



The FUSEE



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THE KALMBACH MEMORIAL LIBRARY -- PART 2

Railroad Research for the Modeler: Official Registers

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We sure do... from the Board and General meetings in Hutchinson last October



PRR Gondola 793164 in Harrisburg, Penn. February 27, 1942. From the R.W. Charles Collection of the Kalmbach Memorial Library.

*By Thomas Mossbeck
Research Associate*

This is the second in a series of articles about the Kalmbach Memorial Library and its resources.

When you need comprehensive freight, passenger and intermodal equipment information, then the various official registers are the number one source. The Official Railway Equipment Register (ORER), the Official Register of Passenger Train Equipment (ORPTE) and the Official Intermodal Equipment Register (OIER) make up the collection of official registers. [See sidebar] This article will deal only with the ORER, but similar information for the other equipment types can be found in their respective registers.

Why use them?

I was once told that "you don't enjoy a book like this," but the information contained within each volume gives complete insight into the equipment holdings by each railroad in a given quarter of the year, something I both need and enjoy for research and modeling purposes. Note that there is also information pertaining to private car owners, such as oil, steel, chemical and other companies. You can find a complete listing of the Kalmbach Library's freight, passenger and intermodal registers at www.nmra.org/library under "Our Collection."

"Registers" continued on page 7

View from the cab *by TLR President Bruce Selb*

Thanks to all the members of the TLR that attended the October 1 membership meeting in Hutchinson and voted to approve all the required changes to the By-laws as required by National.

Thanks also to Terry Davis and the Hutchinson Club for providing the facilities during their train sale.

With the coming of the holiday season, have you thought about introducing someone to the hobby?

Why not volunteer to take an older or younger person to your local hobby shop, train show, an operating layout at a local club or a tour on the internet of train sites and virtual tours during the Holiday season? Show them the various aspects of the hobby. The only thing that's required is your time.

Perhaps you can suggest a train set up under the tree. Help them set up the trains and let them run them. Don't stress prototypical operation or all the details needed in a typical home layout. Just run the trains.

As interest wanes in running the train in a circle, discuss the ways railroads operate real trains, invite them to watch you operate your trains or assist you in building your layout, or if you're a club member, take them to the club on the operating and construction night.

Another idea is to get a group of friends together to set up an operating train layout during the holiday season at a Senior center, assisted living center or nursing home. Not only will this excite the residents, but it will expose the hobby to a large number of individuals during the holiday season.

These are just a few thoughts to increase participation in the hobby and how you can help further "The Worlds Greatest Hobby".

Remember to enjoy the holiday season with your family and friends. Happy Holidays!

THE WORK TRAIN

by editor Gerry Leone, MMR

One year later: the pitiful plea for articles along with a very big "thanks"

Way back when (has it been a year already?) when I "temporarily" took this editorship, I knew that editing both this and the Twin Cities Division's quarterly newsletter would be a bit of a load. For me, it meant putting a newsletter out every month-and-a-half. That's kinda like a job! So I've been looking for a replacement for one of the two editorships. I'm very thankful I found a good man to take the throttle of the Twin Cities Division's CROSSING GATE. Which means you TLR-ians are now stuck with for a while longer here on THE FUSEE. Hope you're happy, because I am.

But even putting out only one quarterly newsletter can be daunting when you realize that there are a lot of blank pages to be filled every few months.

So here comes my pitiful plea for articles: would you mind sending me some? Please?

Seriously, I'd love to run whatever you've got to say. Been on an interesting vacation? Have some rail shots from it? Have story about a buddy's layout? Know a modeling technique that you'd like to share? Built a neat kit? Send it in! You don't have to be any great shakes as a writer. I'll try to dust it off and clean it up and make it presentable.

But speaking of honest-to-goodness writers, I want to take a moment to publicly thank those guys who've regularly submitted stuff and kept me in business for the past year: Terry Davis, Ron Einarson, Jim Bernier, John Hotvet, and Paul Ullrich. Without them, there'd have been a whole lotta blank pages. You guys made me look good. Thanks, guys.

By-law addendum to be voted on at May convention

The purpose of this addendum is to define the boundaries of the Thousand Lakes Region and add a provision for non-residents to receive the newsletter and other information.

Current wording of By-laws Section 1:

1. a. Any member of the National Model Railroad Association, Inc. shall be a member of the Thousand Lakes Region, Inc. (TLR). Subscription to the TLR newsletter is voluntary and available to all TLR members upon application to the Treasurer and payment of the current subscription rate.

b. The subscription year shall be from 1 June to 31 May of the following year, except that new subscribers applying for a subscription on or after 1 January shall be given a subscription service to 31 May of the following year.

Suggested Addendum c.

1. c. TLR membership is automatic with membership in the National Model Railroad Association, Inc. for all individuals living in the Thousands Lake Region as defined by the National Model Railroad Association, Inc. Non-residents and other interested individuals may receive the newsletter and other information with application to the Treasurer and payment of the current subscription rate. These individuals are non-voting.

This addendum will be voted upon during the upcoming convention in the Twin Cities on Sunday during the membership meeting. Comments on the addendum can be sent to the President via mail or e-mail (see page 11 for contact info). ✉

THANKS!

Contributors to this issue:

Jim Bernier
Bruce Crosby
Terry Davis
Chuck Diljak
Chuck Durrenberger
John Hotvet, MMR
Paul Ullrich

Next issue's deadline:

February 10, 2006

Public Relations Department Report

By Terry Davis
Public Relations Director

The following is the Public Relations Department report presented at the October TLR Board Meeting:

1. Displayed the TLR display board at the joint TLR/CNWSH convention in Mason City, IA, May 2005.

2. Visited the Lakes Area Model Railroad Club at their Glenwood layout home in late June to talk about NMRA. The club was interested in joining a division, forming a division, or becoming a 100% NMRA club, mainly out of interest in liability insurance coverage for their layout site and three shows they do. They decided to go 100% NMRA and have signed up all 20 or so members. Asked them to think about TLR as well. Have built strong contacts with them. They were at the Hutchinson show with at least two layouts -- N and HO.

3. Attempted to have a team of TLR board members attend a Barron County (WI) Model Railroad Club meeting at Sam Farlow's in September to discuss formation of the Wild Rivers Division. Sam and Bill Janson are still hoping to get it off the ground. Though I had a good team ready to go, Sam informed me the club was not willing to meet with us. Instead, 2 or 3 board members could go to the Eau Claire show Oct. 15 with the TLR display board and represent us. President Selb said he was willing to contact Eau Claire organizers for table space. I will not be available.

4. Have not heard of anything more on the rerail letter or welcome letter to NMRA members in TLR area. 300 TLR trifold flyers/membership forms were sent to Jim Wetzler to go with these letters whenever they are sent. However, they need to be hand-corrected to reflect the subscription increase approved in May to \$10.

5. TLR display board was at the

Hutchinson show. It was at the Glenwood Show Sept. 10.

Future:

1. I hope to continue Wild Rivers Division efforts and perhaps colonize the LaCrosse/Winona area again.

2. Work with those planning the 2006 convention in the Twin Cities to promote TLR 2006.

3. TLR board will go to PLD fall meet in Spencer, IA, Oct. 8, also promoting PLD and MRVD/NMRA.

4. May get to Trains at Christmas, the Sioux Falls show, Nov. 19-20, with TLR board, but gas prices are starting to factor in my decisions about where and how often to go with the board.

5. Finally, I hope to see that the rerail, welcome letters get out!

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New Walthers model is a classic farm town building



The author's kitbashed version of the Walthers structure. Bashing included creating the addition, the 50s-style sign, and the awning over the front windows.

Text and photo by Gerry Leone, MMR

Over the years Walthers has provided modelers with a wide range of agricultural structures, from elevators to feed and seed stores. State Line Farm Supply is another in that series, and in my opinion, just may be the best.

Almost every small town has a building resembling State Line Farm Supply – a '50s-built, barrel-roofed false-fronted structure that was designed more for utility than looks. There's one, in fact, still standing just a mile from my home in Victoria, Minnesota. Walthers has accurately captured the flavor of these structures in an easy-to-build model filled with small town nostalgia.

The completed structure's footprint is a mere 7-1/8"x 5-3/8", making it ideal for virtually any size layout or town. And because many businesses like this received tractor shipments directly by rail, State Line Farm Supply can do double-duty as an online "industry" for operations; Walthers provides the styrene "wooden loading dock" with the kit.

Construction of the kit is extremely straightforward. The instructions consist of two exploded diagrams with only a few sentences of text. However, not much more is needed. Walthers has also included an informative write-up outlining the history of such buildings.

The castings themselves are extremely well done. Brick and cinder block walls are crisp. Windows and concrete capstones are supplied as separate castings to make painting easy. The kit even contains an alternate rear wall, and lets the modeler choose the window/garage door configuration of the building's face. A nicely designed, comprehensive set of decals lets the building become either a farm supply store or auto repair shop. (Art imitates life: the building in Victoria used to be a farm supply co-op; today's it's... you guessed it.)

But what impressed me most was the fact that the one-piece barrel roof casting contains molded-in gutters – something rarely seen in a plastic model. (The downspouts are included as separate castings.) Also, when it's assembled, the brick façade is almost 2-scale feet thick – unlike the scrawny facades of DPM and other similar styrene models.

In fact, the only disappointing feature of this entire model was the fact that back side of the façade over the roof doesn't have brick and mortar detail.

The model can be easily customized by adding an abundance of roof vents and fans, a front awning, or even a small side addition (the one in Victoria has one, so I made one, too... from the spare rear wall and scrapbox parts).

For just \$35, State Line Farm Supply is a real winner that will fit right in to any small town.

Some sites worth seeing

A few interesting notes and places to visit next time you're surfing the web.

2005 Contest models online Interested in seeing the models entered in the Cincinnati convention's contest last Summer? Visit the Southeast Region's website at <http://www.ser-nmra.org/national.htm>. Paul Voelker has done a great job at compiling two downloadable PDF books containing multiple shots of each model, along with the judging scores they received.

Petition to return to '90s contest scoring

There's an online petition being circulated in cyberspace that is endorsing a return to the contest scoring system that the NMRA changed sometime in the '90s. You'll find all the details of the current and past scoring systems, as well as a place to sign the petition at <http://www.petitiononline.com/NMRA2005/petition.html>.

Learn more about Fremo The University of Minnesota/Twin Cities Railroad Club moderator, Dr. Bob Sterner, invites you to visit the Minnesota Fremo website at www.mnfreemo.org to see what's happening in the world of Fremo. While you're there, be sure to go to the "our modules/valspar" page to see the pictures of Bob's Valspar building model. It's a dead-ringer for the one in downtown Minneapolis.

Beginner? Need help? If you're new to model railroading or know someone who is, go to the "Beginner's Pages" on the NMRA website at www.nmra.org. There's a lot of good info.

Video rental Did you know NMRA members can rent videos from the NMRA? They've got a full listing of what's available at www.nmra.org/library. Click on "our collection."

The passing of a milestone According to a blurb in the Illinois Valley Division's *Timetable* (which was taken from the internet), on Sunday, October 2 John Armstrong Jr. invited members of the Potomac Division of the NMRA to his dad's home for the final run of the famous O-scale Canandaigua Southern. In the coming months all rolling stock will be boxed up and the railroad dismantled.

Hutchinson Show dishes up good food, good fun



Stan Koci shows a young member an easy way to make conifers.

*Text and photos by Terry Davis
Luce Line RR Club Inc.*

More than 300 people attended the 11th Hutchinson Model Railroad Show on Oct. 1 at the McLeod County Fairgrounds in Hutchinson, MN. The show was once again hosted by Luce Line Railroad Club Inc., a 100-percent NMRA club based in Hutchinson, and the Minnesota River Valley Division of the TLR.

The show attracted more than 55 flea market tables, including a railroad book and art vendor from Chicago. There were 12 layouts in N, HO, American Flyer (S), three rail/O, and G-scale.

Luce Line member Stan Koci presented a clinic on easy conifers and an O.S. & B.O. HO layout member from the Twin Cities presented "Zero Derailments," a clinic on tuning couplers and trucks to prevent derailments.

Contestants in the popular vote model contest were down slightly, with 15 entries in six categories, including only one steam engine and no dioramas. All winners were from one of two clubs: host Luce Line or the Great River Rail Society from the St. Cloud area. More entries from other clubs and independent modelers are encouraged.

The wives of Luce Line members hosted the popular concession stand, featuring turkey sandwiches and hot dogs.

Door prizes were given away every 30 minutes,

and layout operators participated in a separate drawing at the end of the day. Most went home with a new model or tool.

Overall paid attendance was down about 30 percent, perhaps due to the sunny, 80-degree weather that day. Flea marketers said high gasoline prices are also starting to trim attendance at some shows. Some vendors are also cutting back the number of shows they do.

LLRC and MRVD's next fall show is tentatively scheduled for Oct. 14, 2006. Luce Line's spring show at Hutchinson Mall is tentatively scheduled for April 29-30, 2006.



Northern Lights Club goes online and expands

*By Chuck Durrenberger
Superintendent, No. Dakota Div.*

The Northern Lights Model Railroad Club and Museum (NLMRRC and M) has recently logged on to the internet with its own webpage located at www.caseyholtjunction.org. The web page contains pictures of the layout and clubhouse. A diagram showing the club layout is another feature of the site. The webpage comes complete with contacts, pictures of club members, and an area map for those interested

in visiting.

The museum has expanded with the addition of several crew cars. The latest addition is a four-man car that has been completely restored by several of the club members and is now on display on the tracks adjacent to the club house. Earlier in the year, a one man road car was refurbished and is now housed at the clubhouse speeder shed. Both vehicles are in operating condition due primarily to the efforts of John Schoener.

On August 20th and 21st the Heritage Village, home of the Northern Lights, hosted Heritage Days. Heritage Days is a weekend set aside each year where visitors can escape to the past. There are displays of historic farm equipment and vintage vehicles. Demonstrations include steam-driven tractors, wood cutting with a steam-driven saw, shingle making, blacksmithing, and horse- or mule-drawn wagon rides. Each year the NLMRRC and M opens its doors to the wonderful world of model railroading for all Heritage Day visitors.

Want your Division or club featured in THE FUSEE? Write up an article and send it in! See Page 11 for details.

Pecatonica Division: Saga of an HO Empire - Part 1

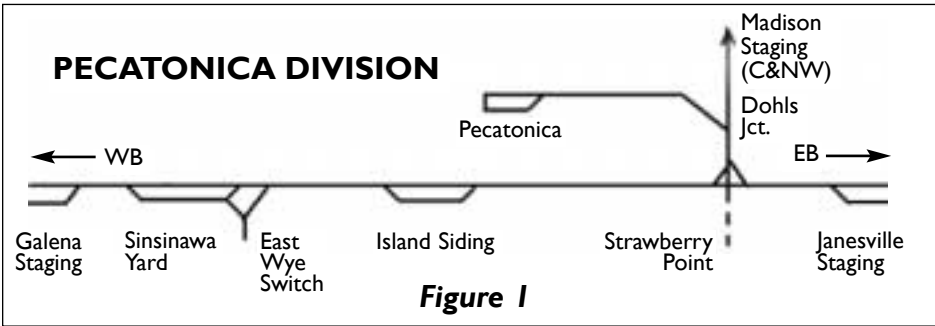


Figure 1

Text and drawings by Jim Bernier
TLR Contest Director

In the fall of 1987 I started construction of an HO model railroad. With an L-shaped 25' x 20' basement area in my new home, I came up with a layout that featured Milwaukee Road and C&NW branch lines in the SW Wisconsin in the 1950's. That railroad served me well until the past year – I started seeing it as “dated” technology, and there were a few things that could be improved. I made a list of items I would like to see added or changed:

- *Rebuild Strawberry Point.* There was a siding there, but right after the siding, trains went directly into staging. This also forced the staging to have shorter tracks.
- *Add a siding to Island Siding.* Sort of strange, huh? No passing siding at the middle of the line, at a town named for a siding.
- *Wiring.* Remove all of the field wiring and panels for the old cab control (DCC being used anyway). Then run new bus wiring and power districts for the DCC.
- *Remove all of the old choke cable turnout controls,* and replace them with Caboose Industries high level switch stands (pretty close to Milwaukee Road prototype).
- *Replace the old twin coil switch machines* in staging with Tortoise motors.
- *Refresh and/or complete the scenery.*
- *Remove the entire branch line,* and build a new work area below it – then build a new branch using code 83 trackage. I'm excited about this as I will have LAN access with a computer, spray booth, work table and workstations for my precision drill press and other tools, plus lots of organized storage.

Figure 1 is a line diagram of my railroad.

Sinsinawa Yard/East Wye Switch - 3 track yard, engine service, and several industries.

Island Siding - Passing track, several small industries.

Strawberry Point - Junction, crossing with C&NW, and a couple of industries.

Dohls Jct. - Junction where the C&NW continues to Madison, and the Milwaukee branch to Pecatonica takes off. Also has a spur to a zinc mining area.

Pecatonica - End of Line branch line terminal.

I started on the Strawberry Point area first. Figure 2 is a diagram of the original trackage. As you can see, the siding just blends into the Janesville Staging area (and a train must go through the siding or the “short” crossover to access the staging tracks. My plan is to get rid of the siding, and extend the staging tracks.

Figure 3 is what I finally built.

In May of 2005 I put the trains back in their boxes, moved all of the structures and trees out of the construction area and started removing trackage east of the C&NW diamond through the ladder to the Janesville Staging tracks. Under the layout, all of the feeder wires and the twin coil switch machines were removed. One of the old twin coil machines must have overheated at one point and the plastic Rix mount was deformed! Now I'm sure I want to get rid of those old switch machines. After 3 evenings of chisels, belt sander, and a few blisters, the area was ready for new trackage.

For the mainline, I used Homabed (California Roadbed Company).

This is pre-cut ¼" roadbed similar to 3/16" cork – just made out of Homasote. All of the sidings/spurs are laid with standard 3/16" cork roadbed. First I lay the thicker Homabed about 6-8" into a siding or spur, then use a Sureform tool to sand down the Homabed to match the cork. This gives me a nice transition and my sidings are automatically lower. Standard Atlas code 100 flextrack and turnouts were used again.

The construction slowed down as outdoor work reared its ugly head in the spring. Once I had the yard work under control (the outdoor variety), I pulled all of the choke cable controls for the turnouts and installed those neat Caboose Industries switch stands. The turnouts in the upper left for the top of the wye are a long reach, so I mounted Tortoise motors there. By the end of June, Strawberry Point and the entire Janesville Staging area were complete (other than installing the Tortoise motors at the entrance to the Janesville Staging area). Later installation of those motors would call for some more engineering that was not planned for (more about that next time). You may notice that the east wye leg has two tracks. One is for Wisconsin Canning, and the other is a "clear alley" so a local can work the industries more easily. The points of the first turnout into Janesville Staging are actually visible and represents the start of the west end of the Strawberry Point siding.

I started July by taking a break at the NMRA Convention in Cincinnati. But once home, I started looking into adding a passing siding at Island Siding. That will be the topic for next time.

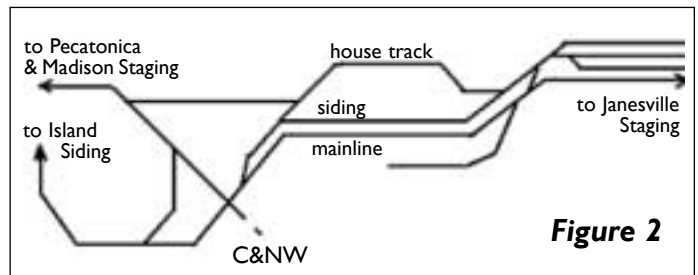


Figure 2

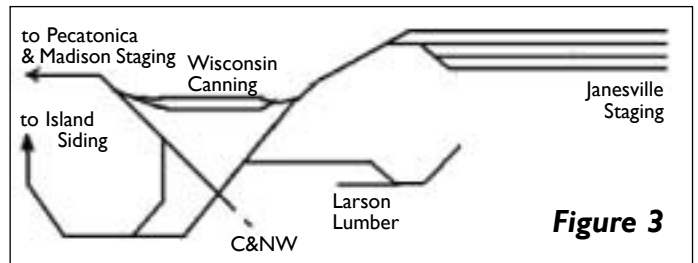


Figure 3

"Registers" continued from page 1

At a glance

Let's take a look at the January 1943 ORER. The first thing we see is "The Pennsylvania Railroad" and the PRR herald. Below are the railroads which this listing applies to, in this case "The Pennsylvania Railroad Company," "Baltimore and Eastern Railroad

Company," and "Waynesburg and Washington Railroad Company." Reporting marks are "PRR," gauge is 4 ft. 8½ in., and we also learn that the Railway Express Agency and Pullman Company operate over this line. Next are the main sections: "Refrigerator Cars," "Freight Equipment," "Passenger Equipment," "Miscellaneous and Work Equipment Cars," "Recapitulation of Car Equipment," Notes, and "Freight Connections and Junction Points." The practice of listing passenger cars in the ORER is inconsistent from railroad to railroad, and the ORPTE should be considered the best resource on this subject since its introduction in March 1943.

Individual freight equipment

Equipment is listed in ascending numerical order with the following information given: A.A.R. Mechanical Designation, Markings and Kind of Cars, Pennsylvania System-Class, Numbers, Dimensions (inside length, width and height, outside length, width and height from rail, side and end doors where applicable), Capacity (cubic feet and pounds or gallons, and finally, the number of cars in each series.

Looking at the listing for the pictured car

ORER, ORPTE, and OIER

ORER: "Showing by car numbers, the marked capacity, length, dimensions and cubical capacity, of cars used to transport freight."

ORPTE: "Containing - a list of passenger train car equipment of railroads in the United States and Canada. Showing by car number, serial numbers or names, information as to type, length, seating capacity and special features of the equipment and mileage and per diem rates applying thereto."

OIER: "Containers, trailers, chassis and bogies in intermodal service."

number 793164, we find that it is listed as a gondola with steel underframe, wood sides, drop ends, flat bottom and wooden floor. The AAR mechanical designation is GB, which refers to "an open top car, having fixed sides, fixed or drop ends and solid bottom, suitable for mill trade." The PRR-system class is Gra, part of the series 792473 to 793373. It is 40 ft. 6 in. long, 8 ft. 9 in. wide, and 2 ft. 6 in. high on the

inside. Outside it is 43 ft. long, 9 ft. 4 in. wide at the top of the sides, and 10 ft. 1 in. extreme width. Its extreme height from the rails is 7 ft. 4 in. (we'll leave out other dimensions in the interest of space). It has a capacity of 897 cubic feet and 100,000 lbs. maximum, and there are 444 cars in the series.

So what can we do now? Well, we have information about the car's materials and its interior and exterior dimensions. We also know what use the car was suited for, which can assist us in choosing industries for our layout, and knowing how many of them there were will help us put together a prototypically accurate mix of freight cars, if that is what you are after. If you are working from a photo or drawings with no measurements, the information contained in the ORER is a huge step towards building a model freight car.

Recapitulation of Car Equipment

In this section, the PRR lists all its Class X, boxcars and Class S, stock cars. Note that the practice of listing recapitulations varies from railroad to railroad; many, especially smaller roads, do not include such a listing. The interesting thing about a recapitulation is that you can easily see how many cars of each type (AAR mechanical designation) the railroad had, including their capacities. For example, the PRR had

28,114 40 ft. 6 in. type XM box cars with a capacity of 3056 cubic feet each, and just one type XM box car measuring 50 ft. 6 in. Clearly, you want to keep these ratios in mind when putting together a consist so that you don't see a string of cars of which the railroad owned only a few.

Freight connections and junction points

Here you will find a list of railroads and cities with which the PRR can interchange. Some, like the Baltimore & Ohio, New York Central, and the Nickel Plate, had many cities, while others, like the Ann Arbor, Belt Railway of Chicago, and the Richmond, Fredericksburg & Potomac only had one

or two. This information is helpful when planning which cities to include on a layout to facilitate interchange with some of your other favorite railroads.

Final note

The NMRA has published reproductions of the January 1943 and 1953 issues of the ORER. Both are still available in soft bound, while the '43 is also available in the hard bound edition.

Watch for more topics in upcoming issues. If you have any questions or comments, please contact me any time.

Thomas Mossbeck, Research Associate
Kalmbach Memorial Library, 4121
Cromwell Road, Chattanooga, TN 37421
Phone: 423-894-8144, Fax: 423-899-4869
Web: www.nmra.org/library, Email:
KMLResearchDesk@aol.com

Three of the layouts slated for the May Convention



Dave Hamilton's CB&Q

By John Hotvet, MMR

We will have several model railroads on tour Saturday and Sunday during the annual convention. Saturday the layouts will be close to the convention hotel so that driving distance is minimized. The Sunday layouts will be further out in the metro area, so convention attendees will be able to visit them on the way home.

We expect to have four to five layouts open each day and are still developing the complete list of model railroads at this time. However, three model railroads are

now on the list - Dave Hamilton's Chicago Burlington and Quincy, Les Breuer's Minneapolis and Northland, and John Hotvet's Santa Fe - Rio Grande.

Dave's CB&Q is set along the Mississippi River from East Dubuque, Illinois to La Crosse, Wisconsin. It is set in the 1950's and features first generation diesels and steam locomotives, several which are equipped with sound. The railroad operates with DCC.

Les's M&N is a free-lanced road set in the mid-1950's that runs west from Minneapolis to McGregor and interchanges traffic with the GN, C&NW, and the Milwaukee. A card-order system con-



Les Breuer's Minneapolis & Northland



John Hotvet's Santa Fe-Rio Grande

trols the movement of cars on the railroad. The railroad operates with a recently installed DCC system.

John's AT&SF-D&RGW is set in south central Colorado in the mid-1950's and features first generation diesels and steam locomotives pulling prototype-length passenger and freight trains. Traffic is interchanged with the Missouri Pacific, Rock Island, Colorado & Southern, and the Rio Grande narrow gauge. A card order system is being developed to control car movements. The railroad is controlled by a DC system.

'Tis the season...for model railroad shopping

*By Chuck Diljak
Northeastern Region*

As I write this in November, those of us in the Northeast have marked our calendars and started our lists. What do we need for our layouts? What don't we need for our layouts, but have to have anyway? How much money do I think I can spend before my spouse thinks it's excessive? There are locomotives, cars, structures, electronics, details, books, memorabilia and other railroad things to think about. So many things to contemplate, so little time. Two days, in fact. Huh? Two days? Yep, I'm talking about the Big-E, not Christmas. And, the Big-E happens January 28-29, 2006, in Springfield, MA.

Your editor has told me of your area's legendary TrainFest, and I'm envious. But let me tell you about the Big-E.

Ah, the Big-E. Four acres of railroad-ing contained in three buildings. I

remember the first time a friend of mine went to the show. We met outside after he finished casing his first building. "It's about the size of Timonium," (another big show near Baltimore). What he didn't realize was that there were *two* more buildings to case out. That certainly got his attention. His expression was as priceless as using your Mastercard at the show.

So, the Big-E is a big deal for us Northeasterners. One of these days, I will



The crowds at Milwaukee's TrainFest this past November 12.

have to go to the Timonium show and see for myself how good a show it is. Some modelers prefer the Big-E over Timonium. Other modelers think it's the other way around. No matter which you prefer, the winner is you. Having regional shows like the Big-E and TrainFest helps modelers get those elusive items that can't be found in a local hobby shop. It gives you a chance to meet some manufacturers. It also gives you a chance to socialize with some of your modeling friends whom you might not see on a regular basis. Who knows, there might even be a few clinics you can take in. Whatever the reason, make the pilgrimage to a regional show. It only goes to strengthen the hobby.

Now let's see, I have a brother who lives in Wisconsin. Maybe I'll have to visit him sometime... like maybe next November!

Chuck is a friend and modeler who will be giving us an interesting look "outside the region" from time to time.

Christmas Trains light up the season...and kids' faces



Photos by Terry Davis

HO-HO-HO... actually, HO, 3-Rail and American Flyer. Those are the layouts the Luce Line Railroad Club, Inc. of Hutchinson, MN will be showing again this year at their annual Christmas Trains display.

The club traditionally runs all three layouts during the holiday season. Trains

are decorated with Christmas lights and all carry Christmas themes.

This year the club's trains will be making their holiday runs on three Tuesday nights (Dec. 6, 13, and 20) from 7pm to 9pm, and three Saturdays (Dec. 3, 10, and 17) from 10am to 2pm. The club will be closed on December 24 and 27.

As an extra bonus, Christmas Trains will be running for an additional few

weeks throughout January for those who couldn't make it – or couldn't get enough – in December.

To add even further to the spirit of the season, the club hosts over 300 second graders from Hutchinson schools. Over the course of three days

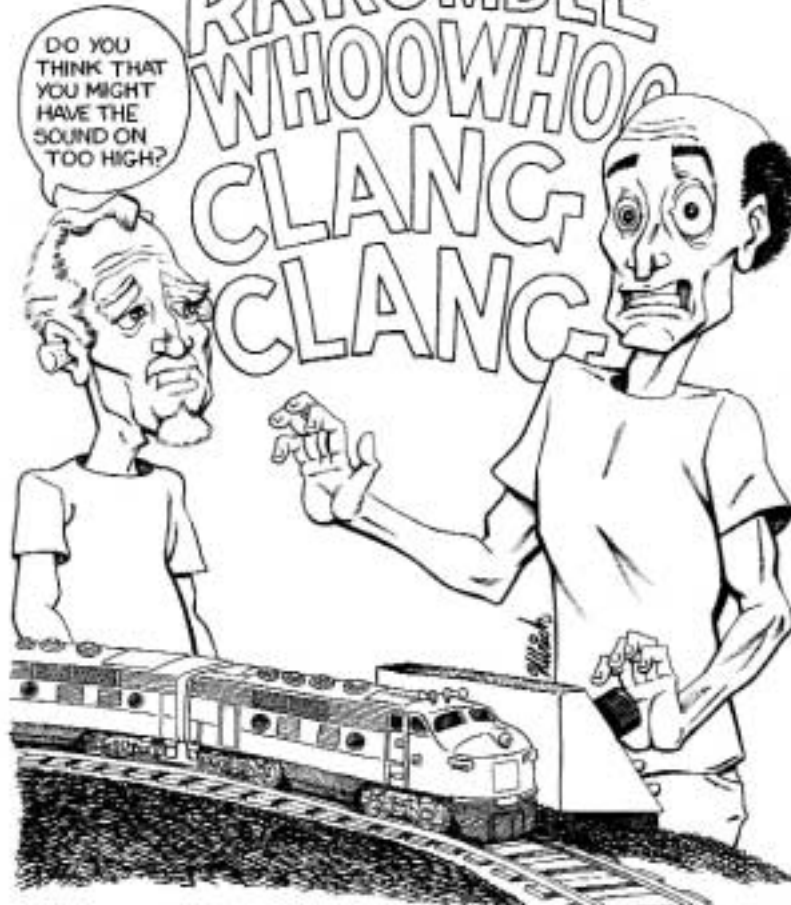
in December, the children are bused to the club's location at the Hutchinson Mall and are given "training" about the models and the layouts. Each tour lasts about 45 minutes.

Last year the club's annual Christmas Train show received several minutes of TV coverage by one of the Twin Cities' news stations. Hopefully that tradition will continue this year, too!



TrainToons

by Paul Ullrich



TLR Division and Club Meetings

Prairie Lakes Division

Apr. 15, Spring Meet, lower level of the Cherokee Community Center, 530 W. Bluff St., Cherokee, IA, 8:30 a.m. to 3 p.m., Admission \$3.

Twin Cities Division

Dec. 8, Jan. 12, Feb. 9, Mar. 9, Apr. 8, May 11, Maplewood Moose Lodge 1946 English Street Maplewood, MN, 7:00pm

Winnipeg Model Railroad Club

Dec. 9, Jan. 13, Feb. 10, Mar. 10, Apr. (date to be determined), May 12 (Banquet; location pending), Christ Anglican Church Gym, 1735 Corydon Ave., Winnipeg, MB, 7:30pm

This space is intentionally filled with this copy (called "filler" in the trade) because this column ran pretty short and I couldn't think of anything else to put in a space this small, except maybe a box saying "Join the NMRA!" or "Support your local hobby shop!" But, hey, that's been done to death.

Minutes of the October Board and General Membership meetings

Minutes of the October 1, 2005 TLR Board of Directors Meeting, Hutchinson, Minnesota

The meeting was called to order at 11:32am CDT. Present: Bruce Selb, Lynn McCall, John Hotvet, Terry Davis, Gordy Miller, Sam Sherman, Jim Bernier, Jay Davis.

Bruce Selb presented the President's Report in which he said the changes in wording of the by-laws to conform to the new NMRA regulations were almost complete.

The American Treasurer's Report was given by John Hotvet. He informed the board that the region would receive \$350.00 from the Certificates of Deposits. A decision on if the NMRA Life Members memberships would kick back to the region sounded unlikely. A motion to accept the report was made by Lynn McCall and seconded by Gordy Miller. The motion was carried.

Convention Director Gordy Miller reported that the region should receive \$440 from the grant given by the Mason City Convention and Visitors Bureau to the CNWHS for the joint meet held there in May, 2005. There was some discussion on sending a representative to the CNWHS annual board meeting in Rochelle, IL on October 8, but no decision was made. Gordy mentioned that he received a few comment sheets from Mason City and most were positive.

Lynn McCall received word from Convention Director Pat Walker on the 2006 TLR Convention in the Twin Cities. Pat had a hotel lined up but just before the meeting the hotel backed out. The hotel site is still undecided. John Hotvet said he will be setting up layout tours. Linda Sands is collecting door prizes. There will not be a Flea Market since there is an abundance of hobby shops, but a list of those shops will be provided. Work on the Saturday night banquet has started. It is tentatively scheduled to be held at the Jackson Street Roundhouse. Inquiries into La Crosse hosting the 2007 convention were not successful. Not much interest was generated. No one has contacted

members in Duluth to host the convention as of yet.

Public Relations Director Terry Davis reported that he made presentations on the benefits of being members of the TLR and NMRA to two clubs. He went to a meeting of the Barron County Modelers, but the group was uninterested in joining. He also attended a meeting of a club at Glenwood. His presentation was received very well and the club chose to go 100% NMRA.

Contest Director Jim Bernier said he picked up contest material from past contest director Tom Mauszycki. A discussion was held on what criterion was needed to receive the Bob Dew Award. No action was taken at this time.

Achievement Program Chair John Hotvet reported that he processed one Achievement Certificate.

FUSEE Editor Gerry Leone reported that the region had 180 U.S. and 30 Canadian subscribers. This total number was up from the summer of 167 subscribers. Gerry added that since he has found a replacement to edit the Twin Cities Division newsletter, he would continue as FUSEE editor.

OLD BUSINESS:

The Wild River Division will be having a division meet on October 15 in Osceola, Wisconsin. The board decided to send representatives. Gerry Leone and Bruce Selb volunteered.

Terry Davis wanted to know more about the re-rail program Membership Chair Jim Wetzler was working on and Gordy Miller was going to check on Jim's progress.

NEW BUSINESS:

Gerry Leone explained the benefits of the NMRA's Rail Pass Membership.

DIVISION REPORTS:

Terry Davis mentioned the upcoming Prairie Lakes Division meet to be held on

October 8 in Spencer, IA.

Minnesota River Valley Div.: Sam Sherman reported that members of the division are helping build a club layout at the Montivideo Depot.

Twin Cities Div.: Vice President Lynn McCall informed the board that his company will possibly be relocating him to Washington State. He will know more in December.

Gordy Miller moved to adjourn the meeting at 12:41pm CDT. Lynn McCall seconded the motion. The motion was carried.

Minutes of the October 1, 2005 TLR General Membership Meeting, Hutchinson, Minnesota

Meeting called to order at 1:05pm CDT

Executives: Bruce Selb, President; Lynn McCall, Vice President; John Hotvet, Treasurer; Jay Davis, Secretary; Terry Davis, Public Relations; Gordy Miller, Convention Coordinator; Jim Bernier, Contest Director; and 7 other region members in attendance.

Jay Davis read the minutes of the last meeting as printed in the summer edition of THE FUSEE.

John Hotvet looked at the Treasurer's Report and commented that the next one would be better with the dues increased. Motions to accept the minutes and the treasurer's report were made by Gordy Miller and seconded by Lynn McCall. The motions were carried.

Old Business- We took a vote on the proposed word changes to the by-laws needed for the TLR to become compliant with the NMRA regulations. The vote was taken and carried.

No New Business

Gordy Miller moved to adjourn the meeting. Lynn McCall seconded. Carried. The meeting adjourned at 1:20pm CDT.

The Thousand Lakes Region

Board of Directors

President

Bruce Selb
P.O. Box 1113
Burnsville, MN 55337
651-276-4776
magazineguy@readingstation.com

Vice President

Lynn McCall
6536 84th Court N.
Brooklyn Park, MN 55445
612-597-8677
ldmccall@earthlink.net

Secretary

Jay Davis
P.O. Box 264
Everly, Iowa 51338
712-834-2073
jdandice22@hotmail.com

Treasurer

John Hotvet, MMR
5100 Nicollet Ave. S.
Minneapolis, MN 55419
612-822-5788
johntrain@aol.com

Conventions

Gordy Miller
10625 450th Street
Blue Earth, MN 56103
507-526-2645
gmiller@bevcomm.net

Public Relations

Terry Davis
1380 Jefferson St. S.E.
Hutchinson, MN 55350
320-587-7820
davis@hutchinsonleader.com

Contest Director

Jim Bernier
5631 Silas Dent Rd NW
Rochester, MN 55901
jrbernier@hotmail.com

Department Chairpersons

Membership & Handbook

Jim Wetzler
RR1, Box 123
Granada, MN 56039
jwetzler@bevcomm.net

Achievement Program

John Hotvet, MMR
(see Treasurer)

Historian

Thomas Mauszycki, DDS
1671 Valley View Drive
Winona, MN 55987
507-454-3800
tmauszycki@charter.net

Scouting Coordinator

Jeff Hoffman
916 9th Ave. East
Spencer, IA 51301
712-262-8589

NMRA Central District Dir.

Dave Thornton
2027 Jeffery Dr.
Troy, MI 48098-3816
248-879-6806
nrcrthq@nmra.org

Webmaster

Pat Walker
1116 Randolph Ave. #16
Saint Paul MN 55105
651-699-5245
webdude@thousandlakesregion.org

FUSEE Editor

Gerry Leone, MMR
6459 Smithtown Road
Excelsior, MN 55331
952-474-8364
fusee@thousandlakesregion.org

Division Supers

Dakota Southeastern Div.
Don Graen

1001 S. Cleveland Ave.
Sioux Falls, SD 57103
605-331-2901
graendj@sio.midco.net

Kashabowie Division

Lloyd Stresman
208 Toivo Street
Thunder Bay, ON
Canada P7B 6K9
807-768-0797
stresman@shaw.ca

Minnesota River Valley Div.

Sam Sherman
63583 Co. Rd. 5
Franklin, MN 55333
507-557-8336
sam635@webtv.net

North Dakota Div.

Charles Durrenberger
319 5th Street North
Grand Forks, ND 58203
701-746-7652
rr1@insionline.net

No. 1 Northern Div.

Ron Einerson
1364 Dudley Crescent
Winnipeg, MB
Canada R3M 1P3
204-475-6267
ron.einerson@pwgsc.gc.ca

Paul Bunyan Division

Position open

Prairie Lakes Div.

Terry Davis (see PR Dir.)
South Red River Valley Div.
Dennis Neumiller
519 7th Ave. East
West Fargo, ND 58078

Twin Cities Division

Lynn McCall (see VP)

Wild Rivers Div.

Bill Janson
12937 State Road 70
Grantsburg, WI 54840
715-463-5723
gmagayle@grandsburgtelcomm.net

THE FUSEE is a quarterly publication of the Thousand Lakes Region of the National Model Railroad Association and is mailed to all subscribers. The subscription year runs from June 1 through May 31. A subscription costs \$10.00 per year, and should be mailed to the Treasurer.

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All contributions except advertising are considered donations. Submissions, including photos, can be made by floppy disk, email, CD-ROM or hard copy, either PC or Mac. Typed or handwritten manuscripts are fine, too! (Photo prints will be returned.) Send materials to: fusee@thousandlakesregion.org or Gerry Leone, 6459 Smithtown Road, Excelsior, MN 55331.

If you're moving, please mail a change-of-address form to the Treasurer.

WANTED: SOMETHING TO PUT IN THIS SPOT.

Guess what? THE FUSEE really does accept advertising!

Hobby shops can run ads, clubs can run ads... even individuals can run ads featuring their layout names.

It's cheap, too. (See ad rates below.) If you're interested, contact editor Gerry Leone, MMR.

FUSEE Advertising

Commercial advertising from hobby shops, manufacturers, and other businesses with a model railroading interest is accepted. Pike ads are for individual layouts, model railroad clubs, or other non-commercial groups. All ads can be run in a single issue at the rate of 35% of the annual rate.

Ad size (HxW)	Annual Comm. rate	Annual Pike ad rate
Full pg 9 1/2" x 7 1/8"	\$145.00	\$90.00
1/2 pg 4 3/4" x 7 1/8"	90.00	45.00
1/4 pg 4 3/4" x 3 1/2"	45.00	25.00
1/6 pg 4 3/4" x 2 1/4"	35.00	18.50
1/8 pg 2 3/8" x 2 1/4"	25.00	15.00
1/8 pg 3 3/4" x 2 1/4"	25.00	15.00
1/12 pg 2 3/8" x 2 1/4"	18.50	10.00
1/16 pg 1 1/8" x 3 1/2"	15.00	7.50

All advertising should be mailed (not emailed) to THE FUSEE Editor as camera-ready artwork or electronic files (jpeg, tiff, gif, or EPS with outlined fonts). Payment must be enclosed and should be in U.S. funds, international money order, or by check drawn on U.S. Banks. Questions? Contact the Editor!

FUSEE Subscription / Subscription Renewal

Please note: Because of the NMRA's new "one dues" policy, as of September 1, 2005 all NMRA members residing within the Thousand Lakes Region are automatically TLR members. If you previously were a TLR member, your membership fee automatically became a "FUSEE subscription." If you're a new TLR member or had let your TLR membership lapse and would like a subscription to THE FUSEE, please use this form.

I'm enclosing payment for: _____ New subscription
 _____ \$10 for one year _____ Subscription renewal
 _____ \$20 for two years _____ Returning member

Name: _____ Scale(s): _____

Address: _____

City: _____ NMRA #: _____

State/Province: _____ Zip/Postal Code: _____

Phone: (____) _____

Email: _____@_____

Mail to: John Hotvet, Treasurer
5100 Nicollet Ave. S., Minneapolis, MN 55419



Winter 2005/2006

THE FUSEE

P.O. Box 1113
Burnsville, MN 55337

INSIDE:

Using Official Registers

**The Pecatonica Division
Saga: Part 1**

Three Convention layouts

Train shows & events in and near the Region

Compiled by Gerry Leone, Jim Bernier, and Terry Davis

Saturday, December 10, 2005, 9 AM-2:30 PM, Great River Rail Society Train & RR Collectible Sale & Show, National Guard Armory, 1710 8th St. N., St. Cloud (just north of the BNSF yard.) \$2, 12 & under free. For more information, contact Randy Laabs (320) 398-3046

Saturday, January 14, 2006, 10 AM- 3 PM, Newport Model Railroad Club Flea Market Woodbury High School, 2665 Woodlane Drive, Woodbury, MN. \$4, under 11 free. For more information, call 952-200-9729 or <http://newportclub.us>

Sunday, January 15, 2006, 10 AM- 3 PM, Model Railroad & Hobby Show & Sale Prom Catering Center, 484 Inwood Ave., Oakdale, MN (one mile north of I-94). \$4, 8 and under free. Free admission to the Twin City Model RR Museum with paid admission

Saturday, 01/28/06, 9 AM-3 PM, Great Tri-State Rail Sale La Crosse Center, 300 Harborview Plaza, La Crosse, WI. Adults \$3.00, children under 12 free. For more information: (608) 582-4761 or (608) 784-0036 www.lacrosseshortline.org

Saturday, 02/04/06, 9 AM-2 PM, Greater Upper Midwest Train Show & Sale Century College West Campus, 3300 Century Avenue North, White Bear Lake, MN (Two blocks north of I-694 and Highway 120 [Century Avenue]). Adults \$4.00, children 12 and under free. Show Contact: Tom Jefferson; (651)429-2885

Saturday, 02/11/06, 9 AM-Setup, 10 AM-First clinic, Prototype Modelers Meet Rosemount Community Center, 13885 South Robert Trail, Rosemount, MN. Adults \$10.00, children under 16 free. Show Contact: Greg Smith (952) 891-1013 smithavmn@juno.com

February 25-26, 2006, 10 AM-6PM(Sat), 5PM (Sun) - World's Greatest Hobby On Tour St. Paul River Centre, St. Paul, MN. \$9, under 17 free. Includes manufacturers, hobby shops, operating displays, workshops, contests. Contact 630-279-5094 or staff@wghshow.com. <http://www.wghshow.com>

Saturday - Sunday, 02/18-19/06, MAD City Train Show Alliant Energy Center - Exhibition Center, Madison, WI. Adults \$8.00, Seniors \$7.00, age 5-11 \$2.00, children under 5 free.

Saturday - Sunday, 3/18-19/06, 10 AM-6PM (Sat) 10 AM-4 PM (Sun) La Crosse & Three Rivers MRRC 25th Annual Show La Crosse Center, 2nd & Pearl St, La Crosse, WI. Adults \$4.75, \$4.25 with a non-perishable food item; children under 12 free with adult. For more information: www.l3rclur.rrdepot.com or (507) 894-4787

Saturday, 04/01/06, 9 AM-2 PM, Greater Upper Midwest Train Show & Sale Century College West Campus, 3300 Century Avenue North, White Bear Lake, MN (Two blocks north of I-694 and Highway 120 [Century Avenue]) Adults \$4.00; children 12 and under free. Show Contact: Tom Jefferson; (651)429-2885

Saturday, April 15, 2006, 8:30 AM-3 PM, Prairie Lakes Division Spring Meet Lower level of the Cherokee Community Center, 530 W. Bluff St., Cherokee, IA. Admission \$3. Flea market, clinics, popular vote contests, color print contests, tour of Illinois Central depot, layout tours, lunch and door prizes. More info: PR Chair Ron Peterson, (712) 225-4780, or e-mail pete31545@yahoo.com

Saturday, April 22, 2006, 10 AM-3PM, Newport Model Railroad Club Flea Market Woodbury High School, 2665 Woodlane Drive, Woodbury, MN. \$4, under 11 free. For more information, call 952-200-9729 or <http://newportclub.us>

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