



THOUSAND LAKES REGION

NATIONAL MODEL RAILROAD ASSOCIATION

The FUSEE



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Spring 2020

2020 TLR Convention "Sioux Empire Special"



By Rich Dahl, Rich Holzapfel and Scott Nesbit

The 2020 TLR Convention will be held this year in Sioux Falls, SD, May 14th thru 17th. The event headquarters will be at The Best Western Plus Ramkota Hotel (www.siuoxfalls.bwramkota.com). The room rate is \$101.99/ per night plus taxes and can be obtained **only by calling the hotel at (605) 336-0650** and then specifying you are with the National Model Railroad Association's regional convention. **The special room rate is not available through the reservations website.**

We will start out on Thursday, May 14th in the afternoon with early registration and Celebration Room entries being accepted. Look for a separate Celebration room article in this Fusee (page 21). Thursday evening registration will continue, and we will have clinics, a couple of operating sessions, and The Sioux Valley Model Engineers Society's large club layout open to tour. Dinner that evening will be on your own.

Friday we hit the ground running with registrations, Celebration room entries, and a full slate of clinics for the whole day! Friday's lunch (included with full registration) will be offsite, but

close by, at beautiful Terrace Park right next to Covell Lake. After lunch we will return to the hotel for the afternoon clinics. Friday evening's dinner (also included) will be at the hotel with a possible short program after dinner. Friday night we will have a few more clinics along with the TLR board meeting.

Friday's non-rail activities start on the morning with a trip to downtown Sioux Falls to board the Sioux Falls Trolley for a historical sightseeing trip (with narration) through the downtown area and possibly into Falls Park. Lunch will be provided somewhere along the tour. Then you will return to the hotel to a separate non-rail clinic room for an afternoon program titled "Pay it Forward" (see separate Fusee article, page 7) along with other possible activities.

Saturday morning everyone will board buses and head out for a local industry tour (waiting to be confirmed as of writing this), and then we head up to Prairie Village, just outside Madison, SD, for our main attraction. Saturday afternoon we will be making a trip to Historic Prairie Village as a group tour. Prairie Vil

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lage is a window into the past of prairie life from the 1880's to the early 1900's, there are 66 different buildings on the site, many are open and furnished as they were in their heyday, from



The Opera House that Lawrence Welk Debuted.

early businesses to homesteads, there is an Opera House that was built in Oldham, SD in 1912 called the Socialist hall, it was built by the Socialist party and it is where Lawrence Welk made his stage debut.

There is a large schoolhouse that was in use until 1965 in Junius, SD. It had 4 large classrooms and now one of the classrooms now exhibits the history of the Madison Community hospital. Every display on the property is interesting to see what early



The South Dakota Central speeder carried passengers from Wentworth, SD to Watertown, SD in the early 1900's.

prairie life was like. There is also a 2 mile long railroad that runs all day long, we will be able to take the train ride hopefully with steam power, depending on weather and ground conditions, a

doodlebug and motorcar speeder will also be on site to give rides around the village.

Another main attraction is a steam powered carousel that was originally built in 1893, it has been beautifully refurbished and runs daily. There is also one of only two chapel cars still in existence and it has also been beautifully restored, services are still held in it every Sunday. There is also a roundhouse and turntable.



Chapel Car Emmanuel operated from 1893 to 1942 and was carried on the CB&Q free of charge.

ble, we will have around 3 hours after our lunch in the covered picnic area to roam around and see everything that we can besides having our railroad rides. If you would like a sneak peek at Prairie Village their website is www.prairievillage.org.

After our trip back in history we will return to the hotel for some downtime before the evening activities. Saturday nights Banquet festivities begin with a social hour followed closely by a tasty buffet style dinner. After dinner we will have some remarks from TLR officers, the Celebration Room awards and the yearly TLR awards, followed by the popular Chinese auction.

Sunday morning, we start with the annual TLR general membership meeting with election of new board members. Please attend the meeting If possible so your voice can be heard in the TLR!! After the meeting several area DSED members home model railroads will be open for you to tour before you head for home.

All of us In the DSED invite to join us for what we think will be a great weekend of convention activities!! See you all in May for the "Sioux Empire Special"!!!

FIRST CLASS TICKET - REGISTRATION FORM

SIOUX EMPIRE SPECIAL
SIOUX FALLS, SOUTH DAKOTA
MAY 14-17, 2020

Sponsored by the Dakota

Southeastern Division of the TLR

***Held at the Best Western Plus Ramkota Hotel
and Conference Center***

3200 W Maple Street, Sioux Falls, SD 57107
**1-605-336-0650 (Room Reservations -
mention NMRA for \$101.99 room rate)**

Note: You must be a member of the National Model Railroad Association to attend. Membership will be checked!

Spouses or significant others need not be NMRA members to attend the Friday Social and Saturday night banquet meals and non-rail events.

If you have ever received an NMRA 'RailPass' membership to attend a previous TLR convention, you cannot use that again. You must sign up for full NMRA membership to attend again this year.

A 9-month 'RailPass' membership is available for new members for \$20.00. See below.

Name _____ NMRA # Required _____
 Spouse/Guest Name _____ Expiration Date _____
 Address _____
 City _____ State/Province _____ Zip/Postal Code _____
 Phone () _____ Email _____

| EVENTS AND PRICING: | Price | Total |
|---|--------------|-------|
| Early-bird Member/Guest/Spouse Registration (Postmarked before May 1 2020) Includes all clinics, rail tours, Friday and Saturday lunches, Friday dinner and social and Saturday banquet. Meals included when attending rail events. Save \$10! | \$125 | |
| Registrations postmarked May 1st or later | \$135 | |
| Friday Dinner / Social and Saturday Banquet only | \$50 | |
| 9-month RailPass NMRA Membership for non-NMRA members | \$20 | |
| Ultimate Box Car Challenge (Limit 25 people) Bring own tools (Ref. March Fusee). Early Registration Encouraged | \$30 | |
| Keep Alive w/ Make & Take (Limit 20 people) Bring own tools (Ref. March Fusee). Register by April 1st to ensure parts | \$15 | |
| Total | | |

| LET US KNOW WHICH EVENTS YOU ARE PLANNING ON ATTENDING: | | | | | | | | | |
|---|--------|---|--------|---|---|--------|---|--------|---|
| | Member | | Spouse | | CELEBRATION ROOM | Member | | Spouse | |
| | Y | N | Y | N | | Y | N | Y | N |
| THURSDAY EVENTS | | | | | Schedule: Entries accepted noon Thur. until 9:00 am Sat. Entries picked up after banquet on Sat. | | | | |
| N-Scale Operations (Limit 6) | | | | | | | | | |
| HO-Scale Operations (Limit 10) | | | | | | | | | |
| Clinics (evening only) | | | | | | | | | |
| FRIDAY EVENTS | Y | N | Y | N | SATURDAY EVENTS | Y | N | Y | N |
| Non-rail activity tour | | | | | Prairie Village – buses leave 10am | | | | |
| Non-rail "Paying it Forward" clinic | | | | | | | | | |
| Clinics | | | | | | | | | |
| Friday Dinner - 6:00 pm | | | | | Saturday Banquet – 6:30 pm | | | | |

List any dietary restrictions (we will do our best to accommodate):

| MAKE CHECKS PAYABLE TO: DSED | |
|--|--|
| Mail completed form and payment to: | DAKOTA SOUTHEASTERN DIVISION OF NMRA |
| Jim Krekelberg, Treasurer | Web: dakotasoutheastern.org |
| 6305 W Westminster Dr | Email: dakotasoutheastern@gmail.com |
| Sioux Falls, SD 57106 | Facebook: Dakota Southeastern Division of NMRA |

Sioux Falls Clinic Program

The following is the expected program at the clinic, subject to confirmation on some tentative speakers and other circumstances that may arise. Back-up speakers will be appreciated, and we may have an extra time slot or two come up with optimization of rooms at the hotel. Please reach out to Richard Dahl (Clinic Coordinator) at richdahl@gmail.com or (612) 720 5850 if you would like to be a clinician, potentially in a back-up capacity. Any topic appreciated!

This year's clinic program will start on the evening of Thursday May 14, and then much of Friday May 15 will be devoted to various clinics. In addition to what you see, also see announcements on our convention Facebook page: [Sioux Falls Empire Special NRMA TLR 2020 Convention Facebook Page](#).

We will have two Make & Take clinics. We strongly encourage early registration for these clinics to help manage parts etc. to have on hand. Each make and take clinic will have space limitations, and limitations based on parts available.

In addition, there may be some weathering opportunities associated with one Pan Pastel weathering clinic, and late evening on the Friday when the box car clinic (see next section) is done. We encourage you to bring some things ready to weather as we expect opportunities to do so.

1 Day Build Ultimate 3 Boxcar Challenge (Matt Lentz):



This clinic will span 3 sessions during Friday, with breaks in between for other clinics during drying time etc. **For \$30/ participant** you will receive all the parts (pre-primed shells, couplers, trucks, paints, etc.) for making 3 boxcars as depicted. They will be assembled, hand painted with Citadel Paints, decaled, and lightly weathered. You will be amazed at the results. Boxcars will have unique numbers and can be exchanged with other participants. Our goal is to have one from each participant go in the Chinese auction in the evening. You bring your own tools (list will be provided). You can see all sorts of details on YouTube here: https://www.youtube.com/playlist?list=PLD_RrPvZxAETk3CuFEbbdOt64NIUEo-ca

Each participant should bring: Cutting mat, hobby knives (to be specified), white taklon brushes, scissors (for cutting decals), tweezers, toolbox or something to keep tools and models in. A complete list will be sent prior to the convention. More details can be found in this YouTube video, and what for separate promotion of this clinic: <https://youtu.be/-qVuVpMdyW4>.

(A limited set of backup tools etc. may be available for borrowing/ purchase for late registrants, but supplies will be limited. Most, if not all, that is needed for tools you can find in Sioux Falls).

Expected maximum number of participants is the first 25 to register.

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Minnesota Northern RR Warroad Subdivision (Cody Grivno, Model Railroader/ Kalmbach)

In this clinic, Cody Grivno will take you on a tour of the 92-mile Minnesota Northern RR Warroad Subdivision. The subdivision, which today runs from St. Hilaire to Roseau in northwestern Minnesota, was originally operated by the Great Northern and successor Burlington Northern. In 1996, RailAmerica took over operation of four BN lines in and around nearby Crookston, Minn., renaming the railroad Minnesota Northern (MNN). In 2000, KBN Inc. purchased the MNN from RailAmerica.

One of the noteworthy features of the Warroad Subdivision is that it's separated from the rest of the Minnesota Northern system. Trains have to use trackage rights over the BNSF Ry. from Crookston to Erskine, then Canadian Pacific from Erskine to Thief River Falls before returning to home rails. In addition to the typical agriculture-related businesses in this part of the state, the Warroad Sub is also home to an aggregate operation, a large seed dealer, Polaris (snowmobiles), and Independent Locomotive Service's Holt Shop. The shop in Holt does a variety of locomotive repairs, and it's not unusual to see end-cab switchers, first- and second-generation Geeps, and even six-axle road units on the Warroad Sub.

"Keep Alive" Make and Take Clinic (Wes Garcia)

In this clinic you will learn to build your own "Keep Alive" circuit for your DCC locomotives or any cars that have a decoder with sound. For the most part this not a theory class but a hands-on clinic where you can build your first "Keep Alive"

As part of the clinic you will receive all the parts to make your own "Keep Alive"

Tools you should bring (protective work surface will be provided):

- Soldering Iron or Soldering Workstation
- Wire Cutters (small)
- Needle Nose Pliers (small)
- Solder

The price for the Keep Alive Clinic is \$15.00 for parts.

Note 1: If you just want to attend the clinic and buy the parts for the "Keep Alive" to build at home you can do that. They will be \$15.00.

Note 2: If you want to attend the clinic, but not buy the parts currently. I look forward to seeing you at the clinic.

Note 3: This "Keep Alive" circuit will not work on ESU LokSound decoders. This "keep Alive" is a two-wire system where the ESU is a three-wire system. If there is enough interest shown I may do a clinic next year on a three-wire system.

For questions, you may contact Wes Garcia at wesgarcia@sio.midco.net

A smaller amount of parts will be available for walk-ins. To ensure you have parts, we ask that you please register by April 1st.

We expect to have room for approximately 15 – 20 workstations.

You are also welcome to attend and just see how it is done.

Background Sound Effects (Wes Garcia)

In this clinic you will learn the following:

Where on the internet you can find copyright free MP3 files of many different sounds that lend themselves to background sounds.

You will be introduced to Audacity, a shareware program that will give you a platform where you can edit or change your MP3 files.

You will be introduced to several small amps that will take SD memory cards and how to use them for play back.

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Handouts will be provided, but if you want a MSWord.doc bring a jump drive and after the clinic I will download my file onto your jump drive.

Note 1: It is not required to bring a laptop, but you are welcome to bring one if you don't hold up the clinic.

Building Techniques from the Blackhawk and Central City (Ryan Moats, MMR)

Ryan's Blackhawk and Central City railroad was conceived as an "old school" model railroad (that is build as much as possible of the railroad from scratch). All of the B&CC rolling stock, engines, structures, trackage and even switch mechanics/throwbars have conformed to this approach. This clinic will cover some of the novel or interesting approaches that Ryan has developed during these builds including: how to create a radial roof for house cars, how to easily model circular water towers when the top has a smaller diameter than the base, how to control the bridles of both 2-way and 3-way stub switches (while simultaneously powering all frogs), among others.

Maker Community / Various (Allie Weber)

Allie Weber is a well-known name in the maker community in the US. She has competed in national level competitions, and was a cohost of the TV show MythBusters Jr.

Railyard Operations (Jeff Siebrecht, former UP yardmaster in Sioux City & Senior Rail Distribution Manager w/ POET nutrition)

Jeff Siebrecht will talk about his experiences with railyard operations from his time as the yardmaster for UP in Sioux City, IA.

Dakota & Iowa Railroad (exact topic TBD. Tim Smith, D&I Operations Manager)

Tim Smith will talk about Dakota & Iowa Railroad. Exact topic to be determined.

Railroad Photography (Kent Staubin)

Prolific South Dakota railroad photographer Kent Staubin will talk about his railroad photography passions, which includes night and winter photography. Expect some funny stories!

Alaska Railroad Stories and Pictures (Rich Holzapfel)

DSED member Rich Holzapfel has many years of experience from Maintenance of Way operations with the Alaska Railroad, and many interesting stories to tell and photos to show.

Celebration (Contest) room Forms (TLR Contest Director Kennedy Gauger)

Our own TLR Contest Director Kennedy Gauger will talk about the forms required for the contest room.

What goes on in the Celebration (Contest) Room? (Fred Headon - MMR, Ryan Moats - MMR)

Fred Headon (MMR from TLR) and Ryan Moats (MMR from MCOR) will talk about what goes on in the Celebration/ Contest room when judging.

3D Printing (Ladd McClusky from All Scale Miniatures, to be confirmed)

Ladd McClusky will talk about 3D printing and his company All Scales Miniatures (<https://www.allscaleminiatures.com/>) based in Humboldt, South Dakota just west of Sioux Falls. All Scale Miniatures employ some of the most advanced 3D printing there is.

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Module Planning (Matt Lentz)

Matt Lentz from Fargo will talk about module planning. Matt models HO and works on T Trak. The talk will involve whiteboard discussion and participants will have a yellow pad to work on.

Weathering w/ Pan Pastel (Jay Manning)

Our own TLR President Jay Manning will show how to use Pan Pastels do weather. Bring a railcar to try some out. Not happy with it? You can wash it off later (or seal it with a clear coat). Pan Pastels offer a much faster way to weather your fleet than say oil-based options.

Gerry Miller, Topic TBD



The Sioux Empire Special Non-Rail Program

During the convention in Sioux Falls this May, we are striving to ensure that there are a number of events of particular interest to our non-rail participants. These activities will include events Friday morning and Friday afternoon, as well as on Saturday at the Prairie Village tour in Madison, South Dakota.

Friday morning the Sioux Falls Trolley will pick up non-rail participants for a tour of Sioux Falls beginning at 10:00 am and will return to the hotel after lunch.

In the afternoon, non-rail participants will meet in Conference Room 1, designated for sole use by non-rail participants, to attend a special clinic entitled "**Paying it Forward**" by clinician Pat Asmus. All participants are encouraged to bring knitting needles, crochet hooks and yarn, to work on projects of their choice. If they don't have projects, be sure to bring your knitting needles and/or crochet hooks if you have them. Some materials will be available for those who don't have them.

A project that we will be working on at the clinic will be making 7" x 9" rectangles, which will be donated to:

Warm up America (<https://warmupamerica.org>)



through Athena Fibers (<http://www.athenafibers.com>) in Sioux Falls. Information about **Warm Up America** can be found either by following the warmupamerica.org link or by using the camera application on your smartphone and scanning the QR code above. Participants may take their rectangles and donate them at a place of their choice.

Pat has used her knitting and craft skills to make items for those in need, those who are alone, and those who merit recognition. The concept of "Paying it Forward" is to use your arts and crafts skills to give back to your community and others. To this end, Pat will be discussing ways that we can all give to others and she will provide examples that are open to any of the participants in the clinic. At the clinic she will be displaying examples of some of the things that

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she has done and will provide brochures and other resources to the clinic participants. There will also be information available to non-rail participants from within the TLR.

Ms. Asmus began her Arts and Crafts volunteer work using her knitting and crochet skills beginning in the 1990's. Several of these include:

Angels to the Heart—Items for premature babies donated to local hospitals.

The Peyton Heart Project – a local program started because a 13 year old committed suicide as the result of being bullied. Ms. Asmus knitted hearts and donated them to this project.

Little Hats, Big Hearts – this was a project that involved making approximately 25 red baby hats used in February to raise awareness about congenital heart defects and heart disease in children.

The Humane Society of the United States – In Brookings, SD and Sioux Falls, SD, Pat has knitted approximately 225 blankets that have been given to people who have adopted cats or kittens to use as cushions in their animal carriers. She has donated other items needed for the ongoing operation of the local Humane Society chapters.

The Special Olympics in Sioux Falls – has made scarves and donated them for distribution at Special Olympics sporting events.

The Salvation Army – Pat has knitted hundreds of scarves and headbands to be given to the homeless and working poor.

The Christmas Tree in Elkton, SD – Over 85 headbands and scarves made for the children of needy families.

Appalachian Wildlife Rehabilitation Center – Pat and her sister have knitted small animal nests for rehabilitation of wild animals (e.g., baby squirrels, birds, bunnies, etc.). Also, over 300 mascara wands have been donated for use in animal rehabilitation.

Pour Painted Hearts – A significant element of Arts and Crafts-related community volunteer work performed by Ms. Asmus involves painting wooden hearts (~3" x 4") to various people in need. This began as a way to honor her father. Since August of 2017 she has made and given away:

Over 3,800 hearts to residents in assisted living/nursing facilities in South Dakota.

Approximately 2,150 hearts to Veteran's Hospital/Legion Posts and other individual veterans. Has recently expanded to Cancers Hearts and ribbons for individuals. The next phase will be coordinating this effort with cancer centers or for use in cancer fundraising.

We are looking forward to this as a round table discussion that all attendees can participate in with Pat providing some examples. We welcome ideas from all of the non-rail participants during the clinic and look forward to fellowship shared among the participants.

Thoughts from the Pickle Barrel....

The convention is only a few months away, so start getting your models, photos and railroadiama ready for the Celebration Room! This issue is the largest to date, and has an extensive list of things pertaining to the upcoming event. Kennedy Gauger, our Contest Chair, has included everything that he has spent the last year putting together to make the paperwork and entry process more streamlined. There is a copy of each form needed so you can print them out and get them done beforehand.

In this issue, I am starting to run model railroad ads for FREE. The Fusee is the voice of the region, and you can advertise your railroad, club or modular group by sending me a card to scan, or a photo and the details of your RR. I will limit these to business card size, so limit your info or no one will be able to read it. Also, all advertising for clubs, events and shows will be free as well. Any business ads will still be paid.

Unfortunately, I won't make the convention this year— my son is graduating college that weekend! Enjoy the warm weather coming and Happy Rails!

Kevin



View from the Cab

President Jay Manning

Winter has finally (?) arrived, sort of. The planning for the TLR 2020 Region Convention is ongoing. The Celebration Room has had the full attention of the Region Contest Director since the close of the 2019 Joint Convention. Kennedy Gauger has done a great deal of research, coordinating with other very experienced individuals, drafting of easily understood guidance on many of the issues seen by other individuals and himself who have consulted with him over the past months. The goal has always been to improve member participation the Celebration Room. He encountered numerous issues where there were conflicts between guidelines and actual execution; confusion on what and what does NOT fit into the various categories used to separate the entries to ensure uniformity; lack of understanding between the concept of evaluation of an item as opposed to merit judging of an item; lack of emphasis on non-rail entries; and the lack of convention attendees viewing the work of fellow modelers. As a result of his studies, he has published many documents for the benefit of the Thousand Lakes Region members with the goal of creating understandings which hopefully will result in greater participation in the Celebration Room. At the 2018 TLR convention we offered a clinic entitled “Contest Room—Science Fiction or Fact.” Attendance at the clinic was large; we offered it again in 2019—again with large participation. There is interest in the Celebration Room, with Kennedy’s dedicated efforts, hopefully the “mysteries” of the celebration room have been de-bunked and the participation rate will increase.

Why has the NMRA changed the name of the Contest Room to the Celebration Room? Because it is much more than the contest element. The Celebration Room is also a forum for education, a key hallmark of the NMRA. Education ranges from fine details about the underbodies of rolling stock to the nuances of needlework exhibited by Arts and Crafts entries. This education also represents the creative expression of all associated with this great hobby and can be seen when viewing all of the entries. Please think about this as you view what your fellow model railroaders and their spouses and family members display when you enter and view the contents of the Sioux Empire Special Celebration Room.

Modeling season has arrived. Are you working on improving your model railroading skills? Will you share your knowledge with your fellow NMRA members and their families? Conventions offer a great opportunity to learn from each other; find

solutions to issues that you encounter in your efforts; look at some of the newest additions to the hobby; and catch up on Division activities throughout the Region. The upcoming convention in Sioux Falls has a tour of Prairie Village in Madison, South Dakota as its cornerstone event on Saturday. Prairie Village is a collection of artifacts from the history of South Dakota, including its own railroad with the capability of using steam engines to power its trains. In addition to the trains there is a collection of artifacts, including a steam powered merry go round. I find the restored chapel car, one of only 2 in the United States, a fascinating piece of history, and an example of master craftsman work.

It is train show season in the Midwest, are you participating in the opportunities to take our hobby to the public. The presentation of a quality display manned by members who are conversant not only in the aspects of model railroad display, but also in your organization and the National Model Railroad Association generates interest, AND potential new members. Experience teaches that you have to take the hobby public to grow the hobby. A display table at most shows is a small investment with a large potential to meet and greet and generate interest in your Division. A display may range from having an operating layout to a table with examples of model railroading equipment and literature about your division. The DSED has had great interest in its 2 switching layouts (N and HO scale) where children are invited to learn how to run a model train and do switching jobs. Those who participate are given a DSED Driver’s License. Both layouts fit within a 2 X 6 foot area. The switching layouts have generated tremendous interest at family level in model railroading; and generated lots of memories for the members who operate the two exhibits. Be prepared to handle lots of questions dealing with availability of equipment, costs, and complexities. Remember, model railroading generates friendships, friendships generate membership.

On another note, what is your Division doing to welcome newly interested individuals in its activities? I got deeply involved in the hobby when a club president invited me to a meeting. At the meeting I asked what I thought were hard questions about MY problems running trains. I found a wealth of experience more than willing to help me get more enjoyment out of the hobby. When I started to build my first module, several members of the club gave me advice on how to avoid issues, including taking a 2 foot module home to set up on the ends of the corner module I was building so I got the track placement correct. Along the way advice on track laying (including fixing a problem that I did not even realize was a problem); scenery con

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struction to add realism and match the scenery theme of the club layout, and building to add realism rather than just running trains. The public display of my first module in an operating layout generated lots of public comments about the new module---I had done something successfully that I had NEVER done before---boy that makes one feel great. **Mentoring** is a KEY to generating a lasting interest in the hobby and making a new person feel a part of the group. You will not retain new mem-

bers if you only take their dues and don't get them deeply involved in Division activities.

It is time go back to the workbench and so some modeling. Got to find a project to do that will fit into the Celebration Room. Hope to see you in Sioux Falls.

Seeking Clinicians for 2020 Convention (May 14-17) in Sioux Falls:

We are looking for clinicians for our 2020 convention for a range of topics, including for general arts and crafts for the non-rail participants. Please contact Richard Dahl (clinic coordinator) at richdahl@gmail.com, if you have clinic you'd we willing to present.

Save the Date!

May 20-23, 2021

The 2021 TLR Convention will be in Bismarck, ND from May 20-23. Bismarck is the ND Capital and an easy 3 hours west of Fargo, on Interstate 94. The NP had its Yellowstone Division Headquarters in nearby Mandan, which the BNSF operates today. Mandan is also home to the North Dakota Railroad Museum. Keep an eye out for further updates. The convention hotel is the Ramada Inn—room rates will be posted soon!

Achievement Program Report

January, 2020

John R Hotvet, MMR

The last six months have been above average for certificates awarded in the Thousand Lakes Region. There have been five Achievement Certificates issued and two Golden Spikes since May, 2019.

The following modelers received the listed certificates:

Tom Gay – Model Railroad Engineer – Electric, Association Official
John Niemeyer – Master Builder – Cars, Master Builder - Structures
Art Suel – Association Volunteer

The following modelers have been awarded the Golden Spike

Kevin J Dill, Fargo ND
Andrew Merkel, Moorhead MN

One certificate is pending approval at the National level.

Things I have Seen...

Fred Headon, MMR, Photos by author



Arglye, MN: Turn an old, unused freight car into a bridge for access within a park.



Fran & Miles Hale: Use BIG buildings to dwarf the trains as in real life and to justify regular switching. In this case they also help disguise a corner.



N-scale in guitar case: Never claim that you do not have enough space for a model railway!



Craig Webb, Hamilton, ON 2009. Have a scene that allows operators to see their train moving in what was "hidden track";

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Things I have Seen... (Cont)



Removeable roof When you detail the interior, the roof should be removeable to allow viewing of the effort. Dick Jorgenson, Minneapolis 2018.



Scenery from the floor: It is most impressive when the scenery can dwarf things in F-scale; Tom Millar, Portland, OR 2015.



When you have still water: When you model still water, you have to be sure to dust often; Karl Purchase, 2018.



When you purchase the same kit: Build both, combine them to make a reasonable sized industry; Lethbridge, AB club 2017.



Joe Robertson, MMR Kansas City, 2018: Recess the toggle switches for turnout control to prevent accidental route changes. With a bi-colour LED, show the route alignment.



The tracks may curve...: While the tracks have to curve the components of the bridge are straight; Bob Whetham, Cranbrook, BC 2019.

THE FOLLOWING TLR BOARD POSITIONS ARE UP FOR ELECTION AND REELECTION.

The positions up for reelection this year are: President (Jay Manning) and Vice President (Caleb Van der brink) .

The following positions are open for election: Secretary and Convention Director

The TLR is a volunteer origination and without volunteers we will not exist. Serving on the Board of Directors will qualify you for the AP incentive. If this is your first AP certificate you will receive \$50.

If you are interested in running or have questions about one of these positions, contact TLR President Jay Manning (chessie@manningperry.com), or TLR Nomination Chairman Gerry Miller (millerg20@gmail.com).

The list of duties for the positions up for reelection and election are listed below.

. President - The President shall:

Preside at all meetings of the Region and of the Board of Directors

Be an ex-officio member of all committees

Perform such other duties as, by custom, devolve upon a President or are conferred upon him by the Region or the Board of Directors

. Vice-President - The Vice-President shall be:

The aid and assistant to the President and shall assume the duties of the President in his absence or at his request

The Chairman of the Advisory Council.

Secretary - The Secretary shall:

Be responsible for the administrative functions of the Region

Keep minutes of all Region meetings

Provide an agenda for all meetings

Notify members of meetings

Have charge of all correspondence

Be responsible for the maintenance and publication of the Administrative Manual

Convention Director - The Convention Director shall:

Be the representative of the President in working with the Convention Chairpersons.

Establish a convention schedule to ensure rotation throughout the Region.

Adding a freight car scale to your model railroad

By Jared Seliger

Model railroading is such a wonderful and unique hobby and it has provided me with a tremendous amount of self-satisfaction and sense of accomplishment. There is no better feeling than finishing up a new structure, successfully customizing CVs on a locomotive, or publishing a video online to show off my work. I love being part of a community of modelers who are committed to ensure the hobby will continue to thrive for future generations. Part of that community involves my membership in the National Model Railroad Association (NMRA). When I joined the NMRA several years ago, part of the impetus of joining was the Achievement Program (AP) that the NMRA offers. I was very excited about the prospects of progressing through the AP to hopefully achieve recognition as a Master Model Railroader (MMR). I am happy to announce, my journey to achieving MMR status began on January 1, 2020 (my New Year's resolution!).

While looking at the requirements of the AP, I started to "inventory" where I was at in the various categories and where to begin. Since I have a pike that is, by my estimate, about 50 percent complete, the requirements for the Civil Engineer certificate seemed to be a great place to start. While my current railroad meets the majority of the requirements for the Civil Engineer category, I was very intrigued by the option to include "a track with a scale for weighing cars."

A Railroad's livelihood is completely dependent upon how much freight they are able to transport for customers. The simplest way to get the weight of the freight is to measure it with a scale. This has been the process that railroads have completed for decades as they move freight for their customers. Over the years of visiting hobby shops and looking through various product catalogues, I was aware of several kits for adding weight stations to a model railroad. By definition, this would meet the require-

ment for the Civil Engineering category. I purchase, assembled and installed a weigh station kit that was appropriate for the era of my model railroad (Image 1).

When I was conducting some research online for adding a scale to my model railroad, I came across a very unique product from Boulder Creek Engineering, the WeighStation™ Track Scale (<https://2www.bouldercreekengineering.com/>). The WeighStation™ Track Scale can be added to any existing track scale kit to provide a simulated weight of a rail car. I was instantly intrigued by the product because it would enhance the operation of my model railroad. It needs to be pointed out, this is not an operating track scale; rather, it simulates the weight of either a loaded or empty rail car and displays that "weight" on the display screen.

I purchased one WeighStation™ Track Scale direct from the manufacturer and was able to get it installed and operational on my layout within 2 hours. The device itself is actually very simple. It consists of a fascia-mounted display that is connected to a power supply, an infrared emitter/detector to detect the rail car, and a small speaker. The WeighStation™ Track Scale does not include any kit or structure for a weigh station on your layout, that would need to be purchased and installed separately. Installation of the WeighStation™ Track Scale was very straightforward. An opening was cut in the location on the layout fascia where the display screen was mounted. The manufacturer includes a template to ensure a precise opening for the device. Additionally, a 3/8" hole was drilled on the outer

edge of the rail where the weigh station was located on my layout. A 3/8" hole is fairly large for an HO scale layout, so I cut a small styrene patch to place over the emitter/detector to mask its appearance on the layout (Image 2, center of photograph to



Image 1:

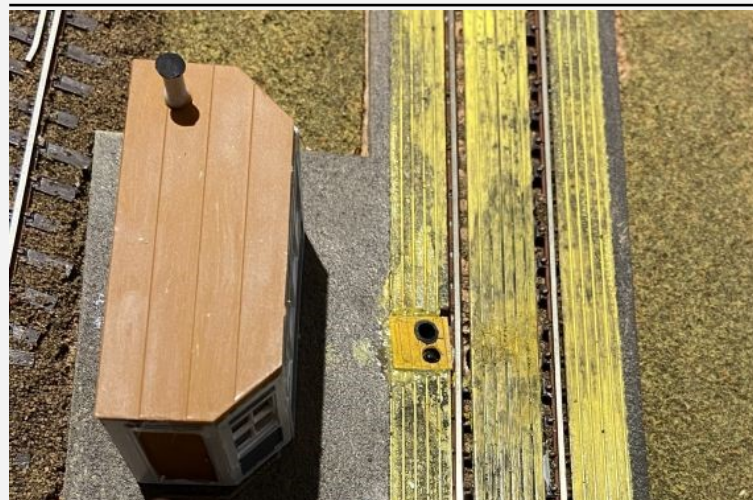


Image 2: The emitter-sensor pair was placed along the track, but required a cover to mask the hole required.

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the left of the rail). The remainder of the installation was wiring up the emitter/detector to the display, shown in Image 3 (image source: https://www.bouldercreekengineering.com/installing_weighstation.php).

The power supply hookup are the two wires on the left in the image, the emitter/detector are the three wires at the top, left-center of the image, and the speaker hookup are the two wires on the right of the image. The WeighStation™ Track Scale does not come with its own power supply. Per the manufacturer's instructions, it must be connected to a 7 to 9 volts AC power supply or a 9 to 12 volts DC power supply. Exceeding either of these voltages will damage the circuit. Luckily, I have a 12 volt DC power source already installed on my layout for my grade crossing so I simply had to run two wires from the output of that power source.

With everything installed, the WeighStation™ Track Scale was ready for an initial test run. On the fascia display, two toggle switches allow for the operation of the device (Image 4). The switch on the user's left is a simple on/off switch. With the switch off, the display will read "zero" so you can move rolling stock over the sensor with no effect. To weigh cars, the switch must be placed in the "weigh" position. The toggle switch on the user's right is a three-position switch marked with positions "A, B or C." Position A represents a loaded freight car and can display a range of weights from 50,000 to 200,000 pounds. Position B represents an unloaded freight car and can display a range of weights from 40,000 to 50,000 pounds. Position C represents calibration of a scale with a certified 80,000 pound scale track test car (Image 5).

The WeighStation™ Track Scale is fully programmable, and to enhance realistic operations, programming is a necessity. Because of the diversity in the size and capacities of rail cars, the user must set the weight

ranges for both the loaded and unloaded settings. For example, the markings on each rail car identify the capacities of the car (Image 6). The capacity (CAPY) of freight car in the picture, a Pullman Standard 4750 cubic foot covered hopper, is 200,000 pounds. The tare weight, or unloaded weight (LT WT) is 60,600

pounds. The load limit (LD LMT) is 202,400 pounds. Identifying this information on the rolling stock you plan to weigh is crucial for an accurate operating session.

To program the weight ranges of your WeighStation™ Track Scale, you must enter the programming mode. On the front of the display, place the three-position toggle switch into the desired setting you wish to program, A or B. On the back of the unit, slide the programming switch from "RUN" to the "HI" position, allowing you to set the upper limit of the weight you want to use. When you successfully program the upper limit, slide the switch to the "LO" position, setting the lower limit of the weight. When finished, return the switch to "RUN."

Using the example of the PS 4750 covered hopper, I programmed position "A" to an upper limit of 260,000 pounds (200,000 capacity plus the 60,600 unloaded weight of the car) and the lower limit to 250,000. In operation, the WeighStation™ Track Scale will display a weight between 250,000 to 260,000 pounds which is appropriate for a fully loaded grain car. For an added step of realism, the upper limit could be set to 270,000 pounds, increasing the likelihood of a measurement being higher than the load limit of this particular car (202,400 load limit plus the 60,600 unloaded weight = 263,000 pounds). If the load limit is exceeded, the car is deemed unsafe for transport.

Even though I have only had the WeighStation™ Track Scale installed on my layout for about a month (at the time of

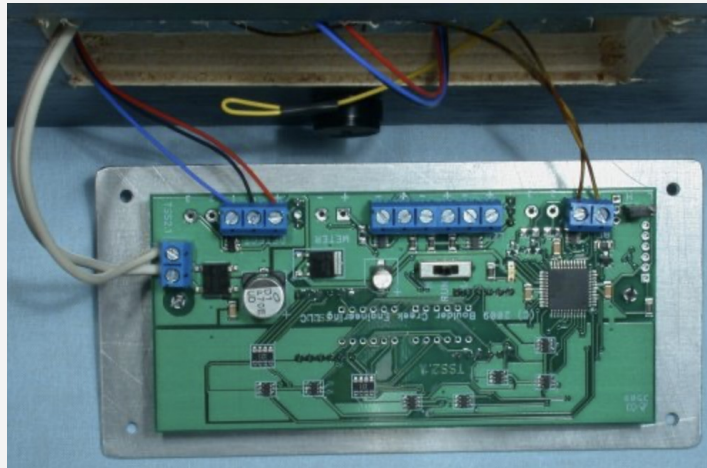


Image 3: Wiring is very simple— power leads are gray (left), emitter/sensor (3 wires, top left) and speaker wires (right).



Image 4: Switch on the left is On/Off, and the right switch is for choosing the operating mode (A,B or C).



Image 5: You can simulate weighing a Scale Test Car using the mode C.

From the Archives of the Thousand Lakes....

Matt Lentz, Historian

What is in the archives exactly? Well, most of the archives consists of folders containing receipts for reimbursements to various members from previous conventions. There are stacks of old bank statements. There are also financial statements that go back quite a ways. There are some establishment documents such as the first set of bylaws. Many annual rosters of members along with the dues slips make up a small portion of documents. A couple binders contain a wide variety of correspondence between members and officers.

The largest section contains the print issues of the Fusee. There is an inventory list and I've personally checked the list against the collection and found it to be accurate. Sometime soon I will be requesting members to look through their own personal collection for certain missing issues. There aren't very many missing issues and I think we could complete the set.

There are some lists of past officers and award recipients. One of particular interest is the Old Goat award. According to the old issues of the Fusee, when a member received the Old Goat designation that person became a member of the Old Goat Club. The purpose of the Old Goat Club is to preserve the memories and history of the Region. Their function is to remember the things that aren't written down and pass those memories on through the years.

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Past President Les Breuer created a compilation of the history of the region and that document has been preserved along with some earlier summaries of events that took place in the past.

One of the next tasks to be completed is determining how things like the Fusee need to be stored and preserved. There is a significant number of staples that have rusted over the years that must be removed. Many of the old issues have curled from being filed in a filing system. Some of the oldest issues were printed on the type of paper that has a very high acid content causing the print to disappear. A more serious problem is old paper with acid touching other paper and causing more damage. At the present time, the worst of these have been made into digital files, so now it's only a matter of placing them into the proper containers.

There is an archive article on the next 2 pages.

That's all for now - there will be more to come...

From page 15

this article), I am very pleased with how it has enhanced the operations on my layout. I haven't had a chance to completely explore all of the features of this products, like conducting a calibration session with my scale track test car or connected the WeighStation™ Track Scale to a computer to export the



Image 6: Using the loaded and unloaded weights, the scale is programmed to display the weight for the car.


measured weights. Please visit my YouTube page (ck7813) for an overview of the product and a demonstration of the product!

Disclaimer: The opinions expressed in this article are solely those of the author. The product was purchased by the author with no compensation provided by the manufacturer.



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



THE FUSEE

MODEL RAILROADING IS MORE FUN FOR REGION MEMBERS

THOUSAND LAKES REGION

Volume 12 Number 4

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Brainerd Rally Features Tour Of NP Shops

by Peter Abel

The feature event of the rally was a most interesting tour of the Northern Pacific Railway shops on the eastern outskirts of Brainerd. Here, in the beautiful rolling country of northern Minnesota, forested and lake-studded, a paradise for fishermen and hunters, the great natural recreation grounds in the heart of the continent, one would hardly expect to find the manufacture of box cars!

Rising early from the comfortable beds of the River View Motel, we staggered across the highway for a tasty breakfast, and reported back to register for the rally and to renew old acquaintances. There was smiling Bob Dew and Harry Downs looking after the registration desk. Then the group, numbering some forty, in a cavalcade of cars, headed for the NPR.

Upon entering the grounds we were met by Mr. H. C. Knudsen, the shop superintendent. After a brief look at some cars and stockpiled wheels, axles, and brake gear near at hand, the group was broken into two, one group taking a clockwise route and the other taking a counter-clockwise route. The accompanying sketch follows the latter. Proceeding over the mainline, past the shop offices, Mr. Knudsen gave us a brief history of the shops.

The first building we entered was the Boiler and Tin Shop where foreman Paul Lippert conducted us first past an area used for storage, and the prime object of interest being stored was an old horse-drawn stagecoach used for tourists going into Yellowstone National Park. The Tin Shop contained a great variety of heavy tools for shearing, bending, cutting, forming and corrugating sheet metal.

Passing over a transfer pit we next entered the Machine Shop which featured a number of wheel lathes, axle lathes working from master patterns (around which the group had its photograph taken), presses for assembling wheels and axles and so forth.

The Blacksmith Shop, with foreman Carl Maxe, featured several huge hammers and forges, the fabrication and repair of switch frogs, car springs, truck side frames, tie plates, and many other railroad items. Carl also showed us some highly-prized photographs of steam locomotives, and mused sentimentally over the passing of the steam era. In those days there were many more employees and twice as many foremen.

Then followed a quick tour through the Toolroom and Electrical Shop personally conducted by foreman Harry Benson.

Here we saw precision tools and tool making and motors being rewound.

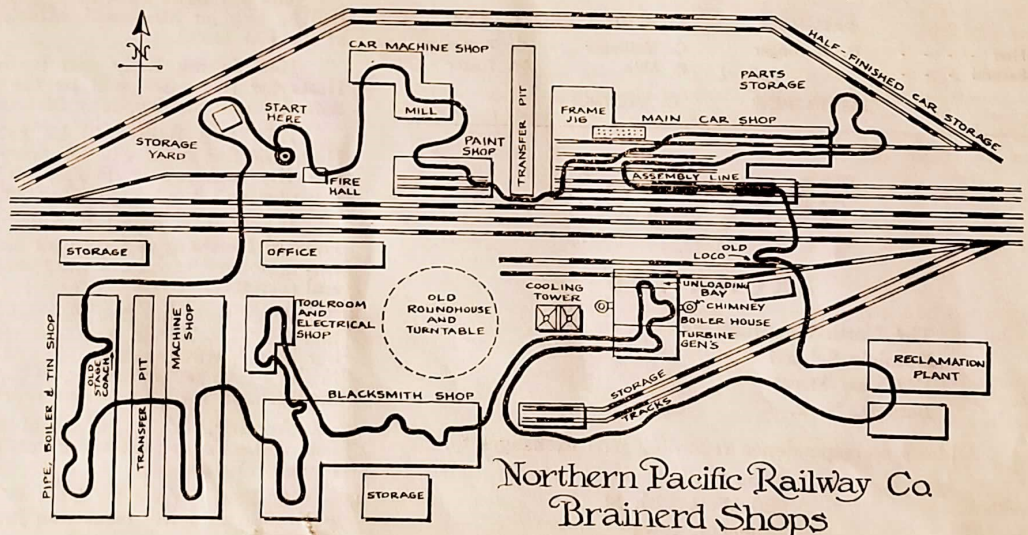
Skirting past the former location of the roundhouse and turntable we headed toward the powerhouse. Just outside was a large two-celled cooling tower. The powerhouse was divided into two parts, the one containing four steam turbines totalling about 4½ megawatts, and two large steam-driven air compressors. The other half contained the boilers and the group was able to peer into the observation ports to see the fires, and to watch the automatic stokers and the coal unloading bay. Two tremendous chimneys flanked the powerhouse.

Heading along a number of storage tracks we were met by Walter Armstrong, the car foreman, who conducted us to an old locomotive, a bit the worse for wear, but reminiscent of bygone days. The cameras started clicking and there are a number of excellent photographs of the group posed against this noble background.

After a quick tour through the Reclamation Plant, we again headed over the mainline and into the Car Shops, where General Car Foreman A. J. Buley, and his assistant John O'Keefe described the building of insulated box cars, which are presently on the assembly line. This shop also has built hoppers and gondolas, some cabooses and a variety of box cars, and is now turning out about five cars every two days. Mr. Buley demonstrated the large bed jig for assembling the underframes with its multitude of hydraulically operated hooks and clamps, the center beam jig, and the roof jig.

Although none of the shops was actually working, it being a Saturday morning, it afforded the TLR members a chance of near-at-hand inspection without getting in someone's way that might not otherwise have been possible. After two long assembly lines were closely scrutinized, we were conducted

(Continued on Page Three)



THE TIE AND I

by Bob Warren

Over the months there have appeared various articles about the use of the individual tie when building roadbed, the prime thought behind their use being that roadbed is just as deserving of our minute attentions as locomotive construction or structure building. One of the gains realized in using individual ties is the selection of a size that is prototypical and yet fits into your mode of operation — the larger sizes for use on heavy traffic lines and the smaller sizes for use on light traffic and branch lines. A wealth of information about ties can be found in Data Sheet D-9m, entitled "Ties", such facts as sizes, installation and uses. Having made your tie size selection, the next step toward prototypically constructed roadbed is the quantity production of individual ties easily and inexpensively. The use of three easily constructed jigs will permit the cutting of the tie stock material into proper size strips, the cutting of the strips to length and finally the installation of the ties with the desired and proper centerline spacing.

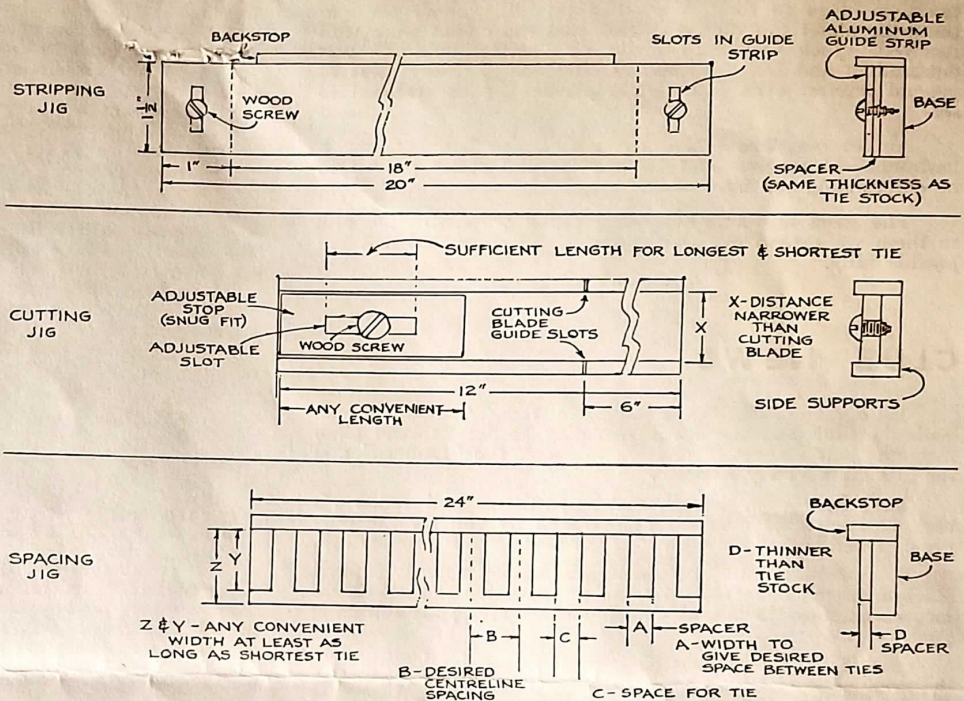
Now for the first jig. I might add that in making my ties I used 1/16" hard balsa and thusly while my jigs are built to accommodate this material, they are easily adapted to the particular material and sizes you have selected to make your ties. I called jig No. 1 the **Stripping Jig**. This jig is used to cut the tie stock material into strips of proper width and is constructed of wood. The base is a piece of 1/4 x 1 1/4" pine 20" long, with two pieces 1/16" x 1" cemented to each end to support the cutting guide. The cutting guide, which is adjustable, is 1/16" x 1 1/4" aluminum 20" long. The guide was made adjustable by cutting a slot in each end and holding it in place with wood screws, thusly allowing stripes of different widths to be cut using one jig. One final item for ease of operation is needed. This is the backstop. The size is not important except that it should be of sufficient length to prevent tie stock movement when cutting strips and of sufficient height so the tie stock will not ride over it. To use this jig take a scale rule and adjust the guide for the width tie selected and tighten the screws. Slip in the tie stock, take a sharp razor blade and cut a strip. By holding the guide in the center when cutting, any movement of the stock is eliminated—a condition which could give strips that are narrower in the middle than at the ends. Check the first couple of strips out to make sure the strips are the size desired, if not, make the necessary adjustments by moving the guide in or out. The selection of an 18" length for this jig was determined by two facts, one balsa sheets come 36" long and a jig of this length was found to be rather awkward in handling, and, two, the center of the stock had a tendency to move when cutting, providing strips narrower in the center regardless of how I attempted to hold it.

The second jig is the **Tie Cutter**. Again it is constructed of wood with an adjustable section so ties of different lengths could be cut with one jig. A very handy idea when one considers there are 16 different lengths involved for a turnout starting a 9' and going to 16 1/2' in 6" increments. The only critical portion of this jig is the length of the slot in the adjustable guide. It should be long enough to allow movement to cut the longest and shortest tie. A 12" jig provides good support for the strips as well as being of a comfortable length to work with. Jig width should be wide enough to accommodate a number of strips so a quantity is made with one cut yet must be narrower than the razor blade used in cutting. The two "cutter slots" are actually guides for the razor blade and if the jig is built so both sides of the razor blade fit into these slots there will be no movement of the blade during the cutting motion insuring ties of all the same size.

The **Spacing Jig** completes the trio and is the easiest to

build. It consists of a length of wood upon which are glued short strips of wood to give the desired centerline spacing. A backstop is added so when setting in ties for laying, they will be of a uniform straight line. To use this jig, place the stained ties in the slots, lay a strip of masking tape over the ties and lift from one end—up come your ties properly spaced and ready for installation. The spacing strips must be of a thickness no greater than your tie stock and a slight sanding of these strips after they are glued on the jig base will help when using the jig. I have found that two feet is very easy to work with when installing ties and my jig is of this length. Not only is the jig used to lay regular ties, but also for laying turnout ties since the centerline spacing is the same. A handy guide when installing turnout ties is a chart listing the length of each tie in proper sequence and the quantity of each length. Keep it near your tie spacing jig.

The staining of ties is best done after they are cut to length. There are several methods to accomplish this. One is the use of "genuine" creosote (obtainable from a hardware store or lumber yard) or various dyes such as are used for dyeing clothes. Regardless of the method used, make several solu-



tions varying in density so the ties will not all be the same color, but will range from new ties—dark brown and black to weather beaten greys.

Since I was interested in knowing how many ties a 3" x 36" sheet of balsa would produce, some mathematical manipulations revealed that using a 9" x 8' tie (HO scale) I would get 928 ties per sheet. Utilizing a 21" centerline spacing this would cover 22.9 linear feet of roadbed, a fair return on an investment of 20¢ and about an hour's work.

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Brainerd Rally

(Continued from Page One)

out into the storage area for half-completed cars, and for component parts, such as roof ribs, doors, dreadnaught ends, bulkheads, truck frames, and so on.

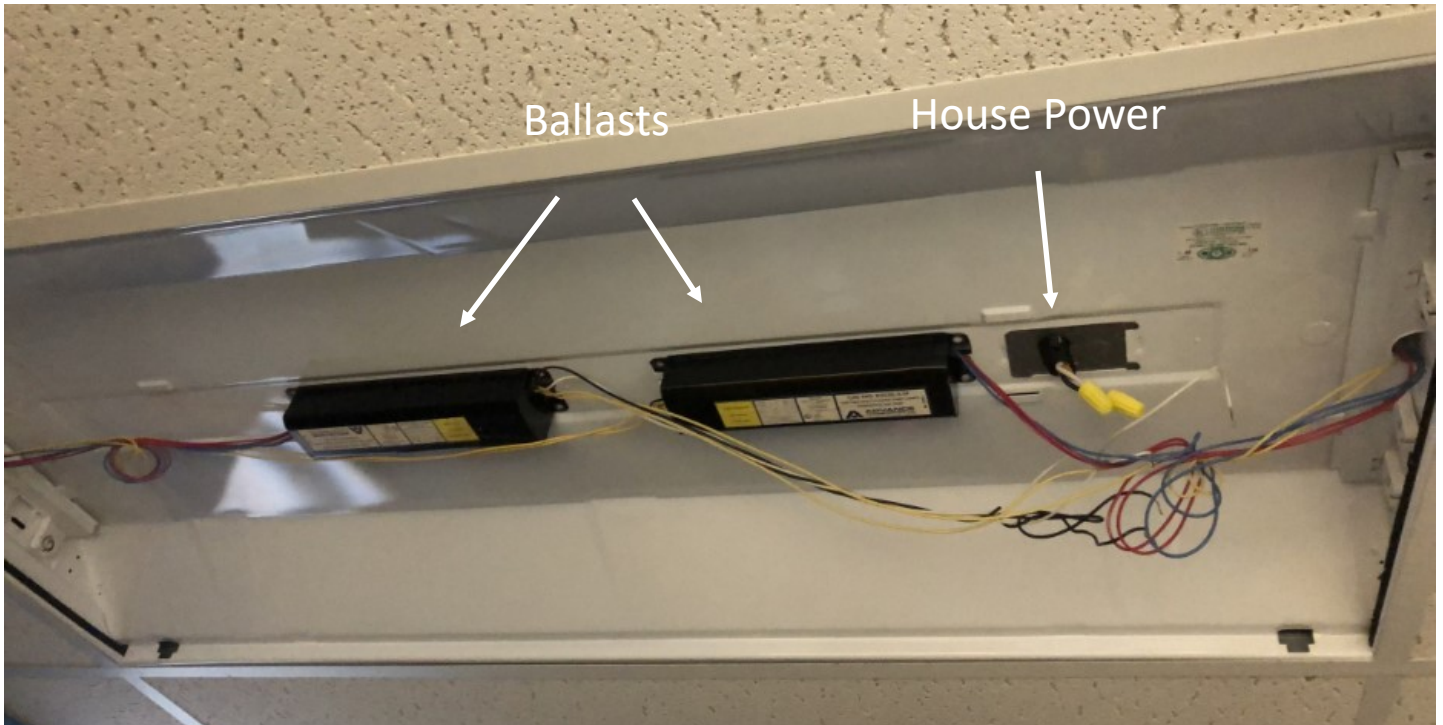
Back through the Car Shops and over another transfer pit, John O'Keefe took us then through the Paint Shops, and a quick tour through the Mill and Car Machine Shops ending up at the Fire Truck Garage.

After thanking Mr. Knudsen and his staff for their very kind cooperation and courtesy, especially in view of a Minnesota Twins World Series baseball game about to commence, we headed back toward the motel for the afternoon program.

Converting Fluorescent Lighting to LED

Ken Zieska
Photos by author

I have been doing energy improvement projects for a local church. Recently LED tubes have become more cost effective, available in different color ranges and dimmable. I had old fluorescent tubes that were starting to burn out so I wanted to go with LED to get longer tube life and save energy.



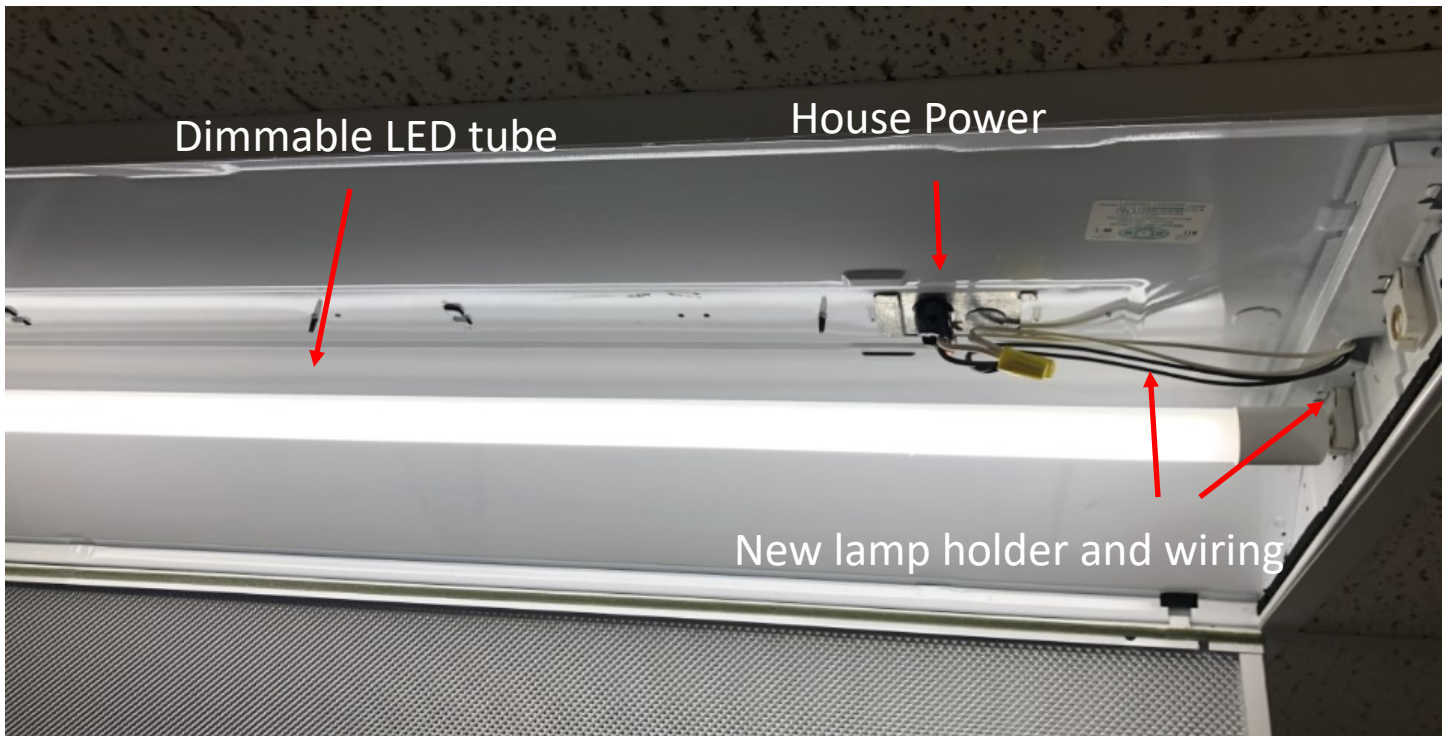
The original wiring included the 2 ballasts (black boxes), red/blue and yellow/black wire pairs. All of this was removed, including the white tube contacts at either end. The only wires left were the house power wires.

There were two options for LED tubes, one uses the ballast and one does not. Ballasts wear out, and when they do, they are expensive. By removing the ballast, I eliminate that cost in the future and save an additional 30 watts of power. Excel energy figures a four bulb fixture with one ballast to consume 40 watts per bulb and 32 watts per ballast. Some older fixtures have two ballasts in them. Some people may have changed to 32 watt tubes so rather than 192 watts they would consume 162. The LEDs have a more efficient light output so two LED's at 5000K light temperature provide better light than my old four bulb set up.



The top two tubes are the LED's. The middle 4 tubes are the old tubes. The new lamp holders have the wires on them, and the unassembled lamp holder pack is on the tubes. This is a Toggled brand Direct wire dimmable LED kit for T8-12 tubes.

Cont. page 20



The new lighting consists of two LED tubes, replacing four fluorescent tubes. There is much less wiring and less power consumption.

Fluorescent bulbs lose light output as they age, so that is a variable. I did notice that my 2 LED fixtures produced more light and better light than the Florescent bulbs I replaced. The LED light itself has a higher color rendering factor meaning it shows light more clearly. I also feel the 5000K color temperature I put in makes the scenery and models look better. This again become subjective, some people may say they don't like the color of the world at noon on a summer day they prefer another lighting condition. These lights are fully dimmable so I can bring the light levels down if I wanted.



The finished fixture is brighter, and has more even lighting than the old tubes.

Just think how much energy would be saved if every modeler in the TLR changed from Fluorescent to LED!

Contest Rules for the Thousand Lakes Region (TLR) Celebration Room

This document summarizes the rules for entries made to the Celebration Room during TLR conventions or for judging conducted within the TLR independent of conventions. The TLR rules follow those of the National Model Railroad Association (NMRA), are adapted from rules established by the Mid-Continent Region (MCoR) of the NMRA, and include TLR-specific additions.

All entries require the specified form, in addition to the "Entrant's Intent Form", which specifies in which contest category the entrant wants her/his entry placed.

Judging is closed to the public but "Shadow Judges" (those learning about the judging process by following the judges during contest judging) are allowed and encouraged to participate. Shadow judges also serve as scribes by recording notes for each of the entries submitted. These should be shared with the entrant after judging. Judging is closed to the public to ensure that the Contest Room is quiet and to allow judging teams to concentrate. However, entrants seeking AP Evaluation may be in the Celebration Room to observe the process BUT they are not allowed to speak. This allows those who desire to have their entry evaluated by judges to learn from the process. Any disputes among judges or during entry of models will be resolved by the Contest Director who is the final authority.

Submission by proxy. When an TLR NMRA member is unable to attend a convention or other TLR event where model contest judging is occurring, the individual may submit the entry by proxy, whereby another person who is attending the event can submit the entry on the member's behalf. The TLR member is responsible for completing the entry paperwork as if she/he were attending the event in person.

Events –

1. Judged Model Contest -- For models in this section (Section 1) submit NMRA Forms 901, 902 and supplemental information.

- 1.1 Definition - Competitive events for models: all entries are technically judged by teams of experienced judges using a point scoring system based on a standardized matrix.
- 1.2 Scale - All models shall be judged separately in each classification and category without regard to scale.
- 1.3 The model must have been made by the entrant and cannot have won a first place at any previous National or Regional Convention.
- 1.4 Classifications
 - 1.4.1 Scratch Built - This class is intended for models built largely from basic or scratch materials. However, any model may be included in this classification. The decision is up to the entrant. Entries in the scratch built class are eligible for full point scores on all factors including scratch built which has a maximum score of 15 points for a total of 125 points. The focus in judging is the model, not the tools to build the model. For example, the term "scratch built" carries the implication that the builder alone has accomplished all of the necessary layout and fabrication, which establish the final dimensions, appearance, and operating qualities of the scale model. This definition does not prevent the use of any tools or jigs as long as the builder alone has done the work necessary for the tool to make the part. This would include drawings or computer files to run computer numerical control (CNC) machining, automatic lathes, laser cutting machines, 3-D printers, and other tools. If a third party changes the builder's inputs, then the parts are not considered to be scratch built.
 - 1.4.2 Kit Built - This classification is intended for models comprised of more than 50% kit or largely commercial parts to allow them to compete with similarly built models rather than typically higher scoring scratch built models. However, any model may be included in this classification. The decision is up to the entrant. *Entries in this classification are eligible for full point scores on all factors except scratch built which is limited to 8 points for a total of 118 points.*
 - 1.4.3 Merit Evaluation -- (Form 901, Form 902, and supplemental information, required for all)
 - 1.4.3.1 Definition – Entrant seeks input from Judges regarding entry placed in Categories 1,2, 3, or 4 of these TLR Celebration Rules. The intent of the modeler is to obtain feedback from evaluators regarding aspects of the submitted entry. Specifically, what is good about the entry and what might be done to improve the entry (or documentation). This allows a modeler to "get their feet wet" in the contest room with the goal being to have the modeler go through the merit evaluation process and subsequently getting a merit award for their model when improvements are incorporated.
 - 1.4.4 Categories
 - 1.4.4.1 Steam Locomotives - All types of locomotives powered by steam. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category
 - 1.4.4.2 Diesel & Other Locomotives - All other types of locomotives except those powered by steam and passenger revenue carrying types. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category. In the case

of multiple joined locomotives, at least one of the units must be powered.

- 1.4.4.3 Passenger Cars - All types of passenger revenue carrying equipment, including coaches, observation, mail/RPO, baggage cars as well as powered rail buses and RDC cars. Express reefers and Drover Cabooses are included.
- 1.4.4.4 Freight Cars - All types of freight revenue carrying cars, not including express reefers.
- 1.4.4.5 Caboose - All types, including traditional, bobbers, and transfers type (not Drover, see Passenger Cars, above).
- 1.4.4.6 Non-Revenue - Right-of-way, track maintenance vehicles, rail and inspection cars, railroad cranes and others not considered directly involved in revenue service.
- 1.4.4.7 Traction - All equipment associated with urban, suburban and interurban electrically powered railroads.
- 1.4.4.8 Structures - This category is intended for all individual structures or buildings either on-line or off-line; however, it also includes non-powered locomotives, ship models, freight car loads, cars and trucks, track components such as switches and diamonds and other unusual models that do not fit within other categories at the discretion of the Contest Director. Multiple structures such as a house and garage must be physically connected to be considered a single structure. Likewise, only a detail or details in, on, or otherwise connected to the single structure will be considered during the judging. Any detail not connected to the single structure, will **not** be considered during the judging. A single structure contained within a display may be entered in the structure category in which case only that structure will be judged.
- 1.4.4.9 Display – A display constitutes scenes or dioramas which may include multiple structures, locomotives, rolling stock, scenery elements and other detail. All elements will be judged as a part of the entire scene. (Note that scenery guidelines apply: <https://www.nmra.org/sites/default/files/education/achievement/pdf/2019-scen-eval.pdf>)

2. Module Contest (NMRA Form 901 required for all; does NOT include Merit Award – Judged items, #1, above)

- 2.1 Definition - Competitive Event for modules: all entries are judged by a team of experienced judges using a simple ranking system.
- 2.2 The module must have been made by the entrant (s) and cannot have won a first place at any previous National or Regional Convention.
- 2.3 Module Definition - A small model railway which includes supplemental scenery and track work which is designed to attach to and operate with other similar modules.
- 2.4 Scale - All scales shall be combined in each of two classifications.
 - 2.4.1 Classifications
 - 2.4.1.1 Module - Individual - A module entry built by an individual person.
 - 2.4.1.2 Module - Group - A module built by a group of people.

3. Photo Contest -- (Form 901 required for all; special photography guidelines apply: <https://nmra.org/national-photo-contest-judging-guidelines>)

- 3.1 Definition - Competitive event for photographs, exclusive of slides which are not permitted.
- 3.2 Photos produced using either film or digital cameras are permitted.
- 3.3 Each entrant shall be limited to a maximum of ten (10) entries with a maximum of five (5) entries in one category.
- 3.4 Prints shall be mounted on flat, rigid board or matted with similar material. No folders or glass frames are allowed. Photo and mount shall not exceed 12" x 16" (30cm x 40cm) in size. Minimum mount size is 8" x 10" (20cm x 25cm) and minimum print size is 5" x 7" (13cm x 18cm).
- 3.5 Prints shall have entrant's name on the back. Prints may be titled on the front. Prints with entrant's name on the front will not be accepted.
- 3.6 Exposure of the original slide or photo must have been made by the entrant and cannot have won a first place at any previous National or Regional Convention.
- 3.7 Categories - Each entry shall be placed in one of the following categories:
 - 3.7.1 Model - Black & White Print
 - 3.7.2 Model - Color Print
 - 3.7.3 Prototype - Black & White Print
 - 3.7.4 Prototype – Color Print

4. Pass Contest -- (Form 901 required for all; does NOT include Merit Award – Judged items, #1, above)
 - 4.1 Definition - Competitive event for entrant-made railroad passes: all entries are judged by a team of experienced judges using a simple ranking system.
 - 4.2 Two (2) entries are required in order to show both sides of each pass entered.
 - 4.3 Any type of railroad pass is eligible in the form of a business card or flash card size. All other forms, letters, documents, stock certificates, etc. will not be allowed and will only be accepted as display-only (non-contest) entries.
5. Model Showcase. (Form 901 required for all)
 - 5.1 Definition - Non-competitive display events for models, photos, Arts & Craft or any railroad-oriented display, complete or in process.
6. People's Choice (Popular Vote) -- (Form 901 required for all)
 - 6.1 Definition - Competitive event for models, photos and arts & crafts including direct entries (i.e., People's Choice only) and those also entered in the judged model and photo competitions as well as those entered solely for AP evaluation.
 - 6.2 Entries shall be displayed for evaluation and selection by popular vote by convention attendees. Selection and ranking of the winning entries for all awards shall be determined by the number of votes received. Convention attendees shall be permitted to submit one ballot voting for one entry in each category and for each special award.
 - 6.3 Entries from Sections 1, 2, 3, 4, and 5, above.
 - 6.4 Rail Related
 - 6.4.1 Favorite Train

An assembly which must include one or more locomotives(s) and at least one piece of rolling stock and/or at least one caboose.
 - 6.4.2 Locomotives

All types of locomotives including those powered by steam, diesel, electric and other means. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category.
 - 6.4.3 Rolling Stock (all types)

All types including passenger, freight, non-revenue cars and powered rail buses and RDC cars. Caboose are not included in this category.
 - 6.4.4 Caboose

All types including traditional, bobbbers, drovers and transfers types.
 - 6.4.5 Structures

All types of structures. No detached detail or scenery or other scenery material shall be allowed.
 - 6.4.6 Display/Module

Modeled scenes which may include structures, detached detail and other scenery elements.
 - 6.4.7 Most Humorous (Thumbs)

This comprises a special category open to all types of humorous models and whimsical creations (Subject to availability of award). First, second and third places are awarded in this event.
 - 6.4.8 Photo Match Model

This comprises a special category that selects the model which most closely matches the supplied photograph. All categories of models are permitted.
 - 6.4.9 Special Category

Often, special categories are indicated in advance with special requirements. Like the other categories in the People's Choice component of the Celebration Room, these are voted on by convention attendees.
 - 6.5 Non-Rail Related (except for Railroadiana)
 - 6.5.1 Definition – these items need not be prepared for the upcoming Celebration event. Items made earlier, that have not been competitively submitted elsewhere, are eligible for submission.
 - 6.5.2 General

General craft entry of any theme
 - 6.5.3 Needlework

Needlework of any theme
 - 6.5.4 Railroadiana

Craft Entry (General needlework, or other creation) with railroad motif.
 - 6.6 Photographs
 - 6.6.1 Model Print

All photographic prints of models.
 - 6.6.2 Prototype Print

All photographic prints of prototypes.

Arts and Crafts Rules

Thousand Lakes Region (TLR) of the National Model Railroad Association (NMRA)

(adapted from the Lone Star Region, NMRA)

A. General Rules

1. Any conflicts in judging or registration/entry will be resolved by the Contest Director who is the final authority.
2. The Arts and Crafts Contest is open to anyone who is registered at a TLR Region Convention. Entries may be made by proxy as long as the forms are properly completed by the entrant.
3. Each entry must be accompanied by the NMRA Contest Entry Form (Form 901) signed by the entrant along with the TLR Arts and Crafts Judging form.
4. There will be no restriction on the number of articles entered by a single entrant, nor shall any entry fee be charged.
5. Articles will be displayed to permit the maximum inspection (based on space available). If you have a large entry (taking up ten (10) square feet or more) please check with the Region Contest Director to make sure appropriate space will be available.
6. Items that have won First (1st) place at a previous Regional or National NMRA contest are ineligible.
7. The claim check from the NMRA Contest Entry Form (Form 901) must be presented to obtain the article after the contest.
8. Reasonable care and protection will be provided for entries by the Host Committee and the Judges.
9. Neither the TLR nor the Host Convention Committee can assume any responsibility in the event of loss or damage to an article beyond the insurance carried by the NMRA and then no more than the dollar value that is shown on the NMRA Contest Entry Form.
10. No entries will be accepted after 3PM on Friday (unless otherwise posted). This will allow the Region Contest Director and the Host Convention Committee time to ready the room for judging.
11. The Celebration Room will remain closed to viewing during judging (Saturday 10AM to 4PM) (unless otherwise posted). The room will reopen Saturday following judging for viewing.
12. For the protection of the entries, no bags, purses, camera bags, or drinks will be allowed in the model/photo display area. You are welcome to take photos for your personal use.

B. Categories

1. Arts and Crafts General – Other than Railroadana, Needlework can be from a kit (which includes plans, instructions and materials), Pattern (where the entrant acquires materials separately), or an original design from the entrant. Please specify kit, pattern or original on entry form.
2. Arts and Crafts Railroadana – Same as General except entry must have a railroad motif. Please specify kit, pattern or original on entry form.
3. Arts and Crafts Needlework – Same as General except entry is a type of stitchery (knitting, embroidery, needlepoint, sewing, etc.). Please specify kit, pattern or original on entry form.

C. Judging

1. Judging will be done by a team of judges.
2. Points are awarded in the following categories listed on the TLR/NMRA Arts and Crafts Judge's Score Sheet.
 - A. Construction and Materials (maximum of 50 points)
 - B. Difficulty/Complexity (maximum of 30 points)
 - C. Finish and Display (maximum of 25 points)
 - D. Neatness (maximum of 20 points)

D. Awards

1. A plaque will be awarded for First (1st) place in each category.
2. Certificates will be awarded for Second (2nd) and Third (3rd) place in each category.
3. Best of Show will receive a plaque. It is the entry receiving the highest point total on the judges score sheet, from all the entries in the Arts and Crafts contest.

TLR Arts & Crafts Contest Judges Score Sheet

Entry Description: _____

Category (check one) **General** **Needlework** **Railroadiana**

Describe your entry in detail. Add other information you feel necessary.

1. Construction and Materials (Maximum of 50 points) **Points Awarded** _____

Describe in detail how your entry was made. Note any special materials used.

2. Difficulty/Complexity (Maximum of 30 points) **Points Awarded** _____

Kit _____ (10 points Maximum)

Pattern _____ (20 points Maximum)

Original _____ (30 points Maximum)

Describe the complexity of the entry. Note any special techniques required or used. If Pattern or Kit, were any changes made? Was the project adapted from one medium to another?

3. Finishing (Maximum of 25 points) **Points Awarded** _____

Describe how the item was prepared for display/use (type of materials, matting, etc.)

4. Neatness (Maximum 20 points) **Points Awarded** _____

Judges Comments: _____

Final Score _____

Thousand Lakes Region Celebration Room Entry Form Supplement
Entrant's Intent Form First and Last Name Must be Printed and Legible

This entry is being submitted by _____; Member NMRA ID: _____

Entry Number Assigned by Contest Director: _____

Judged Model Contest. Submitted for Achievement Program (AP) Judging to obtain for Merit Award (87 ½ points or higher). (Add initials here: _____)

Other Forms and Documentation

Form 901

Form 902

Supplemental Information

Module Contest. **Not** submitted for AP Judging, but competitively evaluated by simple ranking done by judges.

Other Forms

Form 901b

Any elements of the module (e.g., structures, etc.) maybe submitted separately for AP Judging.

The following item is being submitted for AP Judging:

_____ (Add initials here _____); Supplemental ID Number: _____

Form 901

Form 902

Supplemental Information

Photo Contest

Model Black and White Print: _____ (number of photos)

Form 901 for each photograph

Model Color Print: _____ (number of photos)

Form 901 for each photograph

Prototype Black and White Print: _____ (number of photos)

Form 901 for each photograph

Prototype Color Print: _____ (number of photos)

Form 901 for each photograph

Pass Contest

Front Side of Pass Included

Back Side of Pass Included

Form 901

Modeler's Showcase

Form 901

People's Choice (Popular Vote)

Rail Related Subcategory _____

Form 901 (for each subcategory submitted)

Non-Rail Related Subcategory (**Includes Arts & Crafts**) _____

Form 901 (for each subcategory submitted)

Photograph

Model Print: _____ (number of photos)

Form 901 for each photograph

Prototype Print: _____ (number of photos)

Form 901 for each photograph



NMRA NATIONAL CONTEST ENTRY FORM

NMRA Form #901 Rev I, 10/27/2019. All previous forms obsolete
Please Print All Information

Entry No. _____

ENTRANT / MODELER

Name _____ Group Name _____ Age (if <30): _____
Address _____ City _____ NMRA #: _____
State/Province _____ Zip/Postal Code _____ Country _____ New Modeler: _____
Phone: (____)____-____ Cell Phone (____)____-____ Email _____ Region: _____

CONTEST EVENTS

MODEL CONTEST

(Judged)

Classification

- Scratch Built
 Kit Built

Category

- Steam Locomotive
 Diesel & Other Loco
 Traction
 Passenger Car
 Freight Car
 Caboose
 Non-Revenue Car
 Structure
 Display

MODEL SHOWCASE

(Display only, all categories)

- Entry

PHOTO CONTEST

(Judged)

- Model, B&W Print
 Model, Color Print
 Prototype, B&W Print
 Prototype, Color Print
 Working on the Railroad Print
 Panorama Print

RAILROAD PASS CONTEST

(Judged)

- Entry

PEOPLE'S CHOICE AWARDS

(Popular vote - Direct entry)

Model

- Favorite Train
 Locomotive*
 Rolling Stock*
 Caboose
 Structure
 Display

Arts & Crafts

- General
 Needlework
 Railroadiana
Photo (B&W or Color)
 Model Print
 Prototype Print

Special Award Categories

- Photo Match Thumbs Award

Note - Judged entries are also eligible to be chosen for People's Choice Awards
* - Loco includes steam, diesel & traction; Rolling stk. includes, freight, pass & non-rev.

ENTRY NAME _____

CONDITIONS OF ENTRY

1. First place or Gold Award winners from previous NMRA National Contests are not eligible.
2. This Entry Form (# 901) must be completed for all entries. Judge's Score Sheets (# 902 for Model Contest and # 903 for Module Contest) must also be completed for each entry.
3. Supplemental information, including plans, photos and other supporting documentation may be submitted. This should be organized in order by judging factor (Construction, Detail, Conformity, Finish & Lettering and Scratchbuilt). However, judges are under no obligation to review this material, and the Contest Chairman may limit this information.
4. The Contest Chairman reserves the right to determine how to display entries. Removal of entries from the Contest Room without approval of the Contest Chairman and presentation of the claim check is prohibited.
5. All entries must have a declared value. (See below.)
6. After filling out this Entry Form and the Judge's Score Sheet, if applicable, return both to the Contest Staff who will provide an Entry no. for the Entry Form, Judges Scoring Sheet, Claim Check and Entry Identification Tag. Place entry with Identification Tag attached in the designated location. Retain the Claim Check, which must be signed and presented to pick up the entry at the end of the contest.
7. I hereby certify that this entry is entirely my/our own work or that the original exposure was made by me. I also hereby release the NMRA and all persons connected with this Contest from any liability due to damage to or loss of the entry greater than that covered by the NMRA insurance coverage.
8. I hereby grant the NMRA photo reproduction rights for publication of this entry in NMRA Magazine or any other publication of the NMRA.

Entrant / Modeler Signature _____

Proxy Signature _____

Entry Value
\$ _____

NMRA CONTEST CLAIM CHECK

I hereby certify that entry # _____ entered the Contest and has been returned to me in satisfactory condition

Entrant / Modeler / Proxy Signature _____

**Thousand Lakes Region NMRA
Minutes of the Board of Directors Meeting (by conference
Call)**

January 21, 2020 7PM

1: Call Order: President Jay Manning called the meeting to order at 7:04 pm.

2: Roll Call: Secretary Art Suel called the roll. Present were President Manning, Vice President Caleb Van der Brink, Secretary Suel, Treasurer Tom Gay, Public Relations Director Kevin Dill, Contest Director Kennedy Gauger and Convention Director Scott Nesbit. Superintendents present were Gerry Miller of the Southeastern Division, Terry Anderson of the Dakota Southeastern Division, Matt Lentz of the South Red River Valley Division, Ian Plett of the NO. 1 Northern Division and Jay Davis of the Prairie Lakes Division.

3: Approval of Minutes

A: Minutes of September 24, 2019: Miller moved to accept the minutes as written, seconded by Dill. Motion passed unanimously.

4: Treasurer's Report: Treasurer Gay reports the fund balances are healthy. If any member desires a written copy of the treasurer's report, contact Tom Gay. Nesbitt moved to accept the report, Dill seconded. Motion passed unanimously.

5: Directors Reports

A: Convention Director: Director Nesbit updated the board the planning for the following conventions.

1: 2020 Convention Update: 2020 on track, still looking for an industrial prototype tour for Saturday. Saturday's lunch will be at Prairie Village in Madison South Dakota. After lunch, the group will tour the site and get a train ride. Friday is all clinics with lunch provided at a nearby park. Thursday evening will be clinics, a couple of layouts open for touring and maybe 2 operating sessions. Friday and Saturday dinners will be at the Ramkota Hotel, our convention hotel. Saturday dinner will include awards and the Chinese Auction. Sunday morning will conclude with the Annual General Membership Meeting.

2: 2021 Convention Update: Tom Gay is working to get a convention committee set up with the members in the Bismarck area. Hotel has been secured. Nesbit reports that the 2022 convention will likely be hosted by the Twin City Division probably in Duluth.

B: Contest Director: Director Gauger has been working on the TLR Handbook revision. He also has been focusing on the rules for the celebration room. Has drafted and finalized the rules and scorecard for the Arts and Craft portion. What is being developed is Uniformity in the Contest Room.

C: Public Relations Director: Director Dill asked each division that would like to have a trifold for public relations, to purchase one and send the receipt to Treasurer Gay for reimbursement. Something new for the Fusee is that Matt Lentz, the new Historian is providing material from the archives for each issue.

6: National Officers reports

A: NMRA Canadian Director: Secretary Suel read Headon's report as he was unable to attend. The NMRA is working on a Youth in Model Railroad Program. The key limitation is the cost of insurance. A significant consideration is how to enforce rules regarding adult-youth relationship to make certain there are no problems for all involved. New Standards and Conformance Department has a new Manager – Carl Smeigh.

Director Jack Hamilton, MMR, is heading the Strategic Planning Committee to plot out the next five years. Members Benefits continue to grow with new additions to the Partnership Program.

Please make sure that Headquarters has your up to date email address. The Western District has a new director, Di Voss, MMR who will take office at the BOD Winter Meeting on March 6, 2020, Dill had a question on the section in the handbook that pertained to Canadian Taxes. Miller answered that TLR doesn't pay Canadian taxes and that was from the Winnipeg Convention. Dill then asked if we still carry the \$1,000,000.00 policy. Nesbit reply that you get an insurance certificate from National to prove you have insurance for events.

B: NMRA VP Special Projects: no report

7: Superintendents Reports

A: South Red River Valley: Superintendent Lentz informed the board that the division has 25 members and one submission for an Achievement Program certificate. Their current project is the T-Trak module layout for the division to take to events.

B: Dakota Southeastern: Superintendent Anderson reported that 2019 was one of the busiest years for the Division. Their Modular railroad was set up at Jesse James Days in Garretson SD, the Granite Threshing Bee in Granite IA, Watertown SD at the Lakes Area Technical Institute and the Prairie West Library in Sioux Falls SD. The Layout was also displayed at the Trains at Christmas at the Fairgrounds, the Active Generation center in Sioux Falls and the Minnehaha Country Club.

The Division held their annual Christmas Party at Cody's Smoke House in Sioux Falls. The division also express appreciation to the TLR for the grant that was used to upgrade to a larger trailer to be able to haul the modules to shows.

C: Prairie Lakes: Superintendent Jay Davis said that the Division held their Fall Meet at Albert Lea. It was held in conjunction with a Train Show at the Northbridge Mall, that has been ongoing for over twenty years. The division conducted clinics in an empty storefront and attendance was at 45 people. The Spring Meet will be in the Orange City IA area with date and location to be determined.

D: Southeastern: Superintendent Miller reports that the division is still doing the round robin help sessions on members layouts. Division is starting to build a modular layout. The Division first train show is February 22, 2020 in Dubuque IA. Have added 2 new members since September.

E: Twin City: Secretary Suel read Ron Olsen's TCD report. The division is trying out a new meeting schedule for this year, every other month on a Saturday at a local church. Each meeting has a clinic besides division updates. The first two meetings coincided with less than ideal weather holding attendance down. The Division's Modeler's Retreat will be March 13 and 14, 2020 at the Mount Olivet Lutheran Church in Plymouth MN. The event is not limited to NMRA members as the public is welcome. Registration is \$20 in advance or \$25 at the door, lunch is included. Clinics and modelers displaying their models. The Division will be staffing the NMRA booth at the World's Greatest Hobby in St Paul on February 29th and March 1st. The board will meet on February 1st to discuss hosting the 2022 regional convention.

F: Minnesota River Valley: Secretary Suel read Superintendent Terry Davis's report. Membership is down one to 18. Three members worked on the layout at the Milwaukee Road Heritage Center in Montevideo in January. Annual membership meeting is in early April.

G: No 1 Northern: Superintendent Plett reports had a meeting at a member's house where Fred Headon, MMR explained his operating session details. In January, the modular group had a work session. In April, the modular railroad will be set up at the Winnipeg Model Railroad Club.

8: Chair Reports

A: Achievement Program: no report

B: Webmaster: Van Der Brink reports steady traffic on website.

C: Membership: Suel reports that the regional membership is down 22 members since April 2019.

D: Social Media: no report

E: Historian: Lentz reports he has obtained the archives. 5 file boxes containing past issues of the Fusee's and financial records. He has inventoried the Fusee's missing a few issues. Recommends that the old financial records be destroyed. Board concurred.

9: Old Business

A: Awards Nominations

1: Bob Dew Sr Award: Two nominations were received. The secretary will send out a ballot to the eligible voting members

of the board to be sent back to President Manning.

10: New Business

A: Grant Requests: no grant requests were received.

B: Update on nominations for board in May: Nomination chair Miller reports that we need two individuals to replace Suel and Nesbit who are term limited. One individual has been identified who is interested in the Convention Director seat. Still need an individual to assume Secretary seat.

C: The Old Goat Award reinstatement: Historian Lentz found blank certificates in the archives. Jay Davis explained it was not an award but induction into a club, the Old Goat Club. Requirement was 20 years in the TLR. These were the fellows who always knew stuff that wasn't written down. Dill/ Lentz moved to issue the Old Goat certificate to modelers who have been a member for at least 20 years. Motion Passed. Lentz would like to also issue a pin that could be worn on your lapel at gatherings. Manning asked him to bring this to the May BOD meeting.

D: The Unsung Hero Award: Manning explained that this award is given out at the national to one person in each region who does behind the scene work to make divisional events a success. Superintendents are asked to submit a name to the Regional President with a short background on why this person deserves the honor. Regional President will then select the honoree for their region.

E: Jock Oliphant Award renaming: Jock Oliphant was the NMRA's Master Model Railroader #15. His passions were accuracy and correctness in construction, inclusion of correct detail supported by the utmost exquisite workmanship. It was not the quantity of what a modeler produced, rather it was the quality. The award shall consist of a traveling plaque which the winner shall possess until the next annual TLR convention. A separate plaque will also be presented to be retained by the winner. The Thousand Lakes Region shall be responsible for the continuation of the traveling plaque and the separate plaque awarded to the winner.

11: Other Business: Gauger has come across a handbook from

MCoR on contest judging. Manning brought up that the contest judges will miss out on Friday's lunch. Dill/ Gauger moved to provide a lunch back at the judging site for the Judges. Motion passed.

12: Adjournment: Miller / Gay moved to adjourned at 8:37 pm. Motion passed.

Respectfully submitted,
Arthur C Suel
TLR Secretary

THANK YOU from the South Red River Valley Division to the anonymous individual that donated N scale buildings and materials for our Division T-Track modules, we are very grateful!

Matt Lentz, Supt.

SRRVD

**42nd Annual
Spud Valley Hobby Show**

Sunday, October 18, 2020
9:00 am to 3:00 pm

(under 12 free with paid adult)

**Delta by Marriott
Crystal Ballroom**

1635 42nd St. S., Fargo, ND

- ◆ Large and small operating model Railroads
- ◆ Vendors selling farm toys, plastic models, model railroad items, die cast vehicles, old toys, railroad collectibles and more
- ◆ Door prizes
- ◆ Valley RC Flyers display their planes

Call Don—701-234-9351 or email spudvalley@hotmail.com

**Chicago and Northwestern
Historical Society**

Annual Convention flea market by Roundhouse Model Railroad Club of St. James

May 31, 2020
9 a.m.-3 p.m.

Mankato City Center Hotel
East of the C&NW depot, corner of Main Street and Riverfront Drive.

\$3 admission

For vendor info, call Tom Edwards
(507) 304-5102, edwardstd@new-ulm.us.

**Minutes of the Annual General Membership Meeting
Thousand Lakes Region, National Model Railroad Association
May 19, 2019**

1: Call to Order. President Jay Manning called the meeting to order at 8:00 am

2: Roll Call. President Jay Manning, Secretary Art Suel, Treasurer Tom Gay, Contest Director Kennedy Gauger, Public Relations Director Kevin Dill and Convention Director Scott Nesbit. Also, in attendance were NMRA National Vice President for Special Projects Gerry Leone and NMRA Canada Director Fred Headon MMR. Twenty-two members were present.

3: Approval of minutes. Secretary Suel recommended approval of the minutes from May 29, 2018 Annual General Meeting held in Sioux Fall, South Dakota. Duane Durre moved to approve, second by Gerry Miller. Motion passed on a voice vote.

4: Treasurer's Report. Gay reported that the regions fund balance is healthy. For members desiring to see the actual report, please contact Tom Gay. Tom Ford moved to approve the report, second by Gerry Miller. Motion passed on a voice vote.

5: President's Remarks. President Manning expressed the gratitude of the board for the great work done by Peggy Miller and Gerry Miller in chairing this convention. Members present broke into a round of applause for the Miller's. Manning expressed a concern for the slowness board members had this past year in responding to requests. Membership in the region is growing but we need to get members involved especially new members to retain their memberships.

6: Director's Reports

A: Convention Director.

1: 2018 Convention. Director Nesbit reported on the soon to be completed 2019 convention here in La Crosse WI. The operating sessions had 110 spots for members. The Modeling With Masters had 44 participants. Where feasible, would like to continue having operating sessions and Modeling With Masters at future conventions. Reid Karnes did a fantastic job of coordinating the clinics including having to fill a couple of spots after a clinician cancelled.

2: 2020 Site Update. Dakota Southeastern Division will host in Sioux Falls May 14-17, 2020. Major tour will be the Prairie Village in Madison SD. Gerry Miller suggested having a Saturday fare price on the registration form. Possible tour is the cold storage facility. More details as they are firmed up will be in the Fusee.

Bismarck/Mandan will host the 2021 convention May 20-23, 2021. Twin City Division will explore hosting the 2022 convention. Need to keep on the 2-year plan for conventions. The region does have a Convention Handbook.

B: Contest Director. Director Gauger that the entries were split 50/50 between the Thousand Lakes Region and the Midwest Region. Lessons learned were that need to have separate contests for popular vote between non rail and rail entries. Need to coordinate with the contest judges on what forms to use. Thousand Lake Region follows the national protocol for contest.

C: Public Relations.

1: Public Relations Recap. Director Dill review the past year of activities. All Divisions now have a banner to display at events. He is working on sending out a flash drive to divisions with recruiting information and programs from national for their use. Would like divisions to send him information on where modeling supplies can be purchased. That would include hobby shops, craft stores and any other business that sells supplies that can be used in model railroading.

2: Fusee. The transition from print to digital has been smooth with only a couple of bumps. Instead of posting it on the web site, he will be sending the Fusee out to each email address the region has. The region email list is incomplete. NMRA Vice President Gerry Leone recommended members to notify national when their email changes. Publication deadline is the 1st of June, August, November and February for articles submission.

7: National Officer's Remarks.

A: NMRA Vice President for Special Projects. National VP Leone MMR said that the projected opening of the Magic of Scale railroad is September 2019. Among the displays will Malcolm Furlongs' San Juan Central model railroad. The Partnership program is growing, check it out in the Members' Only section of the NMRA website. If you know of any hobby stores that give NMRA members discounts, send that information to Gerry.

B: NMRA Canadian Director. Director Fred Headon, MMR stated that Leone covered a large portion of what he was going to speak on. National is working for you, the member. Data Sheets are in the process of being reviewed and rewritten. Please read the ebuletin, contains great information in it. Keep headquarters aware of your correct email address.

8: Old Business. There was no old business.

9: New Business.

A: Grant Request Report. Manning reported that the board approve two grant requests Friday night. The first grant went to Dakota Southeastern Division for \$1500.00. This will be used to purchase a larger trailer to transport their modular model railroad to events. This has been a great recruiting tool. The second grant was to the South Red River Valley Division to help construct a section(s) of their T Trak modular railroad. The amount approved was \$500.00.

10: Elections. Nomination Chair Gerry Miller reported that four board positions are up for election. The incumbents are all eligible for reelection. Kevin Dill, Tom Gay, Art Suel and Scott Nesbit were nominated. There were no other nominations. All four were re-elected by voice vote. All board members will continue in their current roles. Dill and Gay will have two-year terms while Suel and Nesbit will have one-year terms due to term limits.

SRRV Superintendent Matt Lentz announced that if any person has spare n scale track etc. they are no longer have a need for, SRRV will gladly take it.

11: Adjournment: Duane Durre moved and was second by Nesbit to adjourn. Motion passed on a voice vote.

Respectfully Submitted
Arthur Suel
TLR Secretary

Publishing Deadlines

| <u>Publishing Date</u> | <u>Submission Deadline</u> |
|------------------------|----------------------------|
| March 1 Edition | February 1 |
| July 1 Edition | June 1 |
| September 1 Edition | August 1 |
| December 1 Edition | November 1 |

Region Round-up

These are taken from the Board meeting minutes:

South Red River Valley: Superintendent Lentz informed the board that the division has 25 members and one submission for an Achievement Program certificate. Their current project is the T-Trak module layout for the division to take to events.

Dakota Southeastern: Superintendent Anderson reported that 2019 was one of the busiest years for the Division. Their Modular railroad was set up at Jesse James Days in Garretson SD, the Granite Threshing Bee in Granite IA, Watertown SD at the Lakes Area Technical Institute and the Prairie West Library in Sioux Falls SD. The Layout was also displayed at the Trains at Christmas at the Fairgrounds, the Active Generation center in Sioux Falls and the Minnehaha Country Club.

The Division held their annual Christmas Party at Cody's Smoke House in Sioux Falls. The division also expresses appreciation to the TLR for the grant that was used to upgrade to a larger trailer to be able to haul the modules to shows.

Prairie Lakes: Superintendent Jay Davis said that the Division held their Fall Meet at Albert Lea. It was held in conjunction with a Train Show at the Northbridge Mall, that has been ongoing for over twenty years. The division conducted clinics in an empty storefront and attendance was at 45 people. The Spring Meet will be in the Orange City IA area with date and location to be determined.

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bers layouts. Division is starting to build a modular layout. The Division first train show is February 22, 2020 in Dubuque IA. Have added 2 new members since September.

Twin City: Secretary Suel read Ron Olsen's TCD report. The division is trying out a new meeting schedule for this year, every other month on a Saturday at a local church. Each meeting has a clinic besides division updates. The first two meetings coincided with less than ideal weather holding attendance down. The Division's Modeler's Retreat will be March 13 and 14, 2020 at the Mount Olivet Lutheran Church in Plymouth MN. The event is not limited to NMRA members as the public is welcome. Registration is \$20 in advance or \$25 at the door, lunch is included. Clinics and modelers displaying their models. The Division will be staffing the NMRA booth at the World's Greatest Hobby in St Paul on February 29th and March 1st. The board will meet on February 1st to discuss hosting the 2022 regional convention.

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No 1 Northern: Superintendent Plett reports had a meeting at a member's house where Fred Headon, MMR explained his operating session details. In January, the modular group had a work session. In April, the modular railroad will be set up at the Winnipeg Model Railroad Club.

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

| | | |
|-------------------|---|---|
| Mar 8 | Great Midwest Train Show | DuPage County Fairgrounds, Wheaton, IL |
| Mar 13-14 | Twin Cities Division Spring Modeler's Retreat | Mt. Olivet Lutheran Church of Plymouth. |
| Mar 21-22 | 3 Rivers RR Club Train Show | The Omni Center, Onalaska, WI |
| Mar 21-22 | Greater Sioux Falls Model train Show | Multicultural Center, Sioux Falls, SD |
| Mar 28-29 | Randolph Railroad Days | Randolph High School, Randolph, MN |
| April 5 | Great Midwest Train Show | DuPage County Fairgrounds, Wheaton, IL |
| April 13 | Prairie Lakes Division Spring Meet | Dickinson County Expo Center, Spirit Lake, IA |
| April 14 | Greater Upper Midwest Train Show | Century College, White Bear Lake, MN |
| April 18-19 | Titletown Train Show | Shopko Hall, Ashwaubenon, WI |
| April 25 | Newport Train Club Train Show | Woodbury High School, Woodbury, MN |
| Mar 5 | Great Midwest Train Show | DuPage County Fairgrounds, Wheaton, IL |
| May 9 | Granite City Train Show | Rivers Edge Convention Center, St Cloud, MN |
| May 16 | Twin Cities Model Railroad Club | Education Building, MN State Fairgrounds |
| May 14-17 | TLR Annual Convention | Sioux Falls, SD |
| May 31 | C&NW Historical Society Convention Flea Market | Mankato City Center Hotel, Mankato, MN |
| July 12-18 | NMRA National Convention, | St. Louis, MO |

March 13,14, 2020

RAILROAD MODELER'S RETREAT

Friday March 13

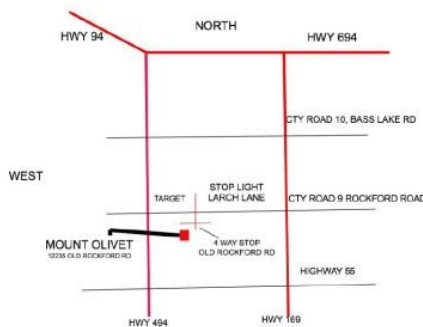
This year, we will feature a limited number of operating sessions Friday before the Retreat. More information to follow. Church doors open at 4:30 for set up, first presentation at 5:00.

Saturday March 14 8:00 A. M. until 4:30 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. The famous Modeler's Retreat Lunch served at 11:30. Several local layouts will be open for evening viewing.

Registration 20.00, includes lunch. The display area has been enlarged so there is more room for YOU to bring modules, models and projects.

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

NAME:

E-MAIL ADDRESS (for confirmation)

20.00 pre-registration included _____ check (to TCD NMRA) _____ cash

You may e-mail registration and transfer fund via PayPal to mhry19@gmail.com

Pre-Registration deadline is Monday the 9th.

REGISTRATION

25.00 AT THE

DOOR

**Sponsored by the Twin Cities
Division of the NMRA**

March 13-14, 2020

Model Railroad Advertising

Advertise your railroad here! Send me a photo, business card or whatever contact info you want to provide. This a service for the TLR and there is no charge for the ad.

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Model Railroad**



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**Bring a friend
To your next
Club meeting!**

Advertising should be mailed to THE FUSEE editor as camera-ready artwork or electronic files (jpeg, tiff, gif, or EPS with outlined fonts).

Enclose payment in U.S. funds, international money order, or by check drawn on U.S. banks. Checks should be made out to **TLR**. Contact the editor if you have questions.

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Railroad ads are for individual layouts, model railroad clubs, or other non-commercial groups and are FREE.

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