% Club in Wisconsin
Feb 2012

Module Construction for Historical Preservation and Prototype Modeling

by P.A. Wussow

About eight miles east of Rhinelander Wisconsin on Oneida County Hwy C at Stella Lake Road is a location known as Starks. Located at milepost 227 on the original SOO Line, once Wisconsin Central and now Canadian National railroad it is in the township of Stella and not far from the Stella School on C.



What is interesting at this location is the Starks Potato Warehouse about 1,000 feet east of Stella Lake Road on, what else, Warehouse Road.

This photo was taken at about 3:00PM on June 28, 2006 looking northwest. A

Three Lakes Model Railroad Club – Turn

close look shows some rehabilitation work on the west end of the building and a newer structure to the west. The main line of the then WC had been seeing a daily train carrying material from Ladysmith WI to Sault Ste Marie for interchange into Canada.



The second track to the north provided access to a propane transfer facility. Photo on the same date; note the overgrown rail running from the lower right of the photo up to the



structure. As you can see in this photo the area is an interesting site to model on a North Woods railroad.

Three Lakes Model Railroad Club – Turn

Notice the two photos below, things have changed and not necessarily for the better at Starks. The top photo was looking East from Stella Lake Road in 2006. Call it “Then”.



The lower photo is also looking east from Stella Lake Road in 2011. Call it “Now”.



The switches and the sidings are gone and the structures are starting to fall into disrepair. A junkyard has grown out behind one building and the close warehouse is starting to tilt to the north with the removal of the earthen ramp to its west.

Three Lakes Model Railroad Club – Turn

This is the main line in 2011 looking west toward Rhinelander.

Many think of the North Woods as a location of forestry and not many think of Potato farming.

For modelers of the Thunder Lake Narrow Gauge it was in the middle of one of the Starks Potato fields that three locomotives were stuck in a snow storm and had to be dug out by hand after being drained so as not to freeze.



I first came upon Starks while staying on Moen Lake in the summer of 1997 while looking for the WJFW a half-mile east of Stella Lake Road on Warehouse Road. These structures caught my interest and I have wanted to model them for a number of years.

I am proposing to build a prototype model of the area of Starks and include the Moen Lake bridge which is west of this location (photo below) but with the use of selective compression I will be able to add the bridge and connect the road to Warehouse Road west of Stella Lake Road.



This bridge provides a railroad structure for the Achievement Program for prototype models. I am currently working with people at Lelah Starks Elite Foundation Seed Potato Farm in Antigo to gather additional information about the site and the period of transition from full use to its current condition. My model

will be of the functioning site with Potato warehouse and Propane operations on the WC. (The above constitutes Mr. Paul A Wussow's request to create a prototype model of an actual 'piece of rail history' for the AP Prototype Models Certificate. Ed)

Three Lakes Model Railroad Club – Turn

Railroad Happenings: or Semi-local events...

February 12, 2012, 9:30 AM – 3:00 PM DuPage County Fairgrounds, Great Midwest Train Show, \$7. Adults, kids free, located: 2015 Manchester Road, Wheaton, IL 60187

February 18 – 19, 2012 Mad City Model RR Show – Alliant Energy Center, Madison, WI www.nmra-scwd.org

February 19, 2012 WISE Division Meet, Best Western Plus Midway Hotel, 1005 S. Moorland Rd, Brookfield, WI

March 3 - 4, 2012 High Wheeler Train Show, Palatine, IL info at www.highwheelertrainshow.com

March 9, 10, 11, 2012, Midwest Region Convention, Annual Meeting of Members, President Abraham Lincoln Hotel, Springfield, Illinois. Discount Amtrak fares: host Illinois Valley Division.

March 11, 2012 Metro Model RR Club Show & Swap Meet, Circle B Recreation 6261 Hwy 60, Cedarburg, WI info at www.metrorrclub.org

March 18, 2012 WISE Division Meet, Best Western Plus Midway Hotel, 1005 S. Moorland Rd, Brookfield, WI

April 15, 2012 WISE Division Meet, Best Western Plus Midway Hotel, 1005 S. Moorland Rd, Brookfield, WI

April 28 – 29, 2012 Titledown Train Show, Shopko Hall, Green Bay, WI
Info at www.ttsgbllc.com

May 5, 2012 NMRA Winnebagoland Division Spring Meet, Plymouth, WI

July 29 – August 4, 2012 it's the 77th National Model Railroad Convention, Grand Rapids, MI. The host club is found 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!

April 2013 Convention, Midwest Region, Marriot Indianapolis, IN (tentative).

Doings on the Glen Waverley Line

by Glen Mills

(Glen Mills, NMRA Model railroader extraordinaire, with a profoundly keen camera eye for those wonderful twists that we humanoids find delightfully beautiful, historical or perhaps amusing provides the following from the Melbourne train network. Ed)

Hello Roger,

How are you going mate alright? My, how time flies when you are having fun.

Hope you and yours are well. We have done a few steam things of late and with a determined effort taking place in the model railway room; hence, correspondence has slipped a bit.



Last 26 June, we had steam on the Glen Waverley line with K class top-and-tail on a pass doing shuttles trips between Glen Waverley and Darling.

The attached photographs show each end of the train on the last trip from Glen Waverley when the train returned home.

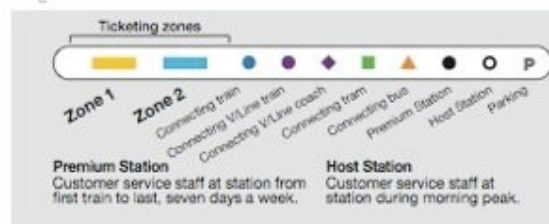
Regards,

Glen

Three Lakes Model Railroad Club – Turn



The Glen Waverly line (schematic to left) is but one of 15 interconnected rail lines that service Melbourne Australia. These are mostly electric; however five offer diesel service and this weekend of steam is simply Glen's idea of another good time (or a good time ago).



Note that each small symbol above is another form of mass transportation and that most stops from city center on out to Glen Waverly have bus, tram, parking options. Melbourne awaits the traveler with world-class transport and rail modeling options ! Ed

Our Thunderlake & OutaSite RR Module: needs a Trestle

thoughts by R.G. Blocks with inspired photos of Harvey Radke

The trestle will be on a portable module for our On30 narrow gauge T&O RR. It is a feeder line to our standard gauge TR-C&NW layout. It will fit in my car as one of our ‘Free Mo’ like portable modules. A 256 foot long trestle is needed for this module. To that end I’ve done a bit of research and share observations and inspirations.

The earliest recorded pile trestle was 269 foot long, built at York, Maine as a road bridge by Major Samuel Sewell and Timothy Palmer in 1761. Wooden bridges and trestles were favored for short spans or where labor and wood were cheap, meager skills available and time was short. By the 1950s there were 1800 miles of wooden trestles under US railroads. Figure a twenty to thirty year life for untreated timber if it didn’t catch fire as a rail bridge. Ballasted deck trestles tended to add life, dead weight and first cost.



Our Thunderlake & OutaSite RR begins in potato country at Three Lakes and rapidly heads to a favorite area, the mountains of Colorado. Rocky Mountain’s D&RG narrow gauge inspired me when designing our mythical rail empire; so too did the Thunder Lake Railroad that ran through Three Lakes. Both will influence our T&O trestle.

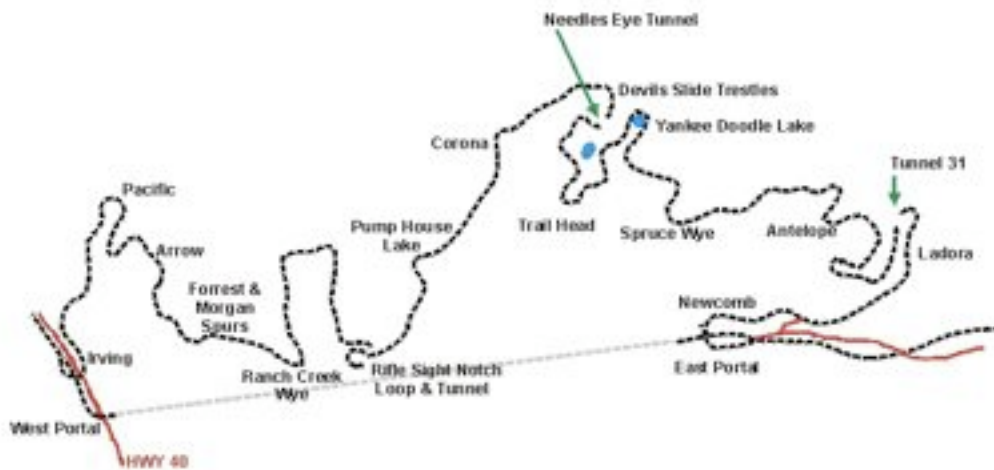
The Denver and Salt Lake Railway’s crossing of the Rocky Mountains as first envisioned by founder, David Moffat, one of Denver’s most wealthy men is one of my favorite stories. He was a multi-millionaire, owned a hundred gold mines and nine railroads but his fortune would be largely consumed at Rollins Pass. It was the highest railroad pass ever built in North America with thirty three-tunnels, torturous grades and many trestles.

For breathtaking beauty and inspiration old friend Harvey Ratke photographed the “Hill Route” where it crossed the continental divide at Rawlins Pass. It was the way west from Denver from 1903 to 1928. Rawlins Pass is 11,671 feet above sea level and approached by grades of 2 to 4 percent. Railroad work began in 1879, following a survey of the Moffat Route. Radke’s photo captures Rifle Sight Notch and caved in tunnel entrance (top right photo next page) of the loop. See map below for location.

Three Lakes Model Railroad Club – Turn



The over-mountain Rawlins Pass rail route preceded opening of the Moffat Tunnel in 1928. The high pass was nearly impassable from September to May due to cold and snow in the days before rotary plows. Trains would freeze to rail and multiple engines were necessary to fight both gravity and the elements. Tunnel collapse, brake failure, runaway trains, loss of life, and snow sheds provided the prototype with challenge. They never lost a passenger; however, it was only after the Moffat Tunnel completion (light grey line in sketch below) did rail economics become modestly positive.



Our Thunderlake & OutaSite RR gets its name in part from the narrow gauge Thunder Lake Railroad passing near our Wisconsin home. It too had many trestles and fills. Our TR-C&NW vaguely resembles the Moffet Line and much of our On30 is ‘out of sight’.

The longest trestle on the actual Thunder Lake narrow gauge, to my knowledge was one that crossed Dog Lake north of Big Lake Highway Bridge, in Three Lakes, Wisconsin. It was a four-pile-bent, round pile log affair with a nominal 12 x 12 inch pile with the small end of the pile not less than ten inches. Bents appear to be nominally spaced at fourteen feet and the entire trestle was by my estimate to be 833 feet or sixty bents long with cross bracing on both sides except for three bents (local word of mouth source) between lakes.

Three Lakes Model Railroad Club – Turn



Big Lake trestle remnants can be found when south of Three Lakes, WI, by turning east off US 45 onto North Big Lake Loop Road eastward. The Thunder Lake tracks were just a few feet south of the road when you arrive at the current boat launch on Big Lake. They follow in about the same position along the long straight

stretch eastward that will line up with what today is Bundo Road on the east side of where Dog and Big Lake join (see above photo). The bridge, now a missing link was 470 feet north and parallel to today's auto bridge. Docks on either side of the lake are near the ends of the bridge (small white rectangles above). It continued eastward along a piece of Colonel Himes Road then right down the very middle of Safar Road until that road turns south.

The Thunder Lake right of way then went through the back yard of friend Bob Borak and bridged the stream feeding Virgin Lake. Only the end buttress remnants remain of another very nice four-bent four-pile per bent trestle. Each bend was of nominal one-foot diameter log pile with a one-foot square cap. The total trestle at Virgin Lake was about 85 feet with a nominal 20-foot span of the creek. Maximum elevation from water was 20-foot to top of rail. Cross bracing was used between each of the four bends on both sides of the bridge. The track progressed down a short stretch of Eaglesham Road then between Virgin and Whitefish Lakes to cross Route 32 and head north of Lake Julia and on up to Butternut Lake.

Photos of all the Three Lakes bridges exist and are copyrighted. I've chosen to use only photography of my friend Harvey Ratke and Google Earth for our illustrations.

The writer made an unscientific study of walkway locations on wood trestles (less than two stories tall) and found most would be mostly at track height. Further, until roughly 1920 every sixth tie would be longer and used to support a wooden walkway. Today, remaining wooden trestles would have a metal or composite walkway. Support for the metal walk and metal handrail today would be from a lengthened every fourth tie.

Walkways on trestles taller than two stories were typically lower on the structure to make fire fighting easier. Walkway elevation was thus placed in the eye of the builder.

I'm saturated with new trestle knowledge; had enough for one session?

Three Lakes Model Railroad Club – Turn

View from the Tower

by P.A. Wussow

Another month has pasted and progress on construction continues (at home, on RRA modules, and elsewhere) while the winter lingers on.

Punxsutawney Phil says 6 more weeks of winter, so we modelers may continue to burrow in the hobby space for a while longer before the outdoors and their chores come a calling.

The TLMRC starts its second year with a small positive improvement in membership in a year that has not been very positive from a world economic standpoint.

The enthusiasm shown by members of the model rail community for the Choo Choo store, Dale and Janel Wolke has been gratifying. Their move to a new store could not have been done without your kind input. Friends helping friends.

I would like to plan for a few clinics and joint meetings with the club and our friends around the North Woods before the summer takes us away from modeling and out on the now frozen water. We have a few in mind suitable for NMRA Divisions and our local groups.

Roger has been working on some additional clinics also and we've heard he's been awarded the Achievement Program Volunteer Certificate. He's been working on others and says that his hours for Chief Dispatcher have been completed but he's a long way to go to be good. It's like becoming an airplane pilot: the license simply provides the person with the basic tools, knowledge in advance of experience.

Please let us know your interest or selections from the following list of clinics:

- Operating sessions, Fun and Friendship
- Preparing for prototype Operations
- Building with spline roadbed
- Building Turnouts with Fast Tracks Fixtures
- Planning for building a prototype module
- The NMRA AP Program, How Do YOU Fit In?
- A clinic on making a portable module with character.

And do not forget the Kit-A-Long project, we can do some hands on work on the tower.

I am afraid that a number of us have had family medical issues that have taken us away from the day to day and even the month to month meeting with the club and the local groups. These things happen outside of our control and we must attend to family issues as they come along. Let's hope we have fewer issues and are able to spend more time with friends in the coming year.

Paul