



The FUSEE



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Fall 2007

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The Minneapolis Society of Model Engineers: they rarely model and don't even live in Minneapolis...but they do have fun.

By *Gayle M. Olson, MMR*

On June 13, 1960, the Minneapolis Society of Model Engineers (MSME) was formed by eleven area model railroaders, several of whom actually resided in Minneapolis. Initially the chartered purpose was to build a dub railroad. However, after extensive searching they were unable to find a suitable and affordable location. As an alternative they commenced to build a portable switching layout which eventually had to be sold due to lack of storage space.

Some of the members had operating railroads in their homes so they began round robin visits weekly, but many of the meetings were ostensibly for business purposes. Since there was not that much business to conduct the meeting frequency was reduced to twice a month, with one of the gatherings for the purpose of operating the hosts' railroad. That was followed by a light snack. Most of the founding members were employed at the time, so the meetings were held in the evenings. Eventually the meeting frequency was cut back to one meeting per month as they no longer felt the need to have separate business meetings.

Several MSME members were instrumental in organizing the 1969 NMRA Convention that was held at the Leamington Hotel in Minneapolis. Gene Hickey, MMR, was the General Convention Chairman, George Isaacs was in charge of in-hotel activities and I was in charge of outside activities, although I was not an MSME member at that time. I did not become a member of MSME until 1976.

Two members of the founding eleven are still with us today: Dave Vos and Hugo Meisser. In 1985 MSME boasted three Master Model Railroaders amongst their membership, Gene Hickey MMR #24, Larry Schreiber MMR#92 and Gayle Olson MMR#113; it was probably unusual in 1985 to have three MMRs in the same club and probably not all that common today.

In the 1970s Gene Hickey served as President of the NMRA and I was Chairman of the site selection committee that eventually chose Chattanooga as the NMRA headquarters location. MSME members for the most part have always been supportive of NMRA activities and have served the organization in various capacities.

The MSME today is composed of nineteen members, most of whom are retired. For this reason we decided several years ago to change our meeting time to afternoons. We are a diverse group – some members revel in anonymity while others pursue the hobby with fervent enthusiasm. Ages range from 40 to 93. Although many of us meet regularly for lunch, this is not necessarily an MSME function, so anyone is welcome. The amount of information exchanged at these luncheons is encyclopedic at the very least, and often it even concerns model railroading.

It cannot be said that we are humorless, when visiting a layout you may hear comments such as "I'd rather do a little bit, and do it well" or "have you ever considered stamp collecting?"

Our diversity extends to scale preferences as well; I think we cover almost all of the known scales. One member's scale of choice could best be described as elastic.

"MSME" continued on page 4

View from the cab

by TLR President Bruce Selb

I hope you have enjoyed the summer of railfanning even with the price of gas and the hot July! I have been asked to keep my message short.*

As always with the fall season coming, we will again have more time for our model railroads. Being outside in the fall is fun (September) but as the days get shorter, so does the enjoyment of being outside.

Remember to talk with others about your hobby, particularly young married males and females. These individuals are undergoing large changes in lifestyle. No more weekly nights at the bar looking for that special someone, or hanging out with friends. Talk to the newlyweds about the hobby. Both can con-

tribute to the model railroad. Tell them the story of the train under the Christmas tree, invite them over to see what you do in the hobby, and take them to the local hobby shop and flea market. This can become a hobby for the family, and the start of taking time for the family. The fall season is fast approaching and the TLR and local Divisions will be attempting to build NMRA membership.

Have fun with the balance of summer. See you at the local hobby shop or train sale! 🚂

**Editor's note: I knew the story below was running a little long and asked Bruce if I could swipe some of his space in this issue. Thanks, Bruce!*

A FEW MORE WORDS...

by Editor Gerry Leone, MMR

Of NMRA membership and irony

You just have to love stories that have a good ironic twist to them. I've got a great one. And we'll get to it in a second.

In the last issue I asked you to let me know why you're an NMRA member. I won't say I got overwhelmed by responses, but I did get a bunch. Thanks to all who took the time to write. I want to share three of the notes that stood out in mind. I'll keep them anonymous so as not embarrass anyone.

One was from a guy who just volunteered to do a clinic at his local Division. He wrote, "Doing the clinic is a perfect example of why I'm an NMRA member. It's a way of giving something to the organization and sharing your knowledge with others. I'm excited to give this clinic as a way of giving back, since I know some members will be interested, and they would not have had an opportunity to learn any other way. Giving this clinic makes the NMRA that much stronger."

The second note read, "My participation in the Achievement Program has benefited and improved my model railroading skills immensely. The Achievement Program sets standards by which I can compare my abilities with others; otherwise, I would not have the desire or knowledge to continually upgrade my standards of model railroading. The Achievement Program sets a tone for continued interest in which the hobby becomes greater in depth and meaning."

And the third was negative note. I've edited it down, but here's what it said: "I'd like to tell you why I'm not an NMRA member anymore. As times have changed, so has the membership status of the NMRA. It seems we here in the 'field' have to do all the work of finding new members so the NMRA can take some more money out of the region.

"If a modeler needs specific information on a particular project, you will be charged for that service. With the Internet it is possible to find exactly what you're looking for. If insurance is the issue, then why don't we dump our affiliation with the NMRA and go for it as the ThousandLakes Region? Raise the dues to \$25.00 and do not

associate with the NMRA. I can't think of one good reason to rejoin and do look forward to your next article telling me how wrong I am."

That's the note. Nope, I won't tell him he's wrong. But I will ask him to take notice that, it seems the people who get the most out of the NMRA are the people who put themselves into the NMRA, rather than sitting back and waiting for things to come to them. I believe one of our U.S. Presidents said something to that effect. It started out, "Ask not..."

Take a look at any of the guys in your club or your Division. The ones who pitch in to make the club or Division better are always the ones who can't say enough good things about it... the ones who are happiest to be members. The ones who let everyone else do the work and wait to be handed benefits on a silver platter are always the ones who are the most vocal about what's wrong with the club or Division. Guess it's the same with the NMRA.

Ok, I promised you readers some irony. Two months after I received that email I got a phone call from a guy. He was looking for a "motivational speaker" – someone who would come to his club to help energize the members. I made a few recommendations, chit-chatted, and hung up. Later it dawned on me: the guy who'd called me was the same guy who'd written the negative NMRA note. Are you sensing the irony yet?

He'd seen no reason to be in the NMRA because he was looking for some tangible, "hold-in-your-hand" benefit from being a member. Except that when he needed help, advice, motivation, information, and expertise, who were the people he turned to? The NMRA members.

I share this story, not to belittle the man, but to make the point: in the end, don't you think he answered his own question of "why should I be in the NMRA?"

Gives you something to think about, doesn't it? 🚂

RailPass program and other changes due for NMRA-Canada

By Don Hillman
Vice President
NMRA Canada

Our efforts at the NMRA Board of Directors (BOD) meeting in Detroit have been successful. We have received permission to offer a Rail Pass program for Canadian residents. Pricing and method of processing the information are still being worked out with the NMRA HQ Office Manager.

The Canadian Rail Pass program will be based on the same conditions and benefits as the US program except for the 6-month subscription to *Scale Rails*. The following conditions and restrictions will be used for the Canadian program:

- Rail Pass membership will be one time ONLY.
- Membership will be for a six month period
- Available to new members and those who have not been NMRA members for two years or more
- Members can vote, attend conventions and participate in contests, but cannot hold office and will not receive a new member pack
- Membership will renew at the regular membership rate that may include a subscription to *Scale Rails*.

We were unable to reduce the cost of a Canadian 6-month subscription to economically fit into our goal to offer the Rail Pass at

or about the same price as the US program. We were, however, able to negotiate an arrangement to mail at least one copy of *Scale Rails* to any member joining NMRA under the Rail Pass program. We are also trying to work out details where a 6-month subscription to the home region publication will be taken out. The theory here is to make the new member aware of the events and activities that are available closer to home.

Once the final pieces to the puzzle are put together, we will publish details on the NMRA (Canada) web site that explain the program and tell individuals how to apply for the Rail Pass membership.

The NMRA BOD at the Detroit meeting also voted to increase the subscription rate for *Scale Rails* effective 1 January 2008. The new US member rate will be \$15.00US per year (up from \$12.00US). We are not sure, as yet, how this increase will affect the Canadian subscription rate. Most of the higher rate that Canadian members pay is directly related to the cost of mailing the magazine. The two main factors in the mailing costs are the postage and the transportation cost to get the issues from the publisher (in Omaha, Nebraska) and Canada Post (in Mississauga). We are currently working with HQ Publication Department personnel to find a quicker and cheaper way of getting the *Scale Rails* into the Canada Post system. Whatever we achieve in this effort will certainly determine if we have to raise the Canadian *Scale Rails* subscription rate in January when the US rate goes up. We will do our very best to keep the rate at or near the current rate of \$24.00Cdn.

Another situation that HQ must deal with is the increased volume of missing *Scale Rails* issues and the postage cost to mail replacements out to the member. Recently, the US Postal Service raised the postage rates for mail going to international addresses (Canada is considered international). The present postage to mail a copy of *Scale Rails* to a Canadian address is about \$2.90US. It is our understanding that the reason for most of the missing issues is the renewal payments received and processed after the membership expire date. The subscription to *Scale Rails* terminates on the expire date of the NMRA membership and mailing of the magazine stops. On the other hand a member is allowed up to 90 days in

"Canada" continued on page 10

A word or two from your TLR Treasurer, Webmaster and Company Store keeper


By Dave Hamilton

A few months after becoming the TLR Treasurer, I volunteered to try my hand at maintaining the TLR website – www.thousandlakesregion.org. My goal is to keep the information as current as possible. I would also like to add a few things and fill in some of the empty pages that currently exist. We now have information in the company store page, a slide clinic show on the convention page and a few new photos on the picture page. In addition, with The Fusee editor's help, we now have a PDF library of the past nine issues.

If you have a chance to log on, you will notice that a few pages lack content – mainly the pages for the various TLR divisions. I would be happy to add any pertinent division activity to those pages. Contact me by email – see page 11.

Our picture page could use a few new shots. I added a photograph of the 261 as it sat steaming outside of engine house at Harrison Street in Minneapolis. Don't mind the date on the picture – I was watching the preparations on the day before the 261 participated in the James J. Hill Days celebration in Wayzata last September. I would like to have a few other interesting pictures that I could use to update the page. It would be nice to add a few new ones – prototype or model – every few months. I would also like to add any new hobby shop links, TLR area club links or anything else that the TLR members might enjoy seeing. If you want to see your contribution on the website, you can e-mail at my Yahoo address on page 11.

The TLR Company Store also has a few items for sale. There is a link on the Company Store page. We still have a few 50th Anniversary AccuRail 40-foot boxcars that were offered during NorthStar 99. There are also a number of McKean Canadian Pacific special edition 40-foot PSI boxcars. In addition, we have TLR cloth patches, NorthStar 99 patches, NMRA convention patches and NMRA keychains.

There may be a few other items in the company store inventory – click on the company store page for pictures and prices. I don't mind keeping the goodies in my garage, but you may have a better use for them. 

THANKS!

Contributors to this issue
(in order of when I got their stuff):

Les Breuer MMR, Terry N. Taylor,
Ron Einarson, Alan Saatkamp,
Mike Kaufman, Dave Hamilton,
Thomas Mossbeck, Paul Ullrich,
Don Hillman, Gayle Olson MMR,
Chuck Durrenberger

Next issue's deadline:
November 10, 2007

The Dakota Southeastern Division continues to grow

By Alan Saatkamp
SE Dakota Division Superintendent

The Dakota Southeastern Division of the Thousand Lakes Region is based primarily in and around Sioux Falls, South Dakota. Our club membership has grown by nearly 50% over the past year and a half to over 30, and the cash balance in our checking account is nearly tripled from two years ago. Last November we elected a new chief clerk, Mike Kaufman, who replaces Terry Anderson. Terry faithfully served the division for the past seven or eight years in that capacity.

With the growing number of new members, many of whom are getting started in the hobby, our emphasis at monthly sessions this year is on sharing the expertise of our more knowledgeable members. Clinics on painting and weathering, freight car tune-up, and using plastic welding solvents to speed construction

highlighted the first quarter activities. In addition, this spring our group will tour a local Sioux Falls quarry, which is served by rail. Members will also have the opportunity to visit the engine house and view road power up close and personal.

Our monthly meeting schedule changed for the first time in many years. To accommodate more members' busy weeknight schedules, we now alternate monthly meetings, gathering the first Thursday of odd numbered months and the first Saturday for even numbered months. Our meeting locations continue to rotate among members' homes, gaining an appreciation and update on the latest additions to layouts when possible. In October, our club will sponsor another open house, this time on Saturday the 20th. The tour features five or six different home layouts than were on last year's successful event, which drew over 100 guests from a four state area.

"MSME" continued from page 1

In the month of January each year we hold our annual luncheon/business meeting, at which time we elect an officer. We have only one, the President, it is usually our newest member. In one instance we inducted a genuine Canadian, so for a period of time we had a Prime Minister serving at our pleasure.

The second order of business is to populate the calendar for the coming year with meeting locations at the members' homes the first Monday of every month. At the present time there are no MSME members living within the geographic confines of the City of Minneapolis. MSME has been a source of enjoyment, education and fellowship in my life and I am sure the other members feel the same.

For those of you curious as to who the non-Minneapolis non-engineers are, here are the current members: Jim Albrecht, Rod Bacheller, Dick Bartholow, Jack Bergan, Art Bergstrom, Keith Engen, Mike Engler, Tom Krumelmann, Michael Livingston, Hugo Meisser, Pete Nelson, Gayle Olson, Jeff Otto, Jim Perske, Jim Sawyer, Greg Smith, Dave Vos, Lowell Williams, Lowell Wood.

Exclusive quarry & enginehouse tour for DSED

By Mike Kaufman

On June 2nd, 2007, members of the Dakota Southeastern Division had the opportunity to tour Concrete Materials' quartzite quarry in western Sioux Falls, and also the Ellis & Eastern Railroad enginehouse. Both companies are owned by Sweetman Construction.

DSED member Clark Meyer, who is Transportation, Aggregate Sales, & Block Division Manager for Concrete Materials, conducted the tour. We were driven down into the quarry pits and shown the equipment used to mine, crush and sort by size the quartzite. Clark explained how and where the various sizes of rock are used. Much of the rock is used locally in construction projects, but some is also shipped out by rail for ballast and as construction material. We were also shown the concrete batch plant and asphalt plant that are located on the site.

We then went to the nearby Ellis & Eastern enginehouse. Inside was SW800 No. 17, built



Members of the Dakota Southeastern Division stand in front of E & E No. 17, a 1954 EMD SW800. Members from l to r are: Bob Fry, Terry Anderson, Perry Pollard, Bill Kadang, Mike Kaufman, Todd Marks, and tour guide Clark Meyer. Photo by Bill Schmidt, E & E Superintendent.

in 1954. E & E also has an SWI 200, No 7, and two GPI Os, Nos. 27 and 37, that were out on assignment at the time of our tour. Bill Schmidt, Ellis & Eastern Superintendent, was on-hand to answer questions. Bill showed us the inside of the locomotive cab and also opened some of the engineroom doors for us. The E & E hauls aggregate and sand to Concrete Materials plants at the east and west ends of Sioux Falls and also switches local industries along its line.

On the Fall Reservation List at Brass Car Sides

GN 48-seat ACF Coach 1215-18, 1227-32, CB&Q 1219-20, SP&S 300 in N.
GN 16-4 "Glacier" PS sleeper 1181-88 in N. Both cars used on Empire Builder, Western Star, Blackhawk, Winnipeg Ltd.
NP P-S 56-seat let-rest coach 588-97, CB&Q 598-99 in N for North Coast Ltd.
NP 8-6-3-1P-S sleeper 350-363, CB&Q 480-82, SP&S 366 N for North Coast Ltd., Mainstreeter, Blackhawk.

Released in August

GN Winnipeg Ltd. "Club" sleeper buffet lounge (#62 HO \$31.75, #562 N \$20.75)
GN 1100-04 P-S mail-baggage (#63 HO \$35.75, #563 N \$20.75).

Still available: #412 DVD "Indiana, Minnesota, and Early Amtrak Railroad Memories". Organized in 13 Chapters, including St. Paul, Northfield, and Chicago, with memorable scenes of the Zephyrs, Rockets, Hiawathas, North Coast Ltd., Empire Builder, Mainstreeter, Western Star, Dakotan, Blackhawk, and many other favorites. Color, 107 minutes, boxed. \$34.75 postpaid. Add 6.5% MN sales tax for MN orders. See our website for bulletins, catalog sheets and other data. www.brasscarsides.com

Brass Car Sides, 715 S. 7th St.
St. Peter, MN 56082-1435

From refurbis to layouts, the North Dakota Div. has been busy



By Chuck Durrenberger
North Dakota Division Superintendent

Many exciting activities have been happening at the Northern Lights Model Railroad Association and Museum this summer. A number of the members have been busy with the caboose interior restoration. The walls are being refurbished and repainted. Doors are being restored, with the exterior entrance doors being completely rebuilt. The electrical system has been updated, although the original electrical panel has been retained so people can see "how it was in the good old days." Our goal is to have the caboose ready for Christmas so that we can invite the kids to visit Santa.

Recently, several members traveled to Minneapolis and brought back a Fairmont Motors WD 60 Track Derrick. The crane has been refurbished, but needs a new platform. It's currently on display, along with our 1948 GN Caboose and 4-man speeder, for our upcoming open house at Heritage Days, the weekend of August 18th. An added treat for



The newest piece of equipment on display at the club and waiting to be refurbished is this Fairmont Motors track derrick.

the kids at Heritage days will be the "Lyles' Special" miniature riding train donated by a member's father-in-law.

Our N-gauge travel layout is now complete. The layout was constructed to be taken on the road to promote the hobby and the club.

For the second time in the last two-year, the club has benefited from the efforts of the Boy Scouts. This year, Chris Barnes constructed a rear stairway

access to the clubhouse deck and landscaped around the clubhouse for his Eagle Scout Badge. Last year, his brother Richard built a storage building that now houses one of our one-man speeder cars

This spring several members and their wives took the Amtrak to the Izaak Walton Inn at Essex, Montana, for a weekend of fun. Located adjacent to the rail yards, the Izaak Walton Inn was built in 1939 to house railroad workers. The inn is located 60 miles east of Kalispell, Montana. Another tour is planned this fall to include a stay in one of the four cabooses.

Fund raising activities include a raffle with over \$1,000.00 in gift certificates donated by local groceries, auto repair shops, and restaurants. The lucky winners will be announced at the August 21st business meeting.

Plans are underway to install a crossing and an additional section of track to the east of the existing track. Adjacent to the new track will



A lot of work has been done and there's a lot left to do, but once finished this refurbished caboose will be a real show-stopper.

be a "grain elevator" and a cattle pen to improve the railroading flavor of the station. The new track will include a signaled crossing.

For those interested, the Club's web page is www.caseyholtjunction.org. Pictures of the club, rolling stock, and layout, highlight the site along with the club's history, club members and membership information.

www.granitecitytrainshow.com

All Aboard!

GRANITE CITY TRAIN SHOW

SATURDAY, DECEMBER 1, 2007

Buy, sell, trade or just view hundreds of trains under one roof.

9am-2:30pm - National Guard Armory - 1710 Veteran's Drive - Saint Cloud, MN
Admission: \$3.00 - Kids under 12 FREE!

REGISTER TO WIN

Lionel Polar Express Train Set (\$300.00 retail)

REGISTER TO WIN

COME SEE! Model & Toy Trains (all scales), Accessories, Books, Videos, Railroad Collectibles and Memorabilia, Antique Toys, Hobby Items and More!

Operating Model and Toy Train Displays

Childrens' Railway Play Area - Kids can help build a wooden train layout or run a model train.

Vendors and hobbyists welcome!

Call 320-255-0033 or visit www.granitecitytrainshow.com
email: edwardolson@cloudnet.com

Don't Miss Our 2008 Shows - May 3 And December 6



Toy Train & Model Railroad Sale

Saturday, Sept. 22nd, 9am-3pm
MN State Fairgrounds Education Building
Adm. \$5, ages 5 & under **FREE**

Vendors selling trains of all scales, model railroad equipment and supplies, railroad memorabilia, and books will be on site! Over 200 tables!

Admission to the show includes entrance to the Twin City Model RR Museum (open 10 AM - 6 PM) for **FREE** on the day of the show.



Twin City Model Railroad Museum
1021 Bandana Blvd E., Suite 222, St. Paul, MN 55108
(651) 647-9628 www.tcmrm.org

Add some interest to a yard

Text and photos by Ron Einarson

Here is a simple way to add interest to a yard. Place a semi-trailer perpendicular to a boxcar, as shown in the accompanying photos. It is simple, yet very effective and certainly piques one's curiosity as to what is being unloaded or loaded.

In earlier days, the major railroads had large freight sheds in every city and large town where less-than-carload (LCL) freights were unloaded. Hundreds of men were employed to load and unloaded cars. Merchandise trucks would pull up on one side of the sheds and rolling stock on the other. The tracks were usually in pairs and you could load the second track via the first track with the use of plates between the docks and cars. My father-in-law was one of thousands employed by the CPR to do this type of work. I remember one story of how he dreaded Eaton's furniture sales. He would be unloading sofas for days. It seemed like whole trains would be assigned to bring in the goods. There was no Trans-Canada highway then and everything went by rail.

As the years passed the freight sheds were closed down. They said it was less traffic, but more likely it was more unit trains and a desire to get out of the LCL business, since labour costs were too high to make it prof-



itable. Now we find lots of scenes like these throughout every corner of the country.

While this scene is very basic but could be spruced up very easily. What would really set this scene off, would be a trailer with some sort of advertisement on the side. Don't forget to open the trailer and boxcar doors (unless it was just spotted or it's finished being unloaded).

Have fun creating this mini-scene and don't forget to add lots of junk around the scene - loose scraps, small pieces of wood, an old pallet or two, etc. *f*



LCL loads are easy to model and can add a ton of operating interest. It's a great investment of just a little layout space. In fact, it's a low investment of money, too!



Tentative TLR 2008 Convention plans

TLR President Bruce Selb and Convention Director Chris Dancy are currently working on plans for the 2008 TLR Convention. While many details have yet to be nailed down, here's a tentative overview of what's planned:

Dates: **Thursday, June 12 - Sunday, June 15, 2008**

Where: **Duluth, MN**

Events:

- Merek Coal Distributor
- Harvest States Grain
- Tour of Proctor Yard
- Reception at the Lake Superior Railroad Museum
- North Shore Scenic Railroad shop tour
- Train ride to Two Harbors (including the possibility of riding out onto the ore dock)
- Banquet at the Lake Superior Railroad Museum
- Flea market (open to attendees only, then opened to the public)
- Layout tours

These dates will not conflict with the Grandma's Marathon dates.

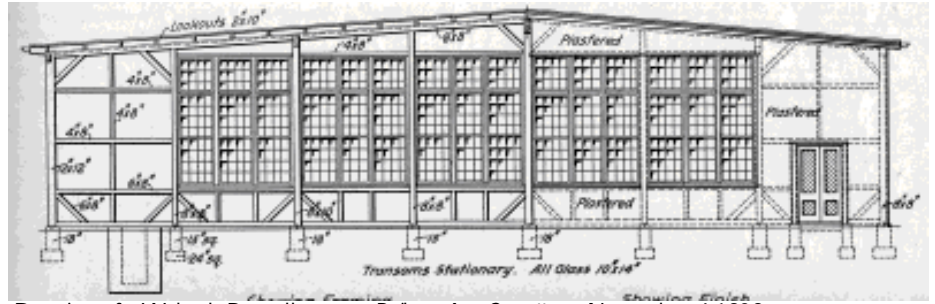
Railroad Research for the Modeler – Prototype Periodicals

By Thomas Mossbeck
Research Associate

This is the third installment of a series of articles about the Kalmbach Memorial Library and its resources.

We are all familiar with today's model railroad magazines like Model Railroader and Railroad Model Craftsman, and for prototype information we can read Railfan & Railroad, the newly revived Passenger Train Journal, or Trains, which has been on newsstands since 1941 (just to name a few). However, one prototype periodical which has been in publication (under various names) for the past 150 years is Railway Age. This is an outstanding publication to which the modeler and prototype historian can often turn for equipment and structure drawings, plus features and news from the various railroads (see illustrations).

The publication can trace its roots back to 1856 as the Western Railroad Gazette, published in Chicago. Only a few copies are known to exist, none of which are in the library's collection. In 1870 the name was changed to Railroad Gazette and it became the railroad industry's leading periodical. Railway Age was a



Drawing of a Wabash Roundhouse – Railway Age Gazette – November 6, 1908

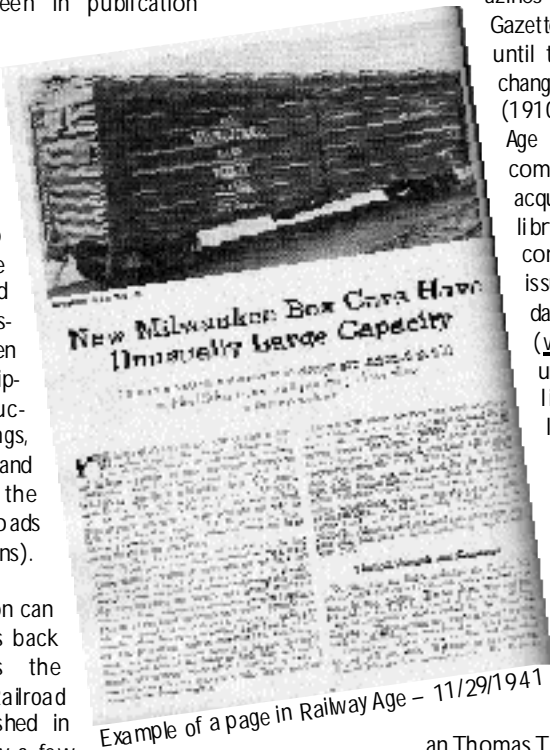
competitor and in June of 1908 it was acquired by Railway Gazette. The two magazines formed the Railroad Age Gazette, a name it would retain until the end of 1909 when it changed to Railway Age Gazette (1910-17), and finally Railway Age (1918-present). Another competitor, Railway Review was acquired in 1926. While the library's collection is not complete we do have most issues from 1878 to present day. The library's website (www.nmra.org/library under "Our Collection") lists all issues in the library's collection.

As with any source, the information is only useful if you can find it. We have a very good index to these and other prototype periodicals prepared by noted railroad histori-

an Thomas T. Taber III, who spent more than 7,000 hours indexing about 80 different periodicals. Also, all annual volumes have an index, making it easy to find out what articles have been published in a specific year. The library staff makes extensive use of these industry periodicals, which also include the aforementioned Railway Review, as well as Signal Engineer, American Engineer & Railroad Journal, and Electric Railway Journal (incl. predecessors Street Railway Journal and Street Railway Review).

Modelers and historians interested in obtaining references of particular railroads or subjects should contact the library.

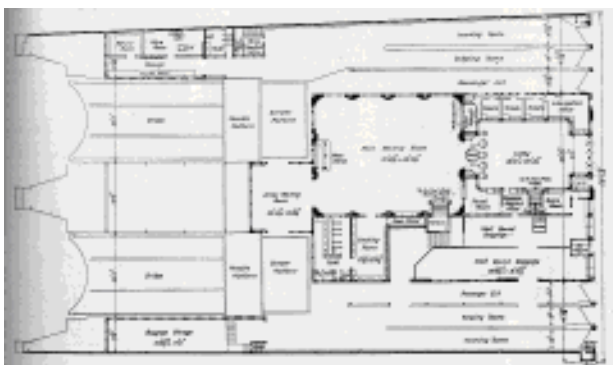
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Fax: 423-899-4869
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Example of a page in Railway Age – 11/29/1941



Cover of the 150th Anniversary Edition of Railway Age – September 2006



Floor plan of Jersey Central's Liberty Street Terminal - Railway Age Gazette 11/6/1908

NEW! FREE reference PDFs.
The library can now provide article references for periodicals like Model Railroader, Railroad Model Craftsman, Traction & Models, and many more, as well listing of photos from the library's collection PDF format, free of charge. Send an email to KMLResearchDesk@aol.com and specify what you are looking for. We will then run a search and email you the references. You can then review the results and specify which articles or photos you would like copied.

The ultrasonic cleaner: not just for cleaning

By Les Breuer, MMR

[Note: Back in the olden days — the 80s — ultrasonic cleaners were pricey items. Like everything else, the price has come way down. Both Les and I bought our ultrasonic cleaners at Harbor Freight for only \$29. Check out a Harbor Freight store in your area, or go to www.harborfreight.com. - Gerry]

When you buy an ultrasonic cleaner you use it for cleaning, of course; however, cleaning is not the only use. How about using it as a paint mixer? Editor Gerry Leone said to me one day that he viewed a web site that suggested using the ultrasonic cleaner for mixing paint. I had to prove that use to myself... it was a test I had to do.

Out of the model paint storage cabinet I pulled my Testors and Pactra paint bottles. The Floquil and Scalecoat paints would be tested another day. I filled the ultrasonic cleaner (UC) to the fill mark with distilled water and set the paint bottles in the water. I pushed the button and waited to see if the paint was mixed. What were the test results?

On small Testors bottles (28 of them, many with a shelf life of over 5 years) which contained paint pigment settled to the bottom and thinner on top, the UC did not do the job. After four or five runs of the UC would loosen the paint, however, it would not mix it with the thinner. I would pull off the cap and mix the paint with a dental tool and sometimes add several drops of thinner. A couple of more times in the UC and then one minute on the Robart Hobby Paint Shaker

(RHPS). [Note: The RHPS shakes the bottles just as a commercial mixer in the paint store. In my opinion, definitely worth the price asked by Micro Mark.] The paint would mix to a smooth consistency. In all cases, the paint would definitely work for brushing, although I'm not sure if in all cases it would work in the airbrush. That's a test for another day. The bottom line: you could save all the paint using both the UC and RHPS. In the past, after the manual mixing and the RHPS, I know some of the paint would still have been lumpy and would have been thrown in the trash.


On the old Pactra bottles (12 of them) which contained paint on bottom and thinner on top, the UC did a better job. The Pactra bottles are like the Model Master bottles today. After four or five runs the UC mixed the paint in four of the bottles. Putting the unmixed paint bottles back in the UC and running it a couple of more times only mixed the paint and thinner in two more bottles. To the remaining bottles I added a few drops of thinner and again used the UC followed by a minute in the RHPS. The combination use of the UC and RHPS made all but one of the paints usable. The one not usable was almost dried out, so I added three eyedroppers of thinner and repeated the UC and RHPS combination to see if I could make the paint usable. After five-plus runs in the UC and a couple of more minutes on the RHPS the paint was usable for brushing.

In addition, my testing revealed the following: the newer the paint the easier the mixing process, the larger the paint bottles the easier the mixing process. On the Pactra bottles, the smaller the amount of paint and thinner in the bottle, the better the UC performed. Not the case with the small Testors bottles.



This inexpensive Cody ultrasonic cleaner also works as a paint stirrer... sort of.

Can the UC mix paint? I concluded that sometimes it can, most of the time it can not; however, it will definitely loosen settled paint pig-

ments. The loosened paint, when shaken manually or with a paint mixer, will combine (mix) the paint pigments with the thinner to make the paint usable. When I started the test I would have guessed that I was going to throw away a number of bottles of paint. After the test, all paint bottles have paint and thinner mixed and are back on the shelf. I believe that with only manual and RHPS mixing this would not be the case. I conclude, the UC is a tool that will assist with paint mixing. 

Two Minnesota layouts to be in "Great Model Railroads 2008"


Two Minnesota-based layouts will be featured in this year's annual "Great Model Railroads 2008" issue from Kalmbach Publishing... and one of them actually resides in Minnesota!

Ray and Renee Grosser's "Nostalgia Trip" layout, which depicts various real-life and fictional towns and scenes from the couple's time in Minnesota in the 1950s, is the first of the two. The layout has been spotlighted several times in the model press and features exquisitely built structures and highly detailed scenery. In addition, portions of the layout have toured train shows around the country. You can get a preview of the layout on their website at www.grossersnostalgiaatrip.com.

The second Minnesota layout is near and dear to my heart. In fact, it's near and dear to my basement. If you didn't have the opportunity to visit my Bona Vista Railroad during the 2005 TLR Convention in St. Paul, consider this a second chance. You can get a preview on my website by visiting www.gleone.com and following the "model railroad" link.

I'm told there will be 11 layouts featured in this issue, so there may be even more from TLR Land that I'm not aware of.

"Great Model Railroads 2008" can be pre-ordered by visiting *Model Railroader's* website at www.trains.com/mrr/. Or it should hit hobby shop newsstands sometime in mid- to late-October.

I'm pretty excited to see it myself! 

Balancing your freight car fleet

By Terry N. Taylor

Reprinted from *SLO Trains*

The newsletter of the San Luis Obispo Model Railroad Club

I model the transition period from steam to first generation diesel in the upper San Joaquin Valley of California. I am mainly into Santa Fe but also have major interchange yards with both the Southern Pacific & the Western Pacific as well as several smaller railroads. While I started modeling the 1945 to 1955 era, I have lately been narrowing my focus to 1953.

Originally, I made the assumption that 40-foot cars were what I should be modeling, but I noticed there were a lot of 50-foot, or longer, cars being built in that time frame. So I decided to check what the Santa Fe actually had in use then. Per the Santa Fe Freight Car Classification Systems Folio 21 I-3, Santa Fe had about 81,300 cars on hand as of 1 Jan 1951.

392 (.5%) of them were air dump cars, 5,042 (6.2%) are automobile cars, 43 (.1%) are ballast cars, 30,700 (37.9%) are box cars, 1,202 (1.5%) are caboose cars, 9 (.0%) are drovers cars, 2,332 (2.9%) are flat cars, 16,254 (20.0%) are gondola cars, 345 (.4%) are ice cars, 55 (.1%) are logging cars, 14,309 (17.6%) are refrigerator cars, 7,143 (8.8%) are stock cars, and 3,390 (4.2%) are tank cars for a total of 81,306.

Now at least I had an idea of the overall proportion of different cars on the Santa Fe at the start of 1951, even though this did not tell me the proportion of cars in the area that I am modeling or what was on hand in 1953.

Using the length of the car over the end sills, and rounding to the nearest two foot increment (because I was interested in the visual aspects of a train passing by and not what the actual cargo space inside the cars was), I found that the Santa Fe had 92 (.1%) 26' cars (all air dump cars), 961 (1.2%) 28' cars (mostly caboose cars), 100 (.1%) 30' cars (50 each caboose and gondola cars), 487 (.6%) 32' cars (mostly gondola cars, but some air dump and tank cars), 2,909 (3.6%) 34' cars (again mostly gondola cars, but some air dump and tank cars), 923 (1.1%) 36' cars (mostly tank cars, but some box, caboose and gondola cars).

In the 38 to 42 foot range, Santa Fe had 1,658 (2.0%) 38' cars (mostly tank cars, but also


some box and ice cars), 25,712 (31.6%) 40' cars (mostly box cars, but also automobile, ballast, drovers, flat, gondola, logging, stock and tank cars), 31,394 (38.6%) 42' cars (mostly box and refrigerator cars, but also automobile, ballast, gondola, ice and stock cars).

In the over 42 foot range Santa Fe had 6,592 (8.1%) 44' cars (mostly gondola cars, but also some flat cars), 202 (.2%) 46' cars (all tank cars, except for 2 drovers cars), 545 (.7%) 48' cars (about half & half gondola & tank cars), 4,022 (5.0%) 50' cars (automobile, box, flat, gondola and refrigerator cars), 2,763 (3.4%) 52' cars (mostly automobile, but also box & gondola cars), 2,330 (2.9%) 54' cars (mostly gondola cars but about one quarter flat cars), 190 (.2%) 60' flat cars, 225 (.3%) 66' gondola cars, and 199 (.2%) cars where the length was not specified (123 caboose cars and 76 tank cars). The caboose cars were converted box cars and all of the tank cars were from the KCM&O.

From all of this data, it is easy to see that while most (about 72%) of the cars that I model should be from 38 to 42' over the end sills, about 21% of the cars were longer. Since I model 1953 instead of 1951, that 21% would be a bit higher as most new construction was in the 50' or better range.


I hope that this compilation is of help to others who want to try to model a more balanced freight car fleet. It also has implications in designing yards and passing sidings as your average train length will be just a bit longer. For example, if you have a 20 car train, at 40' each, that would be 800'; if 4 of the cars are 50', then the train length is now 840' or a 5% overall increase.

Just keep in mind that this is a snap-

shot of the overall Santa Fe freight car fleet as of 1 January 1951, that some of these cars were not interchanged, and that Santa Fe was still rebuilding cars as well as buying new ones. 

"Canada" continued from page 3

which to make his/her renewal payment and have it posted to the record. Mailing labels are produced a month in advance (August issue labels are produced in the last week of June/first week of July). For those members who have subscribed to *Scale Rails* it is in your best interests to ensure that the renewal payment is made before the expire date of your membership. Our processing schedule for renewal notices is such that a notice is printed and mailed each month for the three months before the membership expire month.

If you have any questions, send an email to registrar@nmracanada.ca. 

29th Annual Spud Valley Hobby Show

Sunday, October 28, 2007
9:00 am to 3:00 pm

- ★ 13th Annual "Plastics on the Prairie" model contest
- ★ Large & small operating model railroads
- ★ Vendors selling farm toys, plastic models, model railroad items, die cast vehicles, old toys, railroad collectibles and more
- ★ Door prizes -- No need to be present to win

Admission: \$4 (under 12 free with paid adult)

For information, call Gerald: 701-799-0534



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Changes of address should be sent to the Treasurer.

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Fall 2007

THE FUSEE

18015 33rd Place N.
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INSIDE

**Changes due for
NMRA-Canada**

**They've been busy in
the Dakotas**

**Prototype periodicals
as research tools**

Train shows & events in and near the Region

Compiled by Gerry Leone, Jim Bernier, and Terry Davis

Saturday, 10/6/07, Prairie Lakes Division and Chicago & NorthWestern Historical Society Joint Meet, 8 AM-10 PM, Heritage Acres Main Implement Building, Lake Avenue, Fairmont, MN. Admission: \$3, banquet \$12. Clinics, slide shows, videos, food, raffles, prizes, vendors, and flea market. Layout and industrial tours, model and photo contests. For information contact Don Oechsle at 507-238-5026 or dystrophies@bevcomm.net

Saturday, 10/13/07, 13th Hutchinson Model Railroad Show, 9 AM - 4 PM, McLeod Co. Fairgrounds, 7780 Century Ave. SW, Hutchinson, MN. Admission: \$3, kids under 12 free. Hosted by the Luce Line Railroad Club, Inc. and the Minnesota River Valley Division. A dozen operating layouts, clinics, large flea market, popular vote model contest. For more information contact Bruce Crosby at abcrosby@hutchtel.net

Saturday - Sunday, 10/13-14/07, 6th Annual Train Show, 10 AM- 5 PM (Sat.), 10 AM - 3PM (Sun), Regis High School, 2100 Fenwick Ave., Eau Claire, WI. Admission: \$4, kids under 12 free. Sellers, displays, operating layouts. Presented by the

Indianhead Model Railroad Club. For more info, call Andrew (715-559-0380) or awdoney@sbcglobal.net

Saturday, 10/22/07, Toy Train and Model Railroad Sale, 9 AM - 3 PM, MN State Fairgrounds, Education Building. Admission: \$5, kids 5 and under free. Admission includes entrance to TC Model Railroad Museum that day. Hosted by the Twin City Model Railroad Museum. For more information contact TCMRM, 651-647-9628.

Sunday, 10/28/07, 29th Annual Spud Valley Hobby Show, 9 AM- 3 PM, Ramada Plaza Suites - Crystal Ballroom, 1635 42nd St. S., Fargo, ND. Admission: \$4.00, kids under 12 free with paid adult. See ad in this issue for details.

Saturday, 12/1/07, Granite City Train Show, 9 AM - 3:30 PM, National Guard Armory, 1710 Veteran's Drive, St. Cloud, MN. Admission: \$3, kids under 12 free. Raffle, model and toy trains, books, videos, collectibles, memorabilia, antique toys, hobby items, plus operating layouts and toy train displays. For more information contact Edward Olson at 320-255-0033 or edwardolson@cloudnet.com

If you're in the Thousand Lakes Region and would like your train show, swap meet, Division meeting, club meeting or other railroad/model railroad-related event listed in our calendar, please send it to Jim Bernier at jrbernier@hotmail.com by the deadline listed inside.