



## Stationary Train Sounds for your Layout

Thomas Gasior, MMR  
Photos by author

I recently learned that you could use a Soundtraxx soundcar decoder in static mode. You link the Decoder to the train you wish to control using a magnet and the F8 Function. Adding the rails sounds to just my yard and mine areas would allow me to add some ambiance without trying to stuff a decoder and speaker into a caboose, let alone a 24' ore car.

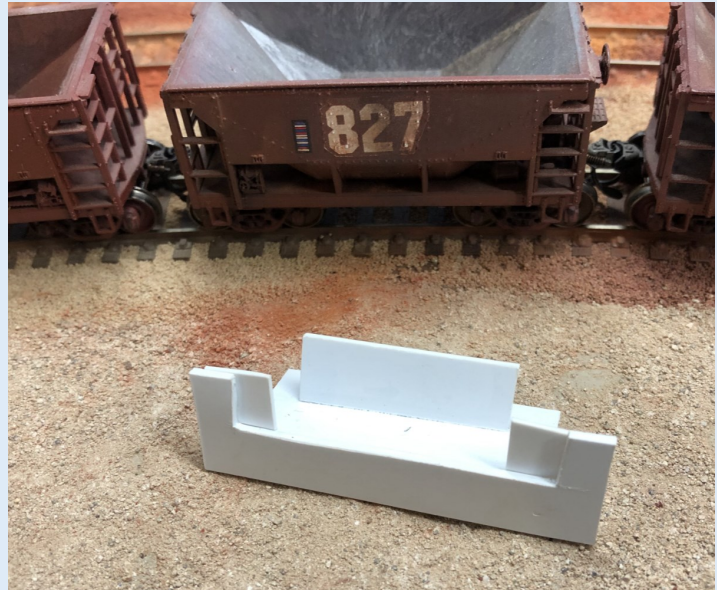
So I acquired Soundtraxx Soundcar digital sound decoder, part 829100. Four wires from the Decoder, black, red, and the two purple ones, are the only outputs needed for this project. The red and black wires are to power the Decoder, and the purple wires go to any speaker.

A friend recommended cube speakers to produce higher quality output. Mine are one-inch square speakers, and you can find a similar product from Digikey, part 2223-CES-26138-16L030-ND, at less than four dollars each.

Building a small holder for the Decoder out of scrap styrene allowed me to slide the Decoder into position and test it before I covered it on the fascia with a light mesh. Scrap pieces of 0.040 styrenes were used to make the cradle.



The Soundtraxx decoder, already in it's holder. Note the four wires to the tight, and the fascia cutout.



The styrene soundcard holder relative to an ore car for size. This will be placed behind the fascia to protect the soundcard.



A small speaker and soundcard and add life to your layout. The finished project will have a structure enclosing the speaker.

The Decoder needs to have it's long, flat side exposed to be activated by the magnet. Running a magnet across the Decoder starts it and also deactivates it.

I am removing a rectangle from my fascia to hold the cradle, making a small alcove to protect the Decoder from my operators bumping into it. The cradle has extensions to keep it from falling past the edge of the fascia.

I used the red and black wires to connect to the nearest rails to power the Decoder from the track. I was attaching them like drop feeders. I decided to add quick disconnects to remove either the speaker or the Decoder for changes. I purchased some off the auction site and some 24 gauge, 2-wire connections in black and red with M/F connections. I was soldering one half to either the Decoder and the other to the left and right rails. Adding these quick disconnects between the Decoder and the speaker



## ***View from the Cab***

### ***President Art Suel***

Wow! Has our region been busy. The Spud Valley Model Railroad Club held their annual train show in October up in Fargo. The show moved to a new venue and it was successful.

The Mega Train Show came to Winnipeg in September. I sure there was bargains to be found. I am making plans to visit Winnipeg next year for the train show and being a tourist in Manitoba.

The Twin City Division created an Operations Retreat allowing modelers to operate on layouts in the Twin Cities. Five layouts hosted morning and afternoon sessions with veteran operators present to mentor the operators. The talk is this will happen again as everyone had fun.

I attended the Prairie Lakes Division Fall Meet in Spencer Iowa. Combination train show, clinics, and a short business meeting. The vendors there appeared to had brisk business. I observed youngsters brought to the event leaving with purchases. Good sign as the youngsters are the future of our hobby.

Now to the future. There are Train shows scheduled in La

Crosse, Albert Lea, Sioux City, Sioux Falls, and the twin Cities thru May 2023. The Twin City Division will have their annual Modelers' Retreat in March with clinics and displays. Let's not forget the regional convention at the Best Western Plus hotel in Bloomington MN. The hotel is the same hotel that hosted the the 2013 convention. Its also across the street from the Mall of America. There will be layout tours and those will be announced next year.

One item is getting our new members involved. Our membership is growing and these new members are a important resource for ideas and future leaders of our divisions and the region. When you see a new member at an event, introduce yourself and get to know them. We were all new members once, so we know the importance of being welcomed.

Well, that is enough from me. Tis the season to be model railroading and its off to the lower level to see what is needing my attention on the layout or workbench.

## Limited-Run Custom Hopper



The Cincinnati Division 7 is now offering for sale/purchase a N&W HC-46 ACF 2-Bay Covered Hopper in a unique repaint scheme with patched-out data.

The following link provides details about it as well as pricing, shipping and ordering information.  
<https://www.cincy-div7.org/projects.html>

# Minneapolis & Northland



# Railroad Company

I enjoy model railroading and want to share my experiences with you! You can see my build of kits, how-to's, painting information and much more on my internet blog. Check out <http://mnrailroadcab100.blogspot.com>.

Lester Breuer, MMR

will also help if I want to move the speaker's location on the layout.

## 5 Pairs PH 1.25

20 CM in Length  
Both Female & Male  
Cables Included

**US SHIP**



10 PCS Micro JST PH 1.25 2 PIN MALE  
FEMALE PLUG CONNECTOR WITH  
WIRE CABLE M578



*The Micro JST connector allows quick removal of the speaker.*

I plan to make the speaker sit inside a switchman shanty on my switch lead and leave the door and windows open to achieve the best sound.

Soundtraxx shows on their YouTube channel an instructional video on how to link the Soundcar Decoder to a train or engine. Two steps are needed. Once the Decoder is powered and attached to a speaker, you run the magnet across the length of the Decoder. Next, you should hear the sound of a brake being released from the speaker.

Select your engine on the throttle, then push the F8 (Function 8) four (4) times. F8, on its own, will silence your sound decoder. However, pushing it four times makes enough of a difference to the Decoder that it understands it as a separate function. It then sends the message to the

Soundcar Decoder, linking it to the engine you have selected.



*Pushing Function 8 four times activates the card. The soundcard must be connected to track power to get the DCC signal.*

Now, as you move the throttle up and down, the speed of the clickity-clack and wheel squeals will increase or decrease. It is a neat effect that only the operator in that area can hear. When you want to delink the Decoder, just run the magnet over the Decoder, and you will listen to four cranks of a handbrake. This sound means it is no longer associated with that power.

I used my programming track to adjust the volume. That was the first advantage of having quick disconnect plugs to the Decoder. You can choose which ones you want and exclude the others with many sounds. For example, I did not need the farm animals in the stock cars for my iron ore hauling layout.

I am thrilled with this little effect and will put them into service at my mine. Then, when the local shows up to switch out the loads and empties, they can hear some train sounds in the mine area. Putting a decoder and speaker in a 24' ore car was not going to happen, so this is a great adaptation to acquire more layout ambiance.

# Getting the Most Out of Your Hobby Dollars

Neil Maldeis MMR©  
Photos by Author

## Introduction

I'll admit there are times I am just "cheap" when it comes to acquiring materials and supplies needed to be a model railroader. Let's face it, most hobbies can get expensive and model railroading is no exception. Some items are expensive and you can't do much but bite the bullet unless you have exceptional scratch building skills (I.E. Can build your own locomotive) or have a degree in electrical engineering and can build your own DCC system. Fortunately, this does not mean you can't save money as there are many areas of the hobby that with a little effort you can save yourself a bunch!

The following ideas are a few I found to have saved me money (and/or time) over the years and you may also find them useful to get the most out of your hobby dollars. My suggestions are based on my (or other modeler's I know) experience and may not align with your own experiences and I encourage you to challenge anything I may offer. My purpose with this article is to share a wide range of money savings ideas/tips to get you thinking about ways to save with the caveat that I may not necessarily provide all the information needed to use them. Please feel free to reach out to me if you would like more information. I'm going to break the methods down into the following four categories, 1) Benchwork and track, 2) Scenery and scenery supplies, 3) Paint and glue, 4) Modeling.

## Benchwork and Track

### **Use ripped down plywood:**

I have found ripping down plywood to make framing for bench work has been both a better method for quality of bench work construction and also a cost savings. I haven't check recently on wood prices (I know plywood has skyrocketed in price) so cost savings may not be as big of an advantage, however it still provides a reasonably economical source of raw materials. Carefully laying out the wood for cutting (3" or 4" wide pieces) gives you respectively 15 or 11 pieces of 8' long material (Instead of 1"x4" boards). I have and many of my friends prefer plywood over dimensional lumber because it is so much more stable to shrink-

ing and warping. Understandably you will need to have access to a table saw, however, I would venture to believe most modelers know someone who does if you don't have one yourself. Collectively my friends and I have built several layouts and portable modules that have lasted for decades. We also found significant weight advantages using



*You literally can make any size wood you need*

plywood, which is nice for portable modules or layouts.

### **Make your own turnout throws:**

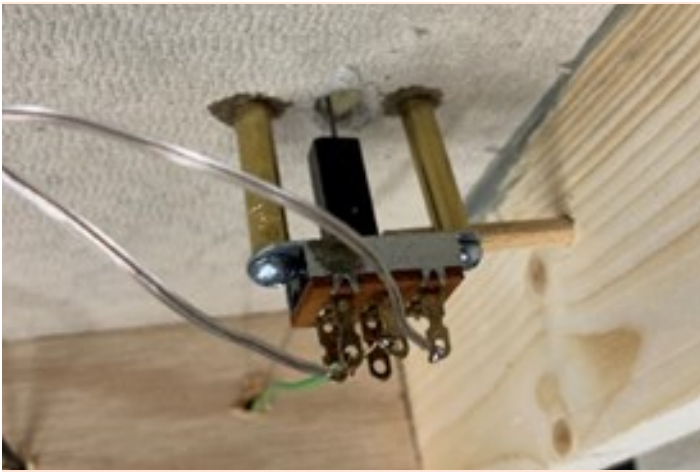
Electric and some manual switch machines (I.E. Tortoise, Blue Point) can run hundreds of dollars even on a small layout. There are several simple designs using slide or toggle switches with a push rod that with a little effort to make can save you a bunch of money. The switches can also do double duty and be used to power frog polarity.

There are two designs of the slide switch I have used, the simplest uses the switch slide/knob itself to hold the piano spring wire that moves the switch points. The switch mounts vertically directly under the hole below the points and works similar to a Tortoise machine by moving the switch slide/knob back and forth moves the points. You will need to experiment with the piano wire to get enough tension/strength to move the points (I apologize as I don't recall the size wire I used). The main caveat with the direct throw design is I have only been able to use it when I know before hand where the switch will be located because you need to mount the switch over a 3/8"-1/2" hole for the piano wire. To move the slide/knob on the switch you can use a wooden dowel or piano wire. I have found dowels to work best and don't typically need additional support to keep them from bending and working smooth.



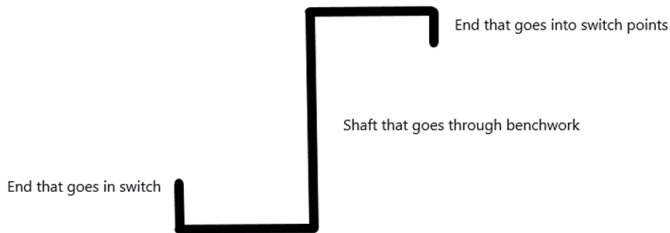
*Module constructed using ripped down plywood vs dimensional lumber*

*Cont. page 5*

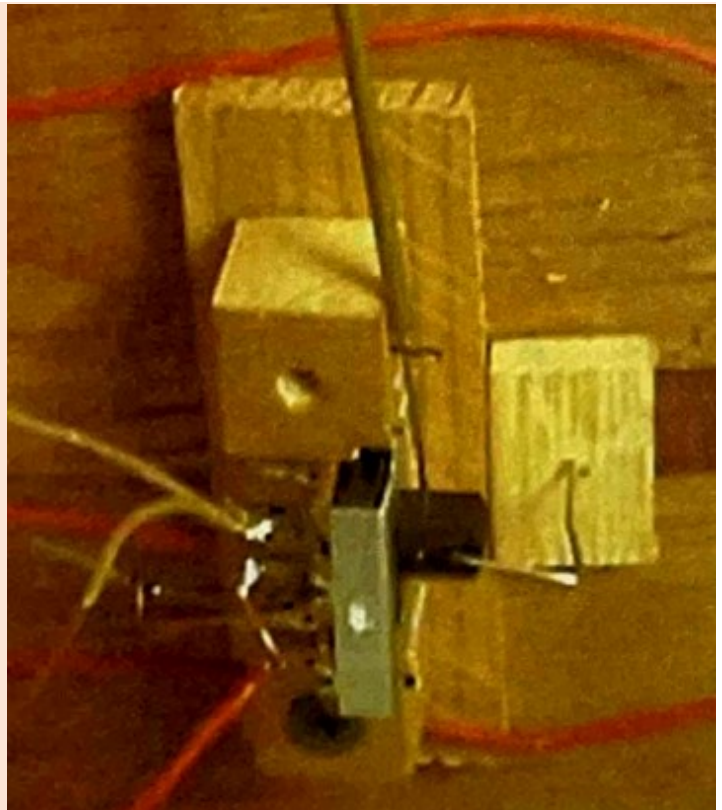
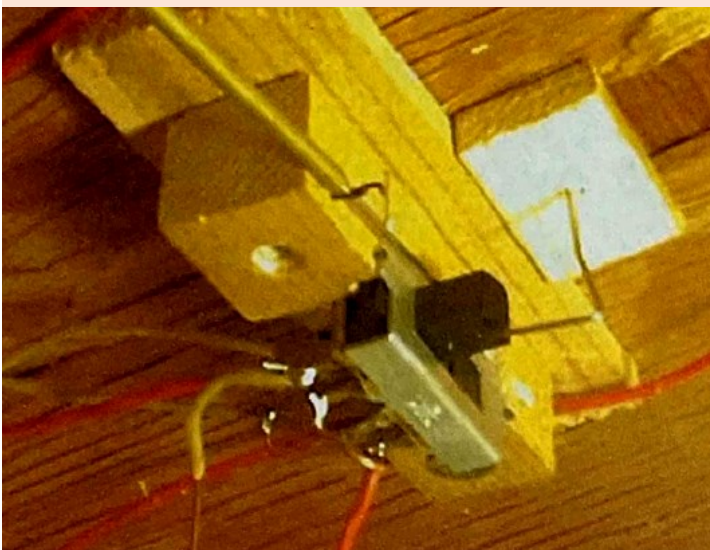


*Direct throw arm design (need to install before turnout) I used wood dowel (right) to throw slide and brass tubing as stand offs to mount switch. Note hole for piano wire is directly below the points*

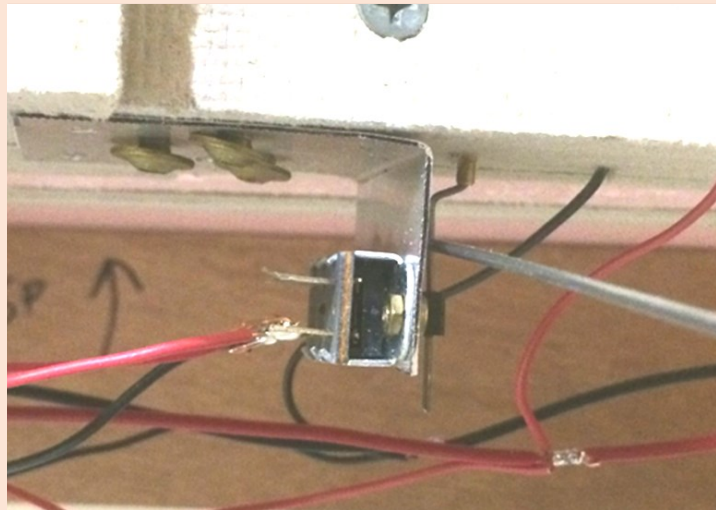
The second design uses a fulcrum lever with the switch mounted horizontally. Mounting the switch can be done with wood blocks or a piece of metal bent as in the following pictures. This design can also be installed after the track has been laid. The lever arm is a double "L" shaped piece of brass wire bent in the following shape:



I typically bend the upper portion first and make sure the bends go into the switch points and the hole through the bench work. I also install a brass tube (optional) through the benchwork to run the shaft through. The tube adds stability and won't wear with use. It also helps with bending the wire to fit into the switch lever/knob. See following pictures:



*Side mounted switch with lever arm for switch points and brass wire for operating slide switch. (Photos from Railway Engineering)*



*Using a metal plate to mount switch. Note brass tube through benchwork for lever rod. I used piano wire for moving slide switch*

I'm sure at this point some of you are probably saying this is way too much work! I'll admit it can be tedious, however, once you have done a few of them it gets easy and is a great way to save money. Hopefully there is enough information for you to see the basic installation and be able to experiment yourself on your layout. I have many of these installed that are twenty years old and still work great.

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**Make your own turnouts:**

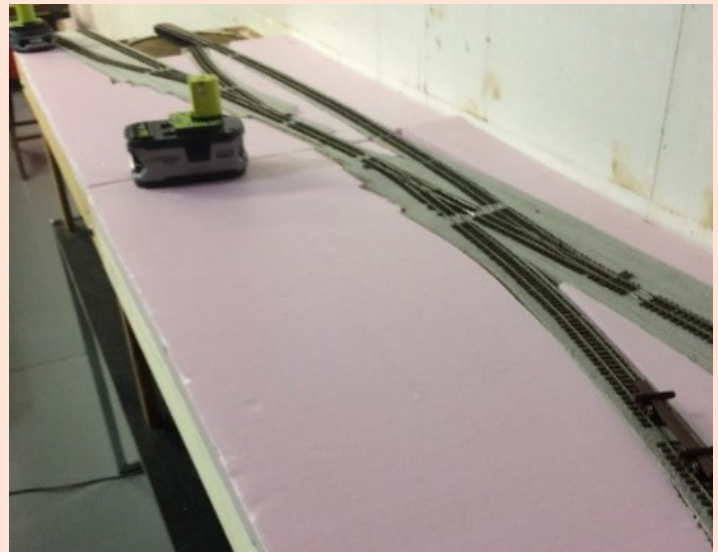
Have you considered making your own switches? Switches run \$20-\$40 these days so even a simple layout can cost you a bundle. I understand there is a huge time factor to consider with making your own switches and if this is an issue then maybe this is not a viable approach for you. However, if you have time, I found using Fast Tracks jigs a very efficient way to make switches. (I am not promoting their products; however, they have worked well for me). If you are fortunate to have a friend like I have, I was able to borrow the jigs, point and frog tools so I didn't have to buy them upfront. Even if you have to invest in the jigs and tools, you still will save money if you need a large number of turnouts on your layout.

An added benefit of making switches yourself if you can use them to get the Civil AP certificate for those of you looking to get your MMR. I have also found the switches I made myself work better than most of the ones I have from track manufactures. The jigs are designed so the turnouts are DCC friendly (Point rails and frog) Once you practice making a few it only takes 1/2-1hour to make a switch which isn't too bad! One of my friends made 50 dual gauge turnouts for his layout, he figured he saved well over \$1000 given the alternative of using Shinohara dual gauge turnouts that were getting \$40-50 each on eBay.

**Scenery and scenery supplies**

**Use foam building insulation sheets:**

I'm a big fan of using sheets of building insulation foam in various thickness for base scenery. I have even used 3" thick foam to make portable sections to keep the weight down. There isn't anything I have found you can't do with it to build up a scenery base for flat areas and mountains. You can carve it up, stack it, glue it all with relative ease Using a jig saw blade (see pic) with the teeth filed off cuts foam like butter without making a mess. Check around at your building supply store sometimes you can get damaged sheets or waste for a discount. Also, since a sheet goes a long way, you can possibly share a sheet with a fellow modeler who is also building a layout. **Tip:** if you do buy a full sheet and only have a car for transportation, take a utility knife with you and you can cut it up in the parking lot to fit in your car!



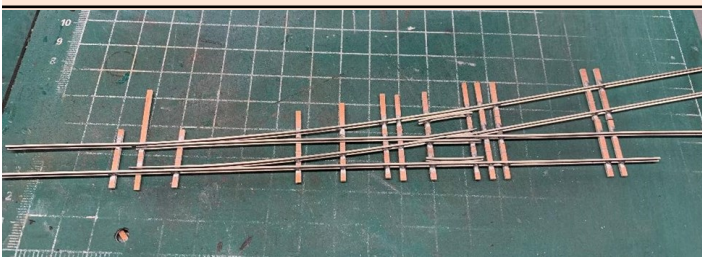
*Flat areas w insulating foam board*



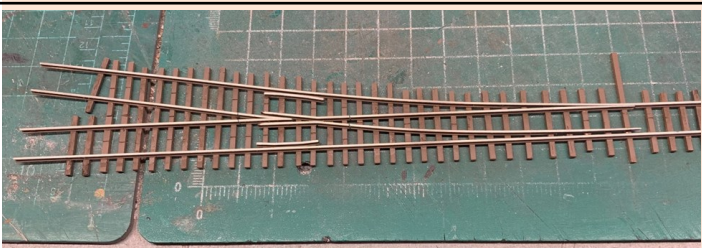
*Carved up insulation foam board to support mountains*



*Fast Track Jig*



*Completed turnout out of the jig*



*Turnout with ties added and painted*

*Cont. page 7*



File teeth off jig saw blade to cut the foam easily

**Buy bulk plaster and Sculpt-a-Mold:**

Obvious idea here, but, it takes a little effort to shop around. I have been able to find deals on Amazon and have the items shipped to me which saved time and money by not having to drive around for them. A 3lb bag of Sculpt-a-Mold on Amazon is around \$18, you can get 25lbs for \$56. You can find similar savings for plaster products. Actually, any materials you use a lot of are worth the effort to check and see if bulk purchasing options exist

**Make your own ground cover:**

Use real dirt and rocks for scenery materials. You typically will need some tools to sort and/or sift the materials into appropriate sizes to use. I have made sifters from old grated cheese containers with a piece of window screen. Once you have materials sized the way you want them you should bake them for an hour or so at 200-250 degrees in an old baking pan to kill any “bugs” that may be in the material. Other than your time and some tools you make there is no cost.



Dirt from Colo.

Dirt after being sifted



Rocks from Colorado

**Paint and Glue**

**Use spray cans for bulk painting:**

Try using rattle can paints for base coats and/or large areas that need to be painted and where fine details won't be covered up by the paint. Rattle can paint works well on plastic structures, track, roads, rock castings and sprucing up trees and other scenic materials that are too bright or the wrong color. I have found the camouflage colors available work great and are a lot less expense (typically around \$5/can) to use than hobby paints.



Rattle can paint that I have found works well. (I like their super flat finish)

**Look for mistake paint:**

I use latex wall paint for my base scenery coloring and on rock castings. Look for botched paint mixes at your paint store, often you can find “earth” colors that will work or if you are ambitious, don't be afraid to try mixing colors to get brown shades. (Mixing primary colors red, yellow and blue or secondary colors like orange with blue or purple will give you brown). Typically cans of botched paint will have huge discounts and often times you may be able negotiate a better price to take them off their hands!

**Use your air brush and mix small batches:**

When you need to use your expensive hobby paints, I try and use my air brush as much as possible (vs brush painting) because it will use the least amount of paint for the coverage you will get. One way I have learned to not mix up too much paint is by using an eye dropper to draw paint out of the bottle and mix thinner the same way in a small glass jar. I usually try to mix only enough for the job as I would rather mix a second batch rather than waste the paint. I really like the newer paints such as from Vallejo (and other brands) that are pre-thinned already for air brush use. Their bottle designs also allow you to fill the airbrush cup directly and results in little to no waste.

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Eye droppers and small containers for mixing



Got a gal at Home Depot for \$14



Around \$5 at Hobby Shop

**Modeling**

**Make your own structures & rolling stock:**

Consider scratch building (or kit bashing) structures and/or rolling stock you need for your layout. I'm not saying anything bad about the structure kits and rolling stock available today as they are excellent and far better than the kits and models a few decades ago, however they can gobble up your hobby budget in a hurry. Building small structures and simple rolling stock is a good way to start and can save you money and who knows you might actually enjoy it! Similar to building turnouts you can take advantage of being able to use the models to qualify for the Cars and/or Structures AP certificates if you desire.



Paint brands that can be used directly in an air brush



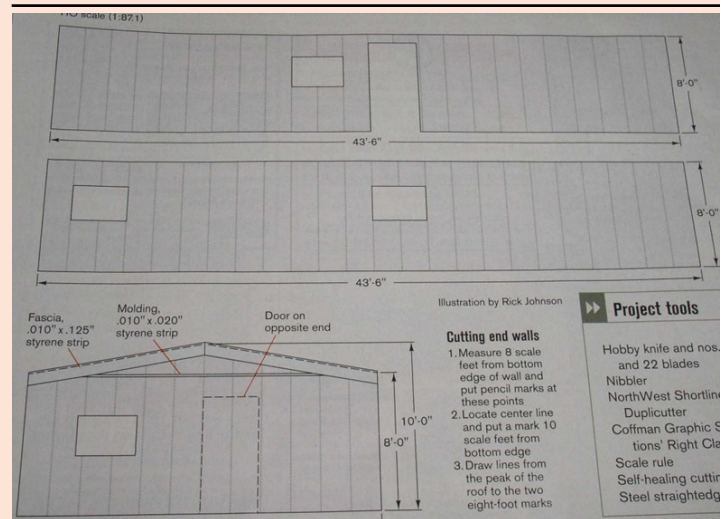
Simple scratch building from leftover kit (plastic) parts (This still needs glazing )

**Buy Cheap Glue:**

I don't know about you, but I have had awful luck with expensive CA and epoxy glues I have bought at hobby stores drying up on me before their time. I only buy cheap CA at Harbor Freight and wood glues at big box or craft stores and the cheapest plastic cement I can find these days. They seem to work just fine and if they dry up, I'm not out much money.



A 3 pack is around \$2



Simple plan found in a magazine for the building in the previous photo (Note I used door and window I had available)

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*Simple structure I custom built to fit space & angled trackwork from plastic sheet stock and leftover parts*

### **Paint your own figures:**

I realize it takes a lot of work and patience to paint figures, so you'll either like this idea or hate it. The reality is a package of 5-10 painted figures runs \$10-20. You can purchase unpainted figures from US based suppliers typically for less than \$10 for several dozen and sources in Asia (on eBay) for 200 or more for around \$5. You don't have to be good at math to see some huge savings.



*Using craft putty to hold figures for easier painting*



### **Seek help from fellow modelers:**

The best money saving tip of all is to ask for help if you find yourself in unknown territory. At a minimum look for a video or something on the internet. There is a wealth of content out there and if you have a question or issue, there most likely is someone else out there that had the same question or issue. I hate to admit to the numerous freight cars and structures I have severely damaged or ruined and the trackwork and scenery that had to be redone wasting me loads of time and money. The hard truth is you (I certainly have) will learn valuable lessons from your mistakes!

### **Closing thoughts**

There are so many ideas/tips that come to mind as I was writing this article it was hard to decide which ones to use or not. I'm sure I missed a lot and all of you probably have some great tips too, I encourage you to share your tips to help everyone become better modelers. Even considering writing an article yourself and submitting to the Fusee! Reach out to me if you would like to see more tips or if I should do a follow up on any of the topics discussed in this article. Model railroading is fun!

## **Adventures of the Magnificent Seven**

*A branch of the DSED tree*

*Rich Holzapfel*

*Photo by Author*

It was just afternoon of Friday, August 19<sup>th</sup>. Rich Holzapfel was at the Garretson School to pick up his 10-year-old grandson Finnlay Seeloff to begin our steam train adventure.

As we leave the school there's a BNSF Freight train rolling through town, mostly hoppers with some oil tanks on the rear.

We left the school and headed south to Jesse James Circle to pick up Mike Kaufman, another member of the team. We left Garretson, South Dakota, around 12:30pm headed for the Black Hills and the 1880 Steam Train. Along the way we were joined by the rest of our team. Terry Anderson picked up Scott Nesbit and Jim Krekelberg. Lastly, we were joined by Lyn Oleson



*Finnlay strikes a pose next to Number 7. Black Hills Central Railroad Engine #7 is a 2-6-2 with tender built by Baldwin Locomotive Works for the Ozan-Graysonia Lumber Company in 1919.*

who drove himself.

The drive out to the hills was fairly routine, saw lots of bikers heading home from Sturgis. We arrived at our destination at approximately the same time. Our destination was a very nice lodge called Antelope Acres, located on Gilded Mountain Road (and it is Gilded).

The lodge was provided for us through my daughter who does the books for the rental owners, it is a beautiful place, with lots of bedrooms and bathrooms, hot tub, deck, grill, and the heated swimming pool is about 50 yards away.

That night we went to the Boar's Nest for dinner. It sits right on top of a beautiful little creek, which Finnlay loved to wade in. After dinner and wading and splashing of course we retired to Antelope Acres to rest up for the next days activities.

We were all up early on Saturday morning, even Scott! We left the lodge at 8am for a full day of steam train festivities, as we had come to the hills for just that reason. The 1880 Train was running both steam engines together as a doubleheader on

*Cont. page 10*

a special 65<sup>th</sup> anniversary train. The Magnificent Seven all had VIP passes to this shindig.

We stopped for breakfast at Cheyenne Crossing rated as the best place for breakfast in Lead, South Dakota, but is not really in Lead. Breakfast did not disappoint! Around 9:45am we all headed for Hill City, South Dakota, where all the activities would start happening. Side note here, Terry says the biscuits and gravy at Cheyenne Crossing were the best he's ever had!!

We took the scenic route from Lead to Hill City, the gravel roads were a little wash boardy, but it was a beautiful drive and we were lucky with the weather as it was a Chamber of Commerce day, nothing but sunshine and around 80 degrees. We started our day with a stop at the South Dakota Railroad Museum to look around and talk with Rick Mills, the museum curator and historian.

From there we were given a guided tour of the South yard and the old equipment that they have for spare parts, and there to still be refurbished.

After that we were on our own for lunch. We stopped at the Bumpin Buffalo and again the food and service was great! After lunch we had a guided tour of the round house and wood shop where they do all their own rebuilds. Then we got to watch as they watered up and greased the 108, which was the sister to the 110. Both locomotives are 2-6-6-2 mallet tank engines.

The 110 had pulled the first excursion train of the day from Hill City, South Dakota, to Keystone, South Dakota, and back. The trip takes an hour in each direction, it is a very steep grade of 4 to 6% and, of course, curve after curve. Hardly any tangent track.

The 110 brought the train to the station for unloading passengers. It then cut away from the train and came toward



*A beautiful day for a train ride!*

the roundhouse to couple up with the 108, then they had a special treat for the VIP's as we formed a photo line near the bridge north of the roundhouse. They brought the now coupled together 110 & 108 to the bridge and did a double blowdown for us to photo and video, it was great! Some of us even got a little wet. They then went back to the train with the locos, and we were then loaded onto the train for a special doubleheader trip with a stop at Oblivion to let the VIP guests off to take pictures and videos as the train runs by. They backed down the hill a little way and then would come by our photo line with both engines belching out clouds of smoke as they pull to 4% grade. They did three run-bys for us and everyone got some great shots.

When we returned to Hill City, we were invited to a Hobo stew and cornbread cook off. Three local cafes had entered, and we had to judge them. Everyone had plenty to eat and it was all very good. We then headed back to Gilded Mountain for the evening, but our railroad weekend wasn't over yet! A few years ago, I was in Deadwood, South Dakota, and I found this beautiful HO train layout in the basement of one of the stores on Main Street, at that time I think you put 50 cents in a coin slot and the trains would run for 10 minutes. The layout was beautiful, with lots of detail, so I went back upstairs and found the owner of the t-shirt shop and asked him who oversaw the train layout. He told me it was the Northern Hills Model Railroad Club, and he had the phone number of the President of the club.

I called him and he was happy to come down and show me around the layout. This has become a favorite place to stop

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*Black Hills Central No. 110 is a 2-6-6-2T (Tank) articulated mallet steam locomotive built by Baldwin in 1928 for Weyerhaeuser Timber Co.*



*The business end of #110 seen during the shop tour. Who knew the CNW had a branch to Hill City?*

when I am in the Black Hills to see what new items they have added.

So now I'll get back to the MF7 (Magnificent Seven) adventure. Sunday morning, we all get cleaned up and move out of Antelope Acres sadly, as it was so nice, we wanted to stay longer, but we could not as some people had commitments on Monday.

We went to breakfast at Lee Street Station in Deadwood, South Dakota. I had talked with Jack, the President of the Northern Hills Club, and he said he would meet us at the layout whenever we got there. So after breakfast we walked over to the building that is now being turned into a bar & grill and they are even going to put some tables in the basement so people can see the trains and the layout while they are there.

Jack let us in and immediately we saw this incredibly life like sky that Jack has made with ceiling tiles painted in blues and clouds made out of cotton with lightning and thunder in the clouds. It's hard to get good pictures of it that would print here, but if you want go to YouTube and look up videos by John Anfinson.

Later, after we had all oohed an ahhhhd at the layout and all their detail Jack tells us that he needs more members as he's down to himself and ONE other member now. We said we'd spread word through the model railroad community and maybe something will pop up.

When we were done at the layout, I had contacted Black Hills Caboose, as their little home store is near Sturgis and they would gladly be open for us when we got there. I believe our GPS said it was 38 miles from Deadwood, but that's nothing to a model railroader.

After we made the drive out to the middle of nowhere, there it was! We all shopped, and everyone found something. We thanked Black Hills Caboose for opening on a Sunday for us, but they said they enjoyed it, and, of course, to come by again.

Once we left Sturgis area it was just a long drive back home as it usually takes 5.5 to 6 hours. Everyone made it home safely.

Now I just have to figure out where the next adventure of the MF7 will be!!

## Region Roundup—model railroad-related events in and around the TLR

**2023**

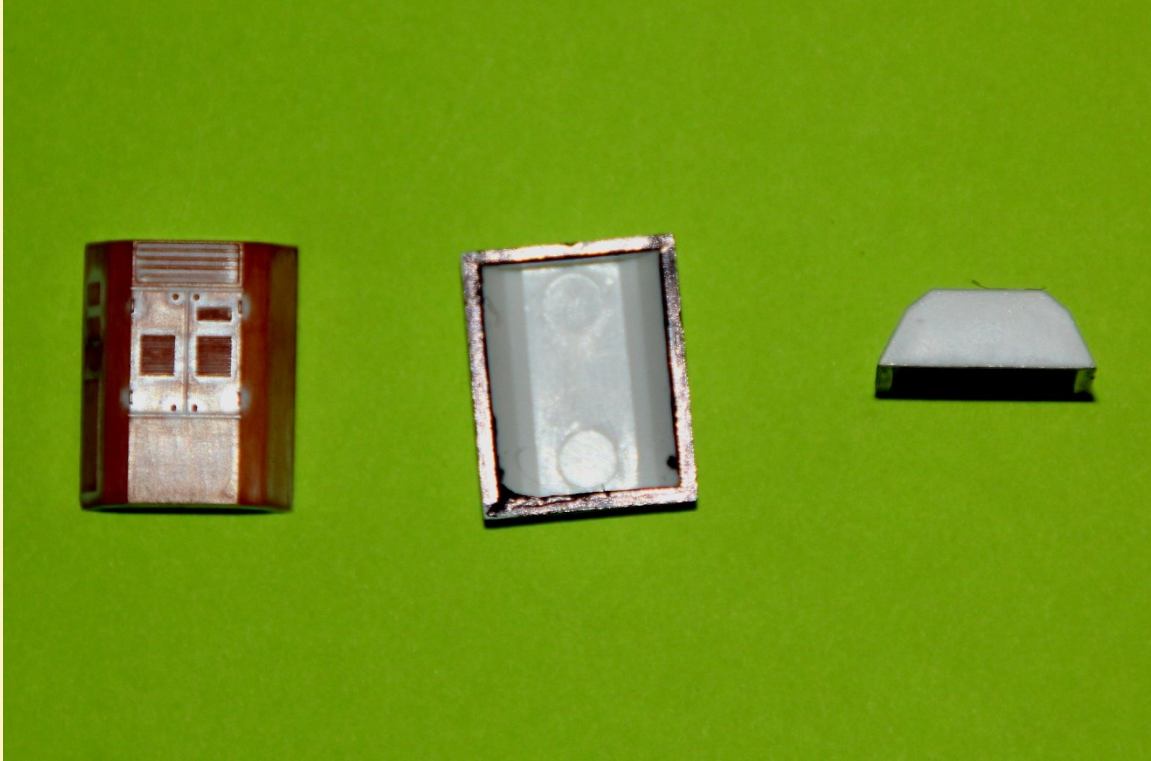
Jan 8	<b>Great Midwest Train Show</b>	DuPage County Fairgrounds, Wheaton, IL
Jan 14	<b>Newport Model RR Show</b>	Woodbury High School, Woodbury, MN
Jan 21-22	<b>Arctic Run Train Show</b>	Holiday Inn, Stevens Point , WI
Jan 28	<b>Great Tri-State Rail Sale</b>	LaCrosse Center, LaCrosse, WI
Feb 5	<b>Great Midwest Train Show</b>	DuPage County Fairgrounds, Wheaton, IL
Feb 18-19	<b>Mad City Train Show</b>	Alliant Energy Center, Madison, WI
Mar 4	<b>Model Railroad Garage Sale</b>	Dubuque Cty Fair Grounds, Dubuque, IA
Mar 5	<b>Great Midwest Train Show</b>	DuPage County Fairgrounds, Wheaton, IL
Mar 18-19	<b>LaCrosse and 3 Rivers RR Club Train Show</b>	The Omni Center, Onalaska, WI
Mar 10-11	<b>Twin Cities Division Spring Modeler's Retreat</b>	Mt. Olivet Lutheran Church of Plymouth. 12235 Old Rockford Rd, Plymouth, MN 55441
Apr 15	<b>Newport Model RR Show</b>	Woodbury High School, Woodbury, MN
Apr 15	<b>Granite City Train Show</b>	Rivers Edge Convention Center, St. Cloud, MN
<b>Aug 21-26</b>	<b>NMRA National Convention,</b>	<b>Grapevine, TX</b>

# Making Rubber Molds

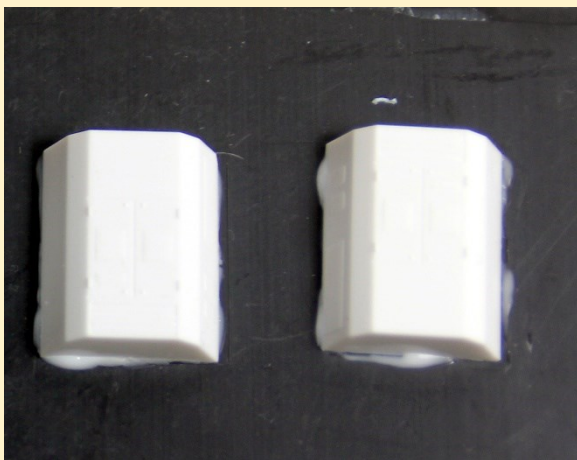
Gerry Miller  
Photos by Author

Many times we need multiple detail parts of one item. If you are lucky enough to find the number of parts that you need, it can be rather costly! An answer to this dilemma is to cast your own mold. There are many silicone rubber mold compounds on the market. For this article I will be using Micro-Mark products.

There are many ways to cast silicone rubber molds. The process I will show you is what works well for me.



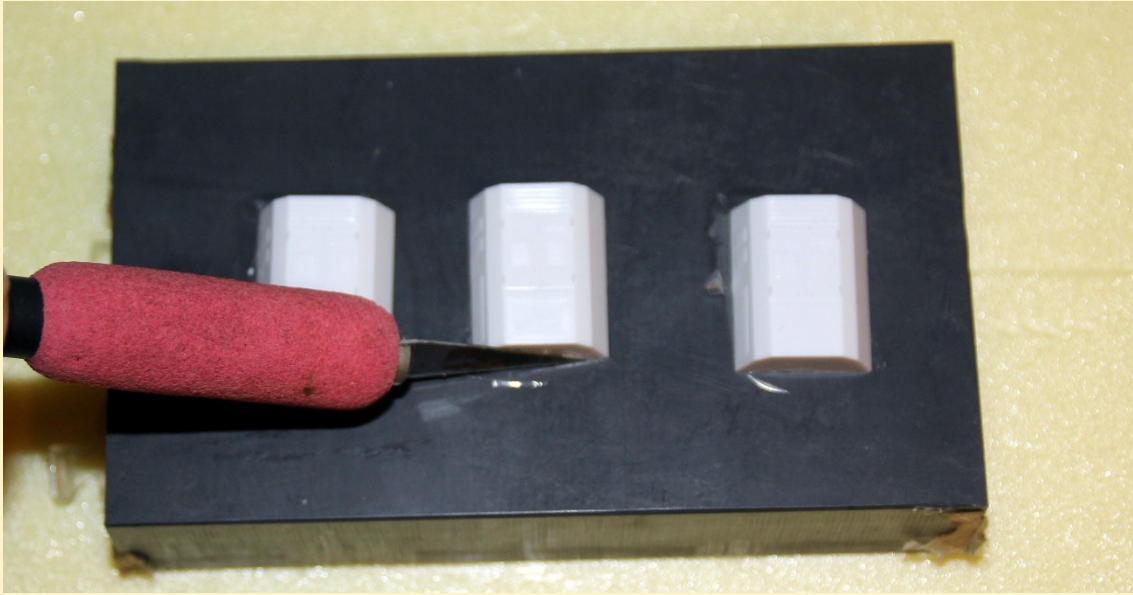
I needed many trailer reefer units for my beef packing plant. I found it was hard to find the parts and expensive. Since I was casting other parts and had molding rubber left, I made a mold of these parts. The parts were dusted with pastel weathering chalks to show the detail better in the photo (above). When making your first mold, practice casting a small part in a small test mold. From experience, a smaller mold that leaks, wastes less molding rubber than a large mold!



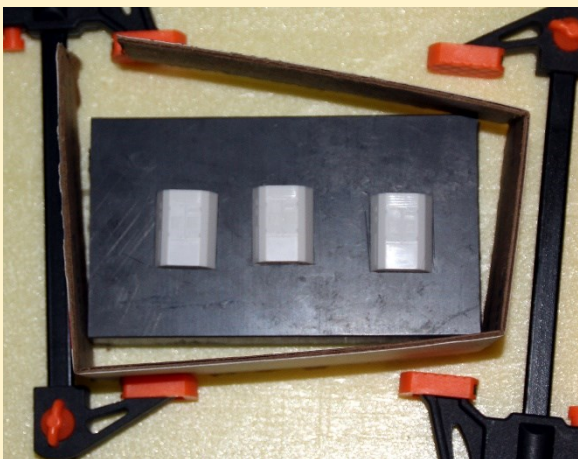
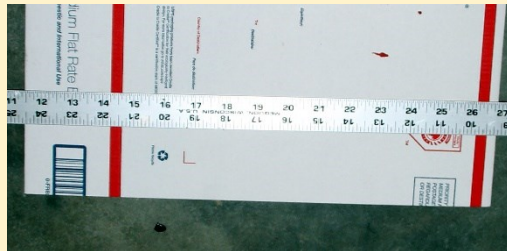
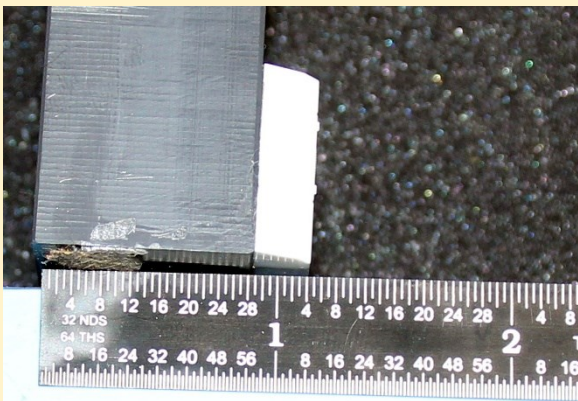
Wash the parts to be used in warm soapy water and rinse in warm water. Set aside and let dry or use a hair dryer to remove all liquid in parts that have a lot of detail. Using white glue attach the parts to a smooth surface. You want to leave about  $\frac{1}{2}$ " between parts and  $\frac{3}{4}$ " around the outside edges. Leaving these spaces between parts and edge gives the mold more strength and will keep it from cracking when twisting out the parts. After gluing add some weight to the top of the parts to hold the pieces in place till the glue dries. Don't worry if the glue oozes out the side you can trim it off later.

*Cont. page 13*

For this mold a piece of CPVC is being used for the mold base. Silicone rubber should not stick to wood, but if you do use wood for your base it's best to cover the surface with bees wax or a coat of rubber mold release to keep the rubber from sticking to the wood.



Allow the glue to dry for one or two days. Carefully trim the excess off with a sharp hobby knife. Be sure to brush off all the bits of excess glue so they do not show up on your mold.

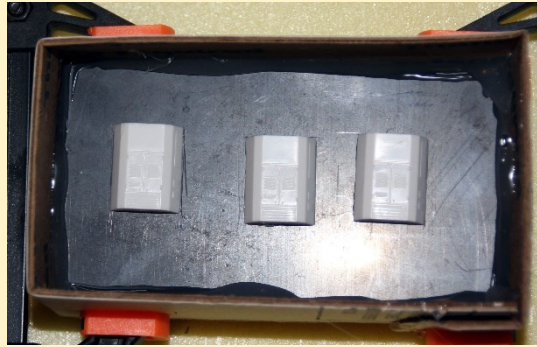
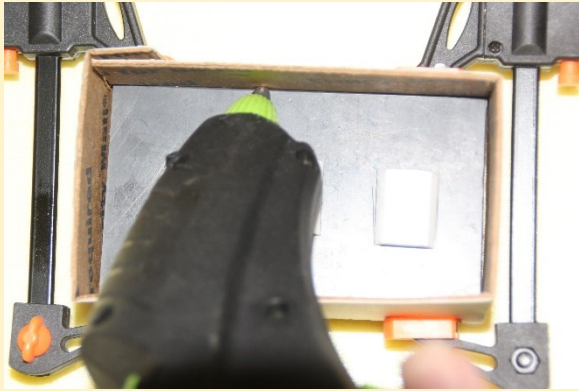


I used cardboard for the sides of my mold. Measure your base and part together. This is about  $1\frac{1}{4}$ " thick for this mold. I'm adding  $\frac{1}{2}$ " for thickness on the bottom of the mold, for a total of  $1\frac{3}{4}$ ".

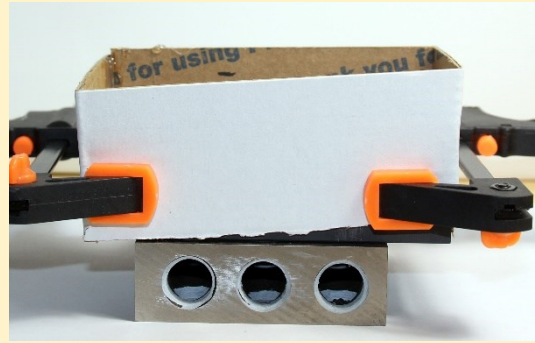
If you are casting parts that have a lot of detail on the bottom you may want to have the bottom thicker than  $\frac{1}{2}$  inch.

Measure the cardboard  $1\frac{3}{4}$ " and cut a strip. Wrap this cardboard strip around the mold base. Clamp the cardboard side about  $\frac{1}{4}$ " to  $\frac{3}{8}$ " inches up from the bottom. This will ensure that the mold will sit flat when the molding liquid is poured inside.

*Cont. page 14*



Seal the cardboard to the mold base with hot glue. Make sure to get a good bead around the seam to insure that the liquid rubber does not leak out. Also make sure to glue the seam where the cardboard ends meet. After the glue dries, check to make sure all the little glue cobwebs are out of mold box or they will show up on the finished mold. I also like to keep the clamps on the mold sides. From experience taking the clamps off may crack the glued edge that could cause leaks.



You need to find a flat surface to set your mold on. I have a spot on the second level of my layout where I can set a piece of plywood that is at eye level. This makes it a lot easier to see what you are doing, rather than bending over. I generally set my mold on 1-2-3 blocks. As you can see when I glued the inside I pushed the corner down on one end. Chances are some part of the clamp will be below the bottom of the mold which will cause it not to sit level. Twisting the clamps may crack the seal of the glue causing a leak, so I just set it on blocks. It is a good idea to put a piece of plastic wrap under your mold in case it does leak.



I am using Micro-Mark 1 to 1 rapid mold rubber. This is a fairly thick product and very easy to work with. Before you use this product stir it in the bottle. Sometimes the part B blue will be a little chunky. I use a long piece of hardwood to do this. Be sure to use a

*Cont. page 15*

different stirring stick for each bottle. From experience no matter how well the stick is cleaned it may cause problems later when you make another mold.



Mixing part A and B. This is a 1 to 1 ratio by volume, **not by weight**. The same amount of this mold rubber Part B weights more than part A. This is something I found out the hard way! The instructions on the bottle do not tell you how to figure how much product to use for your mold box. The numbers below may be confusing, this YouTube video will help explain how to figure the total amount of product needed, <https://www.youtube.com/watch?v=T3JHBK0Dguc>  
This mold box measures  $2.400 \times 4.200 \times .750 = 7.56$  cubic inches.  
The parts to cast, combined, measure:  $.250 \times .825 \times 2 = .412$  cubic inches.  
The box is  $7.56$  minus parts  $.412 = 7.148$  cubic inches.  $7.148 \times .740$  Rubber constant =  $5.289$  ounces of mold rubber needed.

We are using a 2 part mold rubber, 1 to 1 mix.

$5.289$  total ounces divided by  $2 = 2.644$  ounces. Or roughly  $2.5$  ounces of part A and  $2.5$  ounces of B.

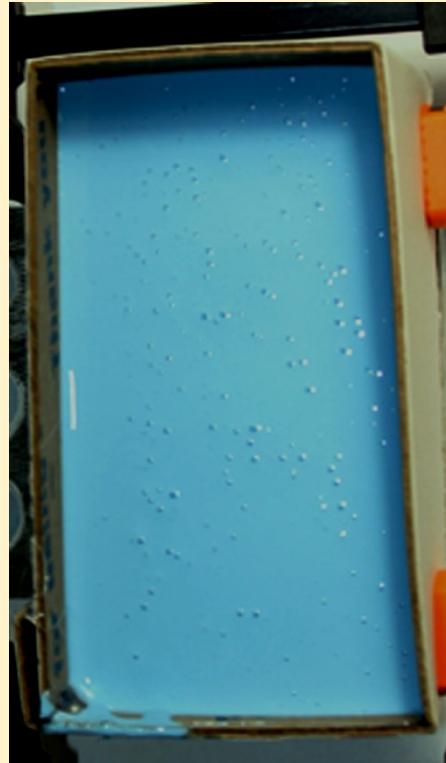
For ease of viewing I measured out  $2 \frac{1}{2}$  oz. of Part A and  $2 \frac{1}{2}$  oz of Part B and poured each into a separate larger container.



Combine the two parts together in third container. Make sure that your third container is big enough to hold the combined ounces of part A and part B. You will also need room for mixing. Stir with a wooden stick until there are no white streaks, about 1 minute. Scrape the sides of the cup when stirring. The instructions say not to mix in any air. This is impossible which you will find out!! Mix and pour time is 10 minutes. I let the mixture sit for a couple of minutes to let the air bubbles come to the top. Tapping on the side will speed up this process.

I have found using clear plastic disposable measuring containers at eye level work the best.

*Cont. page 16*



Pour the mixture in the corner of the mold box slowly and let it flow around and over the parts. This will reduce the chance of air bubbles being trapped around the parts. You can see the air bubbles in the right photo. To make sure that you have as many of the air bubbles out of the rubber gently tap on the side of the mold until bubbles stop appearing. If you have a vacuum chamber place the mold in it. The chamber will remove all the air bubbles.



The cure time in the instructions is 4 hours. This time will vary depending on the temperature of your surroundings. I will let this set over night or about 8 hours just make sure. Gently pull the cardboard away from the mold sides. Don't be surprised if the cardboard sticks to the side of the mold base. The glue is holding it in place. Carefully pull the rubber mold from one side to release it from the base. If the parts stays in the rubber twist it a little bit and the parts will come out.

*Cont. page 17*





The finished rubber mold will have slightly raised edge all the way around the bottom. Take a hobby knife and cut a small chamfer all the way around. This will ensure the mold is sitting flat when the resin is poured. I will cover the actual resin pouring in a future article.

## 2023 TLR Convention.

**Dates:** Thursday May 18 to Sunday May 21

**Location:** Best Western Plus Bloomington- Mall of America  
1901 Killebrew Drive  
Bloomington MN 55425  
952-854-2800

**Room rates:** We have a block of rooms all Double Queen Deluxe  
\$109 per night Thursday 5/18/2023 Friday 5/19/2023 Saturday  
5/20/2023 Update—Not known if additional nights before or after will  
be at this rate.

Room reservations will be available at convention rate after Jan. 10th  
2023. After this date, the reservation phone no. and our group code  
for this convention room rate will be on the convention website.

**Registration:** This will be mailed out March 1 and emailed in the March Fusee

**Pricing:** Tentatively \$35-40 for NMRA members. Banquet will be optional ap-  
proximately \$35 per person. Non-NMRA members Saturday only \$20-25.

**NMRA  
THOUSAND LAKES REGION  
2023 CONVENTION**

**BLOOMINGTON, MN  
BEST WESTERN HOTEL**

ACROSS FROM MALL OF AMERICA ON KILLEBREW DRIVE

THURSDAY MAY 18th  
FRIDAY MAY 19th  
SATURDAY 20th  
SUNDAY 21st



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**ONE DAY PASS AVAILABLE SATURDAY ONLY TO NON NMRA MEMBERS!!!  
SPOUSES AND KIDS UNDER 12 FREE!!!**

**HOME LAYOUT TOURS**



**CLINICS**



**MODEL CONTESTS**



**VENDOR DISPLAYS**



ON THE WEB AT <https://www.thousandlakesregion.org/>  
Look for us on FACEBOOK at [Thousand Lakes Region Of The NMRA](https://www.facebook.com/groups/158852931383056)  
<https://www.facebook.com/groups/158852931383056>

# RAILROAD MODELER'S RETREAT

## Friday March 10 6:00 until 10:00 PM

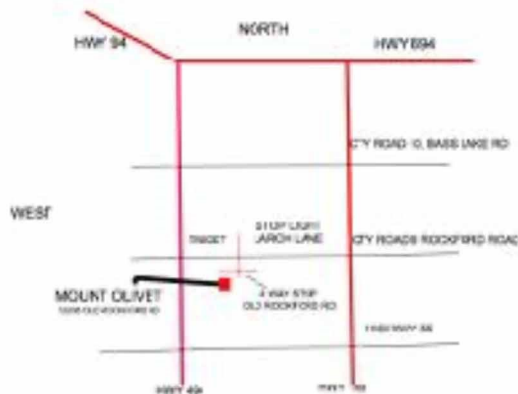
Friday is our Modelers Meet Social evening. Set up will begin at 6:00. We will fill the rest of the evening with railfan (historic and contemporary) photos and social time.

## **Saturday March 11 8:00 A. M. until 4:30 PM P.M.**

Doors for setup at 7:00, Coffee will be on. Doors open at 8:00 for viewing and conversation. 6 hours of Presentations begin at 8:30.

## **Registration 15.00 one or both days**

Location : Mount Olivet Lutheran Church of Plymouth 12235 Old Rockford Rd.  
Plymouth, Mn. 55441



Registration and additional information:

**Ken Zieska**

**11810 52nd Ave. N**

**Plymouth, Mn 55442-1820**

**763-232-3455**

[mhry19@gmail.com](mailto:mhry19@gmail.com)

<http://www.tcdnmra.org/>

There are many meal options in the area, coffee will be provided.  
Contact Joe Biniish if you would like to present a clinic of slide show

NAME:

E-MAIL ADDRESS (for confirmation)

15.00 pre-registration included \_\_\_\_\_ check \_\_\_\_\_ cash

Registration will also be available on EventBrite through TCDNMRA website

Pre-registration eventbrite link at [TCDNMRA.org/events](http://TCDNMRA.org/events)

Clinic proposals contact Joe Binish at [mstl852@gmail.com](mailto:mstl852@gmail.com)

**Sponsored by the Twin Cities  
Division of the NMRA  
MARCH 10-11, 2023**

# Region Round-up

## Canadian District Director's report

John Bate

November, 2022

**NMRA Interchange** is an online meeting place for all NMRA members

Many many channels (virtual "rooms") for specific groups such as

Divisions

Regions

Departments

AP Certificates

Conventions

Whatever you need

Visitor access easily provided so a clinician from elsewhere could present to your Division, etc.

Use for general interaction, meetings, events, classes or courses, etc.

**Winter Board meeting** Rather than gather out of sight in Atlanta, as in the past, the Winter Board meeting will be at the Amhearst show in Springfield, MA, in January. Board members will spend time to meet with many attendees and NMRA members.

**Detroit Area in 2025.** A bid for the 2025 NMRA National Convention was recently accepted by the Board.

A more suburban convention, in Novine, MI in suburban Detroit.

No need to go through downtown Detroit at any point.

Sponsored by the NCR, not by a Division.

One day shorter (Mon-Sat not Sun-Sat)

All layout tours self-guided and no charge

Operations Road Show will be present

**Division Success Kit** is available at [mra.org/division-success-kit](http://mra.org/division-success-kit)

**Partnership Program** has now grown to 55 vendors and companies – check them out!

## Twin Cities Division

Ken Zieska, Supt.

The Twin Cities Division Board has met twice this season. Our new Paymaster has been fully brought on board, Kevin has control of the finances and is ready to move forward. He is filling big shoes, taking over from Eric Boone.

We have a full schedule. this fall, we have held two meetings using the Hopkins Depot Coffeeshop. This is a great location, easy access from the highways, plenty of parking,, comfortable seating and a good projector screen. As an added benefit, the depot offers a full menu of coffee, tea, soft drinks and wonderful brownies. In January and February, we will meet via zoom before meeting again in March for our Annual Modelers Meet. April, we will do a railfan day and May we will host the TLR Convention in Bloomington.

We continue our podcast. It is a great promotion for the Division and the hobby. Last weeks episode enjoyed 1000 downloads. Our goal is building community beyond the Division's boundaries, helping people recognize that the NMRA Community is the heart of the hobby. An interest-

ing thing we have seen is our Division has developed a following of NMRA members beyond the Division and Region. Our November Division meeting was done hybrid with attendance via zoom from across the country and Canada.

Our TCDMEDIA channel on youtube is going to get a boost this fall as we restart the Layout Live videos. We will also be doing special videos for promotion of the Division and the NMRA. The first video we will produce will be on the Golden Spike award.

This fall, the Division held our first Operations Retreat. We had a Friday meet and greet and Saturday, the operators worked on one layout in the morning and one in the afternoon. The event was successful both from the standpoint that the participants and layout owners enjoyed it but also because word spread and there is great interest in conducting another which we will in late January or early February. We had NMRA members come as far as Marshall Minnesota and Green Bay Wisconsin for the event. We look forward to seeing everyone in Bloomington this Spring and encourage you to drop in on our zoom meetings. A big part of our meetings is show and tell and you are welcome to share your projects, complete or not, on the zoom. The January and February meeting will be zoom exclusive so don't worry about winter driving, you can attend in your warm flannels and fuzzy slippers with a hot chocolate and cookies.

## Prairie Lakes Division

Jay Davis, Supt.

On Saturday October 22 the PLD had its fall event at Spencer, Iowa. This was held at the Clay County Regional Events Center. The day was filled with many great actives such as clinics, popular vote contest, door prizes, vendors, and the PLD modular railroad. The event was a great success, with over 130 members and general public attending. At the end of the day, The Smoky Mountain Railroad was open for viewing. This large permanent display railroad is a huge draw for the two weekend Clay County fair each year in September. Many PLD members in recent years have helped revitalized this massive layout.

We are in the planning stages with of our spring event. We are hoping to work with a new club in the Sioux Rapids area to highlight their actives.

# Fallen Flags

## Marion Manning passes away at 79

Marion Nixon Manning, 79, passed away November 14, 2022 at Sanford Foundation Cottage. Survivors include her husband, Jay Manning; three children, Paula (Tom) Manning–Roybal, Anita (Rich) Brenneman, Debra (William Perry) Manning. 5 grandchildren, Trevor (Mariah) Brenneman, Jack Brenneman, Annabelle Perry, Alexis Perry, William J. Perry; one great granddaughter, Madeline Brenneman; and one brother, Clark Nixon.

Marion was an avid model railroader in her previous home in Virginia and she continued this after moving to Sioux Falls, SD. She was always a calm and steady presence at the conventions. She modeled N –scale and took 3rd Place People’s Choice Award for her module at the last TLR convention.



*Marion receives her award for her T-trak module in June 2022 from Kennedy Gauger, Celebration Room Chair.*

## Ron Einarson MMR passes away at age 73

*Paul Ulrich*

Ron Einarson [MMR](#) died suddenly on November 18, 2022 at Grace Hospital in Winnipeg after contacting Covid and undergoing hip surgery.

Ron was born in Winnipeg on September 25, 1949. He attended Grant Park High School and graduated Grade 12 from United College. He worked 43 years for the Federal Government in Winnipeg.

Ron was a member of the [Winnipeg Model Railroad Club](#) since 1983, and was a member of the [NMRA](#) for almost as long. He also served as superintendent of the [No.1 Northern Division](#) and as the President of [NMRA Canada](#).

He served on the board of the WMRC as recording secretary. Ron achieved a lifelong dream when he was designated Master Model Railroader (MMR) #593 in 2017.

Before the reorganization of the #1 Northern Division in 2008, he was the President, chief cook and bottle washer and tub thumper for the NMRA. Ron single-handedly kept the NMRA alive in Manitoba when no one else wanted the job. Every month he set up the NMRA display at the Winnipeg Model Railroad Club’s meetings and held clinics. One of his popular features was the “tool of the month”.

Ron was the heart and soul of the WMRC and the No.1 Northern Division. He was front and centre at every WMRC open house and [TLR](#) regional convention held in Winnipeg, giving his time and talents to help make them a success. Ron organized the layout hop for the 2010 TLR convention held in Winnipeg.



*Ron Einarson is seen receiving his Master Model Railroader certification from fellow MMR Moe Smith at the Winnipeg Model Railroad Club’s annual general meeting and banquet in 2017.*

Ron’s love of life and enthusiasm for the hobby was truly infectious. He was a blood donor with over 50 donations. He was a tireless volunteer, a highly skilled model railroader and a great friend.

Ron had been suffering from dementia for several years and was unable to attend meetings of the Winnipeg Model Railroad Club. He had been residing at the West Park Manor Personal Care Home shortly before his death.

He is survived by his wife Yvonne of 49 years, son Neal and daughter Louise, his grandchildren Amber, Eddie, Zoe and Link, his brother John, his sister-in-law Marilyn and numerous nieces and nephews. Ron was predeceased by his parents Helen and John Einarson, in-laws Elsie and Eddie Attwater, Grandmother Olivia Einarson, as well as many aunts, uncles and cousins.

# 2022 Brainerd Convention Celebration Room BOD Report

## W. Kennedy Gauger, TLR Contest Director

This report summarizes the Celebration Room activities during and following the convention in Brainerd, MN.

### Submissions and Winners

At the 2022 TLR convention in Brainerd, MN there were 45 entries submitted for viewing and evaluation. All but Modeler's Showcase entries were evaluated by judges. Categories subject to evaluation included:

- Judged Models (11 subcategories)
- Photographs (5 subcategories)
- Railroad Pass
- People's Choice (12 subcategories)
- Arts & Crafts (3 subcategories)
- Modules

These represent a potential of 42 entries for which a first-place plaque might be awarded if all subcategories for the major categories were entered. Certificates are given for second and third place winners.

In addition to these entries, Best of Show plaques are awarded for:

- Judged Model Entries;
- Judged Photography Entries;
- People's Choice Entries
- Arts and Crafts (i.e., Non-Rail) Entries;

Individuals who submitted entries in the 2022 Brainerd Celebration Room are presented in Table 1. Winners of the various categories and subcategories are indicated in Table 2. The Judged Model winners and the People's Choice winners are presented in separate columns on the righthand side of Table 2.

### Judging

We had excellent support from judges in all categories. The following individuals served as judges:

- |                                      |   |
|--------------------------------------|---|
| • Gerry Miller – Judged Models       | • Art Suel – Modules  |
| • Fred Headon, MMR – Judged Models   | • Ron Olsen – Modules   |
| • Neil Maldeis, MMR – Judged Models  | • Jay Manning – Modules   |
| • Mike Engler, MMR – Judged Models   | • Rich Holzapfel – Modules  |
| • Kevin Dill - Photographs           | • Scott Nesbit – Modules  |
| • Matthew Lentz -- Photographs       | • Amy Meader – Arts and Crafts and Shadow Judge for Judged Models |
| • Caleb Van Der Brink -- Photographs | • Shadow Redington – Shadow Judge for Judged Models               |

Judges did not evaluate their own work or recused themselves when an entry they were familiar with was evaluated.

### **Special People's Choice Category in Bloomington, MN during the 2023 convention.**

For each convention a unique special category is identified for individuals to submit. This category is different for each convention. In Bloomington, MN we are encouraging individuals to scratch build a structure – specifically a billboard with the following requirements:

1. No kit or kit components
2. No kitbashing
3. 100% scratch built
4. Must be made of styrene or wood
5. Billboard content may be homemade decals, dry transfers, but not commercial decals or dry transfers. These may be printed paper or card stock (up to 110 pound) and attached to billboard much the same as wallpaper rolled onto real, non-LED, billboards
6. LEDs or other lighting to illuminate the billboard is acceptable but not a requirement
7. Basic tools (hobby knives, rulers, etc.) available to all modelers are to be used. This excludes laser cutters, 3D printers, or home CNC machines. Paper cutters may be used to cut decals and inkjet or laser printers may be used to print decals or paper to be adhered to the billboard.
8. More sophisticated tools may be used to make structures that are submitted in the “Judged Models” category as structures. What is described here is for submission to the People’s Choice category.
9. If the billboard has a humorous theme it may also be submitted in the “Thumbs” People’s Choice category.

The goal is to encourage those who have never scratch built anything to begin with this project. The result may be a structure that can be placed on a home or club layout.

### **Participation by Entrant During Judging for Future Conventions**

Currently, those entering models in the Judged Model contest are not allowed in the Celebration Room during judging. The problem with this is that they don’t benefit from judge evaluations except on notes compiled from the various Form 902s. Unless there is a scribe to compile these notes, feedback may be limited, or absent at best.

To mitigate this, the NMRA has allowed entrants to be present when their model is being evaluated. They are not allowed to speak during the evaluation, but they are able to hear what the evaluators are discussing and understand how elements of the evaluation are arrived at. Also, if evaluators have questions, they can pose those questions to the entrant. All of this is consistent with the education aspect of making individuals better modelers.

In Bloomington, we plan to follow the NMRA practice where entrants may join the judges while their models are being evaluated to obtain the feedback that occurs during evaluation. They may only participate in this manner during the evaluation of their entry(ies).

This practice applies only to the Judged Model category, not judging of Photographs, Modules, or Arts & Crafts.

## Financial Considerations During this Convention

During past conventions, the TLR has never been invoiced by G B Hanson Awards, Inc. for plaques or plates. This should be a cost that is part of the normal operation of the Celebration Room and should not be borne by a vendor.

Since becoming the Contest Director, responsiveness of Mr. Hanson has been challenging at best. This year the list of winners for 1<sup>st</sup> Place and Best of Show plaques was submitted by the TLR to G B Hanson Awards on the 1<sup>st</sup> of June. We had numerous errors in the plaques requiring redoing plates several times. The plates went out with Brainerd misspelled and awardees had to be asked not to mount them on their wood plaques while corrections were being made. Although Mr. Hanson accepted this as his error, misspelling "Brainerd" could have been avoided with another person assisting the Contest Director in proofing the plates, which we will do in the future. Several plaques had misspelled names that had to be corrected. For several of these, identified errors were not corrected with the plates returned uncorrected. A set of plates were returned to Mr. Hanson, because they were a "silver" aluminum color instead of the customary "gold" aluminum. By mid-July, the TLR Contest Director identified a local (Sioux Falls) vendor to do the work needed. They correctly delivered the plates within a week following placement of the order.

Mr. Hanson is a great person who we all know within the region. Personally, it was difficult to go to someone else to have this work done. That said, in the end it was the right solution.

The cost per plate (including mailing) was approximately \$20 each. The blank plaques that we hand out to award winners at the banquet are approximately \$6 each. The TLR used to award plaques with plates for 2<sup>nd</sup> and 3<sup>rd</sup> place winners but stopped doing this a few years back as a cost saving measure. Now certificates are given for 2<sup>nd</sup> and 3<sup>rd</sup> place winners. Besides these costs, we had to have a second Jock Oliphant traveling plaque made, because the first one had been completely filled. The cost for this was approximately \$85. We also needed to prepare a Wes Garcia traveling plaque, also at a cost of approximately \$85. These traveling plaques will not need to be replaced until they have been filled (~ 20 years from now).

Going forward, we need to plan on costs for having the award plates made and the plaques to distribute. There is a potential of 42 first place entries if all categories and subcategories have entries that are judged.

Finally, during the past conventions the Contest Director was advised to take judges to lunch for providing their help with evaluations. It was not uncommon for one or two spouses of judges to join this lunch. In Brainerd, we did not have time to prepare for the banquet and go to lunch. In lieu of that, each judge received a \$25 VISA card. In effect there are activation fees associated with this, so each card ends up being slightly more than \$28. We had 14 judges so the cost to the region was ~ \$400.

Next year in Bloomington, an estimated 100 to 125 registrants are expected. The Celebration Room is estimated to have 100 or more participants. To accommodate this, more judges will be needed for all the categories held in the Celebration Room, so cost management is an important issue. Also, with twice the number of entrants or more, staffing of the Celebration Room is critical. It is more than the Contest Director and an assistant can do on their own. Convention staff from the host division and/or through the TLR BOD will be needed to effectively manage Celebration Room needs.



## Historical Participation in the Celebration Room and Bloomington and Subsequent Plans

Recently, the TLR Convention Director, Rich Holzapfel asked what the historical Celebration Room sizes have been. This information is listed below going back to 2018 when I started as Contest Director. This should help planning committees anticipate and secure Celebration Room space. The Brainerd Celebration Room space was the most that we have had. A request for the 2023 convention in Brainerd is that longer viewing times are available for participants. As Celebration Room director, I support this, with the expectation that the hosting division provide sufficient staff to make this possible and to aid in providing security during the viewing periods. It is more than one or two people can handle alone. Also, in Bloomington, it is expected that several groups will be setting up modules at a location separate from the Celebration Room, much in the same manner that this is done at the NMRA national convention. Modules to be judged will be entered (individual or group) and marked for judging. Judges will go to the module area and judge entered modules, much as was done in Brainerd.

<b>Convention Year</b>	<b>Convention City</b>	<b>Number of Entries</b>	<b>Celebration Room Square Footage</b>
2018	Sioux Falls, SD	12	600
2019	Lacrosse, WI (Joint Convention) – two rooms	95	900
2020	Sioux Falls – cancelled	--	1,650
2021	Bismarck, ND	32	600-900
2022	Brainerd, MN	45	1,000-1,200
2023	Bloomington, MN	100 + est	Not yet known
2024	Duluth, MN	Not yet known	Not yet known

Table 1. Entries Submitted to the 2022 Brainerd Celebration Room

Category	Person Entering	Title
<b>Judged Models</b>		
Diesel	Matt Lentz	Pug & Friends
Diesel	Matt Lentz	Mighty 280 Set
Display	Mike Engler	Morton's Brass and Iron Foundry
Freight Car	Tom Lennon	NP Center Flow Conditionaire
Non-Revenue	Aaron Cohn	SRS 126
On-Line Structures	David Menard	N Scale Culvert
Structures	Randi Relander	Stuckum Glue Works
<b>Photography</b>		
B&W Prototype	Scott Nesbit	Nebraska Zephyr
Color Prototype	Amy Meader	Comical Autorack
Color Prototype	Rich Holzapfel	ARR 223
Color Prototype	Rich Holzapfel	ARR 3001
Color Prototype	Rich Holzapfel	ARR 3003 on the Riley Creek Bridge, Denali Park, AK
Color Prototype	Rich Holzapfel	ARR 3006
Color Prototype	Rich Holzapfel	ARR 3011
Color Prototype	Scott Nesbit	Diamonds at Sunset
Color Prototype	Scott Nesbit	Green Light for the Nebraska Zephyr
Working on the Railroad	Rich Holzapfel	ARR 3008
Working on the Railroad	Rich Holzapfel	ARR Work Train at MP21 on 4th of July Creek
Working on the Railroad	Rich Holzapfel	ARR Work Train Pulling out of 223 Pit
<b>Pass Contest</b>		
Pass	Matt Lentz	VIP South Red River Valley Railroad Pass
<b>Arts &amp; Crafts</b>		
General	Matt Lentz	Multi-setup Block
<b>Modules</b>		
Individual	Art Suel	Caboose Hotel
Individual	Art Suel	Camping
Individual	Art Suel	Downtown
Individual	David Menard	Moose Creek Mine
Individual	Marion Manning	Ashland, VA
Individual	Marion Manning	City Scene
Individual	Randi Relander	Blandin Paper Mill
Individual	Rich Holzapfel	Scout Camp
Individual	Rich Holzapfel and Finnlay Seeloff	Dude Ranch (Lazy F)
Individual	Ron Olsen	Country Church

Table 2. Judged Winners and People's Choice Winners by Category and Subcategory

Category	Person Entering	Title	Judged Ranking	People's Choice Ranking
<b>Judged Models</b>				
Diesel	Matt Lentz	Pug & Friends	Disqualified	1 <sup>st</sup> Place
Diesel	Matt Lentz	Mighty 280 Set	Disqualified	
Display	Mike Engler	Morton's Brass and Iron Foundry	Best of Show/ Jock Oliphant	Best of Show
Freight Car/Rolling Stock	Tom Lennon	NP Center Flow Conditionaire	1 <sup>st</sup> Place	2 <sup>nd</sup> Place
Non-Revenue	Aaron Cohn	SRS 126	1 <sup>st</sup> Place	1 <sup>st</sup> Place
On-Line Structures	David Menard	N Scale Culvert	1 <sup>st</sup> Place	2 <sup>nd</sup> Place
Off-Line Structures	Randi Relander	Stuckum Glue Works	1 <sup>st</sup> Place	1 <sup>st</sup> Place
<b>Photography</b>				
B&W Prototype	Scott Nesbit	Nebraska Zephyr	1 <sup>st</sup> Place	--
Color Prototype Print	Amy Meader	Comical Autorack	1 <sup>st</sup> Place	3 <sup>rd</sup> Place
Color Prototype/Working on the Railroad	Rich Holzapfel	ARR 3003 on the Riley Creek Bridge, Denali Park, AK	3 <sup>rd</sup> Place	1 <sup>st</sup> Place
Color Prototype	Scott Nesbit	Diamonds at Sunset	Best of Show/Wes Garcia	Best of Show
Color Prototype Print	Scott Nesbit	Green Light for the Nebraska Zephyr	2 <sup>nd</sup> Place	--
Working on the Railroad	Rich Holzapfel	ARR 3008	3 <sup>rd</sup> Place	--
Working on the Railroad	Rich Holzapfel	ARR Work Train at MP21 on 4th of July Creek	2 <sup>nd</sup> Place	2 <sup>nd</sup> Place
Working on the Railroad	Rich Holzapfel	ARR Work Train Pulling out of 223 Pit	1 <sup>st</sup> Place	--
<b>Pass Contest</b>				
Pass	Matt Lentz	VIP South Red River Valley Railroad Pass	1 <sup>st</sup> Place	--
<b>Arts &amp; Crafts</b>				
General	Matt Lentz	Multi-setup Block	Best of Show	Best of Show
<b>Modules</b>				
Individual	David Menard	Moose Creek Mine	2 <sup>nd</sup> Place	2 <sup>nd</sup> Place
Individual	Rich Holzapfel	Scout Camp	1 <sup>st</sup> Place	--
Individual	Rich Holzapfel and Finnlay Seeloff	Dude Ranch (Lazy F)	3 <sup>rd</sup> Place	1 <sup>st</sup> Place
Individual	Marion Manning	Ashland, Virginia	--	3 <sup>rd</sup> Place
<b>People's Choice</b>				
Favorite Train	Aaron Cohn	1980 Superliner	--	1 <sup>st</sup> Place
Repurposed Car used Off-line	Jay Manning	Fire watch tower converted from caboose	--	1 <sup>st</sup> Place
Repurposed Car used Off-line	Jay Manning	Supervisor's Office converted from caboose	--	2 <sup>nd</sup> Place

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