



The FUSEE



Volume 53 Number 2

www.thousandlakesregion.org

Winter 2006/2007

INSIDE

- AP adds a few switches to Electrical Certificate.....3
Updating yesterday's standards for today's layouts
- Making what's not there, there.....5
A visual effect that affects a layout
- Four days, four trains.....6
The Davises head east to West Virginia
- A few minutes with the Board.....9
The meeting took hours, but we've reduced it down to minutes

2007 TLR convention already has a full head of steam

By Tom Mauszycki
"Steaming to Winona" Convention Chair

It's never too early to start thinking about next Spring's TLR convention. So we thought we'd bring you an overview of some of the proposed events. Note that many of these are still in the planning stages, and details haven't been nailed down yet.

Thursday, June 7 (Optional)

This is an optional "bonus" day in which you supply your own transportation. We'll begin at 1 pm with a photo op of present and past railroads. The tour starts in Stockton, MN, at the beginning of the C&NW's ascent up Stockton Hill via the many stone bridges. Along the way we'll hopefully get a chance to see a DM&E train traversing the right of way.



We'll then continue through Goodview and into Winona to view the rail-to-barge facilities, as well as sites of the C&NW and CB&Q bridges.

In Trempealeau, WI, we'll have a chance to shoot the BNSF's St. Croix Subdivision's fast moving double track, along with Lock and Dam No. 6 on the Mississippi. Dinner will feature views of the rail traffic on both the Minnesota and Wisconsin sides of the Mississippi.

Friday, June 8

At 9:45 a.m. we'll have a great opportunity to photograph Amtrak Train #8. With the sun at our backs, every shot will be a winner.

At 12:45 to 3:00 p.m. we'll tour the Biesanz Stone Company's production line where 10'x24' panels of Minnesota dolomite limestone and steel are fabricated for large architectural structures. We can then take another look at the rail-to-barge facilities.

While returning to the Holiday Inn you can visit Winona's well-stocked model railroad shop. All convention members will receive a substantial discount all weekend long.

The convention's actual registration begins at 6 p.m. with a social hour on the Holiday Inn's covered patio. A full menu will be available.



Dates: Thursday, June 7, 2007 (optional)
Friday-Sunday, June 8-10, 2007

Location: Holiday Inn Hotel and Suites
Winona, MN

Convention Chairpersons:
Leone J. and Thomas E. Mauszycki
tmauszycki@charter.net
507-454-3800

www.visitwinona.com
www.juliabelle.com

"Convention" continued on page 10

View from the cab

by TLR President Bruce Selb

Yes, we are in the holiday season. Remember when you used to wait until Thanksgiving to see the new toy train displays in the department store, or spend hours looking at the Lionel or American Flyer catalog and dreaming of what Santa would bring? I did and still do.

Why not share that dream this holiday season? No, you can't go to the department store and see the train display running as in the old days, but you can go to your local hobby shop and make your dream list for Christmas.

Why not invite a friend, young or old, to go with you and window shop at the hobby shop? It's a good time to share fellowship and your dreams. Who knows what may happen? Remember this is the World's Greatest Hobby.

On a more somber thought, I am concerned with our TLR membership. In our southern area, the Mid-Continent Region (MCoR) has started a petition to move our southern border north.

This is an area where both divisions have members, but under the new regulations from national NMRA there continues to be confusion. Frank Gerry, NMRA Canada President and past president of TLR, sums it up best in an email when he states:

Yes, MCoR may have a point if they have people willing to serve on their board they are not allowed. But that doesn't mean they can't attend and take part in all things offered by their Region only NOT serve on their board. In all of these changes the main point seems to have been lost: you are an NMRA member period!! When you join no matter where you live and can take part in NMRA events anywhere they're taking place. Region membership is a thing of the past and the only thing that you get for your money in TLR or any other region is a 'subscription' to their newsletter. You can not be charged for joining a region!!!"

What is the TLR membership view on this issue? If you have an opinion, either call me or e-mail me.

Enough for now. Happy Holidays! 🚂

THE WORK TRAIN

by Editor Gerry Leone, MMR

Some of this, that, and the other things

Once again, unfortunately, THE FUSEE has the sad duty of bringing you news of the passing of two more TLR members. While I didn't know Peter Able, from everything I've been told and have read on the websites, he was one of those pioneers that seem to be in short supply today in our hobby. I know the folks in Canada, and elsewhere, will miss him.

I did, however, know Dick Williams. While we'd only met half-a-dozen times, I remember those times well. Dick was a guy whose sense of humor and bright outlook on life was infectious; you couldn't help but instantly like him. I could tell he spent untold hours on the Prairie Lakes Division's newsletter because every page had "TLC" written all over it. I know everyone in the PLD will feel his absence.



Speaking of the PLD, I had the distinct honor of being a clinician at the Division's 20th Anniversary meet last October. I have to tell you: those folks know how to put on a show, and truly shame many larger Divisions with their enthusiasm, teamwork, and positive attitude. From clinics to a swap meet to layout tours to a banquet, they did an absolutely amazing job of making things happen, and making it look easy. I guess word that "model railroading is a shrinking hobby" hasn't reached the PLD yet. Thanks for letting me be part of the celebration!



I spent several hours at a TLR Board meeting several weeks ago (see "Minutes" on page 9) and one of the points of discussion was how to make the TLR more relevant to modelers in our Region. The Board came up with a few ideas that I believe are very good, and which will be implemented sometime soon.

But it raises the issue of TLR leadership. And the issue is: it's getting hard to find any. This year two Board members will be leaving -- not because they want to, but because the TLR by-laws state that no one can serve more than five years on the Board. Both Terry Davis, our Public Relations Director, and Gordy Miller, our Convention Director, are stepping down and will leave huge voids. As I write this, there's apparently no one on the horizon to take their place.

So now you're probably expecting the big impassioned plea of "C'mon, people! Step up to the plate." Ok, so that was it.

It doesn't take a big time commitment to be on the Board; it usually averages out to an hour or two a month; more if you choose. You get the satisfaction of actually giving a little something back to the hobby, and you earn "Association Official" or "Association Volunteer" points in the NMRA Achievement Program.

If you're interested, contact me, or any of the Board members listed on page 11. C'mon, people! Step up... whoops, said that already.



As Deputy Chair of the NMRA's Membership Services & Promotion Department, it's my duty to tell you that the NMRA is having a membership contest from November through January. (See ad, page 8; U.S. residents only... sorry but that wasn't my call.) "So what?" you say.

So this: remember that you need to be an NMRA member to attend a TLR convention. No exceptions. If you bought a RailPass membership for last year's convention, it's already expired and can't be renewed for two years. The point being, if there was ever a time to join the NMRA, now's it. Besides all the other benefits of membership, you and a friend have a good chance of winning a brand new locomotive. Read the ad. Sign up. See you in Winona. Simple.



This issue begins my third year as editor. To "celebrate" I've made a few graphic changes to THE FUSEE. (I sure know how to live, right?) You probably won't notice 'em, but if you do, hopefully you'll like 'em. And if not... well... see you in Winona. 🚂

THANKS!
Contributors to this issue:
(in reverse alphabetical order for a change!)
Paul Ullrich, Leone J. and Thomas E. Mauszycki, Frank Koch, Ron Einarson, Terry Davis, Jay Davis, Jim Bernier

Next issue's deadline:
February 10, 2007

In memoriam
Peter Abel

It is with a great deal of sorrow that we announce the passing of one of the charter members of the Assiniboine Valley Railway who has now gone before us. Peter Abel was one of the cornerstones of this club and the man responsible for the high standards that are present on the railway today. His skill and vision as an engineer par excellence will be long felt by all the members of the club. We have lost one of Winnipeg's most avid and knowledgeable railroaders and a best friend. Peter was at the first meeting of the Winnipeg Model Railroad Club over 50 years ago and would have become a charter member, but was a struggling student short of dues money so became a member shortly after. Please send any notes of condolence to iceman@swedenfreezer.com and they will be given to Peter's brother and sister.

In memoriam
Richard "Dick" Williams

Richard E. Williams, the son of Dr. Donald and Aneleh Williams, was born October 24, 1934, in Des Moines, Iowa. He passed away Monday, November 6, 2006, at Avera Holy Family Health in Estherville, Iowa, at the age of 72 years and 13 days.

He attended schools in Massachusetts, Iowa, California and Oregon. Dick graduated from high school in Yankton, South Dakota in 1952 and Yankton College in 1955 and received a Masters Degree from Minnesota State University in Mankato, Minnesota. He also did further graduate work at the Universities of Iowa, Colorado and Minnesota.



Photo by Terry Davis

Dick served in the United States Army Reserve and was recalled to active duty from 1961 through 1962 during the Berlin Crisis. He taught at schools in Valentine, Nebraska, Linn-Mar Schools and Ellsworth College. He then moved to Estherville to teach art at the Estherville schools and Estherville Junior College. He continued on through the formation of Iowa Lakes Community College and retired in 1997. During the 1970's Dick was active in scouting and coached youth league softball, baseball and football. In his leisure time he enjoyed golfing at Riverview Golf Course, reading, art and being followed around by one (and sometimes two) small dog friends at home.

He was a member of the United Methodist Church in Estherville. He was a lifelong Democrat. Dick also has been active for many years in model railroading on all levels and served on a national committee for the National Model Railroad Association; on the regional level holding an elective office in the Thousand Lakes Region; and on the area level holding numerous offices in the Prairie Lakes Division, most recently editing and publishing their newsletter.

Left to cherish Dick's memory are his wife, Sherry of Estherville; daughter, Meredith Papsian, her husband, Philippe and their daughters, Emma and Nina of Lambesc, France; son, Ward Williams, his wife, Lisa and their son, Samuel and daughter, Ella of Lincoln, Nebraska; daughter, Carole Hagen and her husband, Brandon of Arvada, Colorado; step-daughter, Gina Anderson, her husband, Jeremy, their daughter, Sabrina and son, Spencer of Kasson, Minnesota; step-daughter, Anna Light and her husband, Joel of White Bear Lake, Minnesota; and sister, Lois June Hughes of Donaldson, Arkansas.

NMRA approves Achievement Program changes

By Frank Koch
Assistant Manager, Achievement Program

As the AP program has evolved, the requirements in several categories have been adjusted and changed (Merit Award scoring in 1995, Author changes in the late 90's). However, there has not been concerted effort to ensure that all forms are consistent with the requirements. As we've worked with the requirements and answered member questions, we've uncovered several areas that can benefit from clarification and improved consistency. Three of them are discussed here.

The NMRA approved these modifications during the mid-year meeting in January, 2006. We will now make the necessary modifications in the appropriate forms and add notations to the requirements.

1. The revised Author requirements allow for Volunteer credits for additional presentations of a clinic after the first one is claimed for Author credit. The Volunteer requirements do not mention this option. The Volunteer requirements identify credits for open house and modular layout participation in NMRA events and BSA merit badge program; however, the Record and Validation forms do not show these options. The "checklist" provided as a member service has not been updated to reflect changes in the requirements. The BOT has approved minor changes to the Volunteer requirements and forms to recognize these changes, and the "checklist" will be made internally consistent.

2.. Clarification of "scratch building" Some members and judges have incorrectly interpreted "scratch built" as earning at least 13.5 out of the possible 15 points (90% of the available points). This is not consistent with the published Judging Guidelines. There are actually two separate and somewhat independent determinations that must be made in assessing scratch building during AP judging.

The first is the "yes/no" determination whether the model can be considered scratch built. A model is considered scratch built if at least 90% of the model's pieces/parts (other than those specifically exempted) are fabricated by the modeler. This is a quantitative assessment based on numbers of pieces.

"AP" continued on page 8

Winnipeg area model railroaders complete another busy season filled with fun events

Text and photos by Ron Einarson
Superintendent, No. 1 Northern Div.

The 2005-2006 model railroading season started off in No. 1 Northern territory with the first meeting of the WMRC followed the next day with the Winnipeg Rail Museum's annual Railway Days. The next month saw another very successful WMRC Great Canadian Train Show which was well attended and lots of bargains were had by everyone.



Bob King mans the WMRC table.

The WMRC's Gateway Western HO layout was in full operation and continues to be a hit with all who come and view or run on it. The layout was one of the features at the Gooch's Hobby Shop Open House in early December as well as Win-N-trak N-scale layouts, the shop owner's Duluth, Winnipeg & Pacific N-scale layout along with lots of demonstrations.

The monthly meetings of the WMRC once again feature the No. 1 Northern Beginners' Series of clinics as well as WMRC presentations. Some of the table clinics covered were: Painting figures for effect; Using Brillo pads for taking lettering off & weathering; Checking coupler height & weighing cars; Turnouts - From Straight to Curved; Modules 101 Starting Up; Car Cards & Operations; Free-Mo, Regina, Saskatoon & Edmonton Model Railroad clubs on computer display; Modules 201: Creating Benchwork; Easy Weathering of Tank Cars; Modules 301: Benchwork, Building Your Own (a hands-on clinic); Convert your PC Train or horn hook cars to Kadee's (a hands-on clinic); O-scale - Research, drawings & scratchbuilding; Trees, trees & more trees (a hands-on clinic); Easy Number Boards; Scratchbuilding in N & Z; Modules 401: Bring what you have done; Mounting Caboose Industries' turnout

throws; Modules 501: Benchwork to trackwork; Dialogue on new specs - Modules/Wiring; and "What about corners" discussion.

The main presentations at the WMRC meetings featured the following topics: Railfan Slide Presentation with CPR 2816; Model Railroads re: New Module Group; The Settle & Carlyle Railway - "Start to finish" an N-scale layout; Empire Builder from Chicago to Seattle; British Steam - The Preserved Lines; and DCC Conversions.

Also featured this season was the return of layout tours with four layouts featured on two tours. The first was on November 18th and featured the Settle & Carlisle Railway, the N-scale layout of Ed Mulholland. This was one of the last chances to see this exquisite layout before it was torn down and rebuilt in OO. The second tour was February 18th. It was an evening of railroading featuring the HO layouts of John Longhurst and Ken Epp, plus the O three-rail layout of Ron Loewen. Both tours were big hits with all who attended.

Of particular importance to the WMRC was the 2nd Anniversary of the rebirth of the Gateway Western Railway - the Operating Division of the WMRC (12'x 24' modular layout) on January 14th, 2006. Activities includ-



David Enns and Ted Sobkowich having a lively discussion at one of the model contest tables.

ed cake and refreshments.

Our April 2006 meeting was another change from the normal. "Come Ride the Rails - An evening at the Assiniboine Valley Railway." Everyone attending enjoyed the challenge of full switching operation, tours of all the buildings with demos on large car building in their



The Win-N-trak traveling modular layout was on display at the Winnipeg Railway Museum during the WMRC Annual Open House.

machine shop and engine house, learning about their operation in the station and great snacks.

The Annual Open House was another change for the No. 1 Northern and the WMRC. The annual event was put on in conjunction with Midwest Rail Museum and featured modeling demonstrations for the public, judged Model & Photo contests, displays and demonstrations. The event was a great hit with all who attended.

The final event of the season was Annual Banquet & Awards Night which was also held at a new venue. A great night was had by all as awards and prizes were handed out.

The Win-N-trak group was busy as usual with their monthly meetings on the third Monday of each month at the Aviation Museum on Ferry Road. The group also had their modular layouts out at various malls and shows over the winter plus at the WMRC Open House as well as Gooch's Hobby Open House. One of the highlights for them was displaying at the "Railroading at the Forks - Women in Railroading" presentation at The Forks. This was a major display brought to Winnipeg by the Winnipeg Railway Museum with Win-N-trak being one of the main features with their large portable layout on display for over a week and their small portable for the entire 70-day period. Lots of compliments were expressed for Win-N-trak's efforts.

The Selkirk Model Railroad Association activities this past season included their monthly

"Winnipeg" continued on page 10

MN River Valley Div took to the rails last August



Thirty-two members attended the outing and filled MTM's GN A-11 business car, which the Division had reserved.

**Text and photos by Terry Davis
MRVD member**

The Minnesota River Valley Division hit the road this past August 12 and traveled by chartered bus from Willmar to Osceola, WI., to ride Minnesota Transportation Museum's Osceola & St. Croix Valley Railroad. Along the way, they stopped in Dassel to pick up about 10 members of Hutchinson-based Luce Line Railroad Club Inc.



MRVD editor Brian Wordes, Supt. Sam Sherman, and member Jim Becker of Morgan learned about the operation of the mail compartment on MTM's NP 1102 triple combine car from an MTM volunteer, right.

Thus about 32 people attended the first-ever MRVD trip to Osceola, where they browsed the gift shop in the restored Soo Line depot before boarding MTM's Great Northern A-11 observation-business car. The division had reserved the car for a round trip to Marine-on-St. Croix.

Motive power was MTM's Soo Line 559, an ex-Rock Island GP7. Once the train departed the station, MRVD and LLRC members sampled the complimentary munchies provided in the car, took turns on the open platform, and explored the rest of the train. The mail compartment on Northern Pacific 1102, a triple combine, was a popular spot to visit, with an MTM volunteer telling how mail was sorted, picked up on the fly and tossed out at stations along the way.

The trip, arranged by MRVD Supt. Sam Sherman and Treasurer Marlene Radunz, included free bus transportation paid by the division's treasury, much of which has built up over the years through co-hosting the

annual Hutchinson Model Railroad Show with the Luce Line group. Some members belong to both groups.

Although the Minnesota River Valley Division has only slightly more than 20 members, it's tried to schedule at least one social event most summers in recent years. Other outings have included two trips with potluck picnics to the End-O-The Line Museum in Currie, MN., visits to Milbank Trainfest in Milbank, S.D., and a picnic/home layout tour event in Hutchinson with LLRC several years ago. Ideas are on track for summer 2007!

For more about MTM, visit: www.mtmuseum.org. To learn more about LLRC, visit: luceline.tripod.com/main.html.



Minnesota River Valley Division Superintendent Sam Sherman is all smiles during his group's August bus trip to ride MTM's train in Osceola, WI.

Add some temporary "visual" buildings

**Text and photo by Ron Einarson
Superintendent, No. 1 Northern Division**

This idea came from my late friend Charlie Scott's layout. Charlie was an artist with a great sense of humour. He had a surf board on a set of trucks with "Woodstock" (from Charlie Brown cartoons) on top of it which he would put at the end of a train for the kids to see and follow around our club's modular layout.

Well, Charlie also liked to visualize things and to this end he had various "visual" buildings on his layout. As he used to say, "How can you switch an industry when there is nothing there?" Even putting up a sign was not enough... you need to see some sort of mass that could resemble a structure.

The Gulf Fuels structure was one of those visual effects on his layout. Tanks from tin cans and squirt bottles provided the necessary effects along with one piece of an actual tank and a prototypical sign to help add realism to the scene. We had many operating sessions with our local group and with visitors, and everyone said the same thing: "Nice structure." It gave them something to see when spotting a car. It also gave them a chuckle.

Charlie was a great modeler and this bit of humour fit right in with his outlook about the hobby... enjoy and have fun --



after all, it's a hobby and hobbies are for relaxation and enjoyment.

A four-train fantrip through West Virginia

In October of 2005, TLR PR Director Terry Davis and his wife Patrice took a railfan's dream vacation to West Virginia, riding four different trains in four days. After Terry presented a clinic on his trip at both the



(Top left) The Durbin Rocket is a Climax-powered caboose train operated out of Durbin, WV. It's one of three excursion operations in the area operated by the Durbin & Greenbrier Valley RR. It is shown here about ready to depart on an afternoon run in October 2005. The last caboose

2006 TLR Convention and the PLD's 20th Anniversary meet, I asked him to share a few photo highlights with us in the pages of THE FUSEE. Gerry



steams up at the Cass depot awaiting a roundtrip to Whittaker Station, about halfway up Back Allegheny Mountain. This was the last Shay ever built, being put in service in 1945 for use on the 9-percent grades of WM's Chaffee branch.



(Bottom center) The train taken by



**Text and photos
by Terry Davis,
TLR Public Relations
Director**

will be dropped off at the end of the line, where four people will spend the night in it.

(Top center) The Durbin Rocket backs up a few miles on a washed out former Chesapeake & Ohio branch line between Durbin and Cass, WV. Here it's at the end of the line where a caboose will be dropped off for the night as a sort of rolling bed & breakfast.

(Top right) The second of four trains the author and his wife rode during an October 2005 visit to east-central West Virginia was the Cheat Mountain Salamander, a replica of a 1922 Edwards Railway Motor Car built six years ago by the Durbin & Greenbrier Valley Railroad to operate in the Monongahela National Forest. It departs from Cheat Bridge for a trip north to High Falls, and then back south to Spruce. The third D&GV line the Davises rode, was the New Tygart Flyer, a streamlined passenger train out of Belington hauled by an F-unit and a BL2.

(Bottom left) Western Maryland No. 6, a 162-ton, three-truck Shay,



the author and his wife was powered through Limestone Cut on the way to Bald Knob by Cass Scenic Railroad No. 2, a 93-ton built in 1928, assisted by the line's only Heisler, No. 6, a 100-ton model built in 1929. Temperatures of near 50 degrees down in the valley at Cass cooled into the brisk upper 30s as the train backed up the mountain.

(Bottom right) Roughly halfway up the 4,842-foot mountain from Cass is Whittaker Station. Here riders are allowed to get off to enjoy a home-packed picnic lunch, or they can buy hot dogs, chips, candy and pop at a concession stand. Several pieces of large logging machines are on display here. The stopover lasts about 45 minutes.

The Davises spent four nights at the Greenbrier Inn, a bed & breakfast right across the street from the Durbin depot operated by the D&GV's comptroller. The room was comfortable, though breakfast was a bit sparse. For more about the three D&GV trains, visit www.mountainrail.com. Learn more about Cass Scenic Railroad at www.cassrailroad.com.

The Pecatonica Division: Saga of an HO Empire -- Part 4

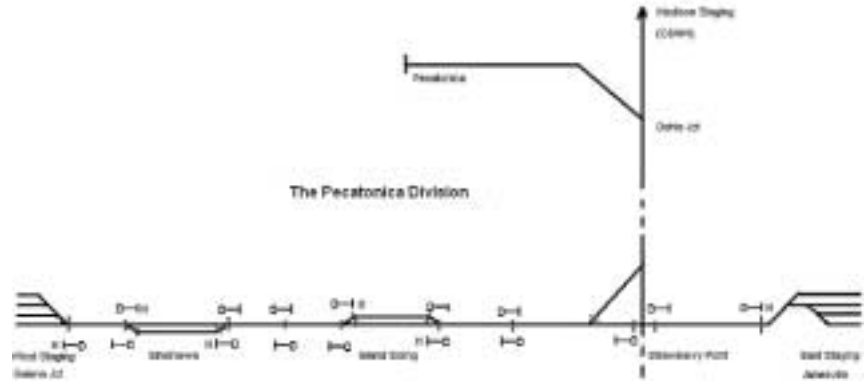
Text and art by Jim Bernier
TLR Contest Director

THE PECATONICA DIVISION GOES DCC

The Pecatonica Division converted to DCC back in the late 90's, using a Digitrax Chief command station. At the time the layout was using cab control with a pair of MRC Control Master 20 walk-around throttles. A third throttle (Troller hand held unit), was added for the Pecatonica yard. I disconnected the 'A' cab and attached the new DCC system in it's place. I flipped all of the block toggles to the 'A' cab and was running my single DCC engine all evening. The next evening I converted another engine and spent another night running 2 engines this time! I ran this way for almost 10 years.

Well, now it's time to do it right. I pulled out over 2000 ft of 18-gauge block wiring, three panels with over 46 toggle switches. What took six weeks to wire took two evenings to remove. Above you can see a schematic of the railroad.

The mainline & Sinsinawa yard are powered by the DCS100 command station, and the branch and staging tracks are powered by the DB100 booster. After having all DCC engines stop due to short circuits, I decided to pur-



chase a Digitrax PM42 (basically four circuit breakers) to divide up the railroad so that a derailment/short circuit will not stop all the trains on the layout. This is really important with sound engines as they will reset and go through their power up sequence every time someone runs a switch.

By the way, a lot has been written about DCC-friendly turnouts. I use Atlas Customline turnouts, so they are already DCC friendly. I have operated on layouts with handlaid turnouts, older Shinohara, and Walthers turnouts. Running a turnout set against your engine may cause a short with either style of turnout.

All of my feeders from each section of track are flexible 22-gauge drops. These attach to 12-gauge bus wires with 3M 'Scotch Loc' connectors. These bus wires are attached to a terminal strip and eventually go to a booster via a PM42 circuit breaker. The 'Scotch Loc' connectors were purchased from Mouser Electronics, and the bus wire is just 12-gauge spools of residential wire purchased from Menards or Home Depot.

For a year you've been reading about my layout here in THE FUSEE. You'll have a chance to see it in person at the 'Steaming to Winona' convention next June. Stop by on the way home to see the DCC wiring (and the trains)!

DVD from Brass Car Sides

My railroad movies from 1964-72 of passenger and freight scenes of the NP, GN, Milwaukee Road, CB&Q, BN, RI, MN&S, C&NW, Monon, NYC, and other roads have been digitally remastered, narrated, and commercially recorded on a new DVD "Indiana, Minnesota, and Early Amtrak Railroad Memories." Organized into 13 chapters, including St. Paul, Northfield, and Chicago, with memorable scenes of the *Zephyrs*, *Rockets*, *Hiawathas*, *North Coast Ltd.*, *Empire Builder*, *Mainstreeter*, *Western Star*, *Dakotan*, *Blackhawk*, and many other favorites in this area, Indiana, Illinois, Wisconsin and West. Color, 107 minutes, boxed. \$34.75 postpaid (add 6.5% MN sales tax for MN orders.) See www.brasscar-sides.com for DVD and new HO and N-scale side sets for MILW, GN, NP, IC, and other roads.

Brass Car Sides

715 S. 7th St., St. Peter, MN 56082

TrainToons

by Paul Ullrich

FOLLOWING THE SUCCESS OF THE TICKLE ME ELMO DOLL, THE TLR WILL MARKET A TICKLE ME HILT FRIESEN DOLLAS A FUNDRAISER FOR THE UPCOMING CHRISTMAS SEASON.



“AP” continued from page 3

The second aspect is the scratch building score according to the schedule contained in the Judging Guidelines. The scoring matrix shows that a simple model that is completely (100%) scratch built can earn only 10 points. The scratch building score is a combination of quantitative extent and qualitative difficulty and complexity. We should note that there can be additional “bonus” scratch building points awarded (as long as the total scratch building score does not exceed 15) if the modeler scratch builds any of the specifically exempted parts.

The appropriate changes and comments will be added to the judging guidelines and as notes in the requirements and Scoring Sheets.

3.. The growth of DCC control systems confuses some members since the requirements were written in the context of DC and early command control systems. Only two sections in the **Model Railroad Engineer - Electrical** requirements (Section A, items #1 and #6) might be considered DC specific/limiting, and two minor additions make them compatible with both DC and DCC type sys-

tems while maintaining the intent of the requirements.

The BOT has accepted these changes as noted below and we will make the appropriate changes to the requirements and forms.


Item #1 calls for “five electrical blocks” - a necessity in DC operation to meet the overall requirements for simultaneous and independent operation of two trains. DCC enables this, but separate blocks are generally used only for troubleshooting. The following change in item #1 recognizes both types of control and keeps the spirit of the requirement:

Item #1 - For conventional DC wiring (non-command control), five electrical blocks that can be controlled independently. For command control wiring (DCC, TMCC, and others), sufficient gaps and switches to maintain polarity, phase if needed, and troubleshooting.

Item #6 calls for a power supply with voltmeters and ammeters. These are relevant in DC operation, but have limited application in DCC systems during operation. The following changes are made to reflect today's control

systems which already contain built-in safety features. With more and more locomotives being sold only as DCC ready, it is not as practical to measure performance with meters. A sentence will be added to the comments area to reflect the desirability of using meters to assess the performance of locomotives and to help in trouble-shooting the layout.

Item #6 - One power supply with protective devices (short indicator and/or circuit breaker) to ensure safe operation.

Overall, the conclusion is that the AP requirements are still appropriate and require no overall modification. We continue to stress that the AP program is designed to be inclusive and that most of the requirements are not restrictive, but the opposite. The requirements are generous in the options of “OR” and “... demonstrate only three from the following list of many options, including ‘others’”. Our goal is to be even more inclusive for all members who have an interest in the AP program. As always, if you have questions about the requirements, contact your Division or Region AP Manager, or send me a message. I will answer as soon as time permits. 

Bring in a friend. Bring home a locomotive.

Sign me up as an NMRA member and enter me in the drawing!

____ Regular NMRA member: \$36/year, all rights and benefits but no *Scale Rails*

____ Regular NMRA member: \$48/year, all rights and benefits including *Scale Rails*

Other membership package options are available. Visit www.nmra.org for details.

Name _____

Address _____

City _____ State _____ Zip _____

Name of referring NMRA member (print) _____

Referring member's NMRA# & expiration _____

Check here to receive your Region's newsletter. Just \$6 for the first year!

Payments must be made in U.S. FUNDS ONLY. Make checks payable to NMRA. We also accept MasterCard, Visa, American Express and Discover.

Credit card

Security code on back of card

Expiration Cardholder signature _____
Month Year

Mail to:
NMRA Membership Contest
4121 Cromwell Rd.
Chattanooga, TN 37421

From November 1 through January 31, when you get someone to sign up for a new NMRA membership you'll both come out winners! Each month we'll the draw names of three new members. Those new members and the NMRA members who referred them will each win their own Atlas®, Kato®, Bachmann® or Life-Like® loco. And even if your friend doesn't bag a prize, as a new NMRA member they'll still come out a winner because they'll have all the benefits of the greatest model railroad organization in the world. So pass along this sign-up form along to a non-member today! Then start polishing those rails.

OFFICIAL RULES: Contest open to U.S. residents only who are either National Model Railroad Association, Inc. (NMRA) members in good standing on November 1, or individuals who haven't been NMRA members for 2 years or more. Properly completed Membership/Entry forms must be received by 1/31/07 to be eligible. Names will be entered in drawing only after new membership has been fully processed. Renewals for existing memberships will not be credited as new memberships. NMRA officers and directors, paid or contracted NMRA employees and their immediate families are not eligible, nor are contest sponsors and business firms contracted by either the NMRA or those sponsors, their employees and their immediate families. Odds of winning random drawings are dependent on the number of eligible entries received. Contest void where prohibited by law. No substitution of prizes. Winners must execute an affidavit of eligibility and release, and agree that their names and/or likenesses may be used for advertising/publicity purposes by the NMRA without further compensation, except where prohibited. By participating, entrants agree to these rules and that the decision of the NMRA President in all matters relating to the contest shall be final. Winners' names may be obtained by sending a self-addressed stamped envelope to: NMRA, 4121 Cromwell Rd., Chattanooga, TN 37421.



Minutes of the fall TLR Board meeting

**Minutes of the Board of Directors Meeting
November 4, 2006, Plymouth, Minnesota
Submitted by Jay Davis, Secretary**

The meeting was called to order at 10:17 CDT. Present were: Bruce Selb, Lynn McCall, Terry Davis, Gerry Leone, Jim Bernier, David Hamilton, Thomas Mauszycki, Les Breuer, and Jay Davis.

The meeting opened with discussion of old business: the issue of the Mid Continent Region's (MCoR) proposal to change the TLR's southern border. At present the border is determined by zip codes. The proposal is to change the border to straight across by county. The TLR stands to lose some larger towns and cities in this area. Terry and Bruce presented maps of Iowa with the current towns in the TLR. Jim Bernier contacted six TLR subscribers about the proposed change and five out of the six had not heard about the MCoR proposal. It is the consensus of the board that a letter be sent to the MCoR on the TLR's position on this matter.

The next topic was the poor NMRA membership in TLR territory. A graph was passed out that showed NMRA membership by Region. The TLR ranked third to last out of eighteen regions. The comment that the Rail Pass program seemed to work but it is unknown if it will be renewed. The numbers from the rerail effort showed that NMRA membership went up in areas where the TLR convention was held but after the convention the members let their membership's lapse. A reminder to all: to attend the TLR's convention in Winona, they will need to be NMRA members.

The early financial reports indicate that the North Star 2006 Convention lost about \$300.00. John Hotvet is still working on a final report. The deficit was because of last minute food expenses imposed by the hotel. Attendance was down and was blamed on poor information about the convention being made available at the last minute. It was noted that the TLR website had not been updated since July 18. Tom said he had been sending new material about the convention but nothing was being updated. The board was reminded that Tim Klevar had taken the webmaster position just to fill in until a fulltime person could be found. The job soon overwhelmed him. The need to find a person to keep the TLR website up-to-date and highlight upcoming region activates. The board was in agreement that a region's website says a lot about how active a region is. It was also expressed by Gerry that we were not the only region with a website update problem. It is hard to find people with the skills and time to keep the website updated and running. Dave Hamilton volunteered to take on the position and Gerry Leone said he would lend a hand also. Bruce said he would contact Tim Klevar about getting things switched over. The board also decided to drop the link to board member emails and just go back to the personal email addresses of each board member.

The minutes were approved as printed in the last FUSEE. Lynn McCall made a motion to accept the minutes and Terry Davis offered a second.

Dave Hamilton presented the Treasurer's Report. He reported that three \$2500.00 certificates of deposit were about to mature. As the new treasurer he inherited outdated checks and a bunch of old TLR box cars. Dave said the checks were in the name of a treasurer from many years ago and from a bank long since changed hands. Dave purchased new checks. The board came up with some ideas on how to liquidate the surplus boxcars. One idea was to include cars in convention packets and put some on the auction at the convention.

Officers' Reports

Vice President - Lynn McCall had no report.

Public Relations - Terry Davis reported he worked with Tom Mauszycki on promoting and developing a flyer to highlight the 2007 convention. He also said he took the TLR display to the LaCrosse show in July, to Railroad Days in Oelwein, Iowa in August, the Prairie Lakes Division 20th Anniversary meet on October 7, and at the LLRC's and MRVD's show back on October 14. Terry's future plans include a new rerail effort in early April, and to take the TLR display to seven scheduled shows in the rest of 2006 and spring of 2007.

FUSEE editor Gerry Leone reported that the winter issue of the Fusee will begin his third year as editor. THE FUSEE remains twelve pages, thanks to the submissions of regular contributors. Gerry added he is always on the lookout for new contributors and articles. THE FUSEE has had four advertisers in the past six months, including the Luce Line Club, Twin City Model Railroad Club, Prairie Lakes Division, and Brass Car Sides. The revenue generated by these ads is somewhat minute yet it is encouraging to see that people consider THE FUSEE as a legitimate publication with a valuable readership.

Convention Chairperson Tom Mauszycki updated the board on the progress of the 2007 TLR convention in Winona. He distributed full details of each day of the convention and said all the clinic presenters were lined up. Tom expressed a need for two laptop computers and two projectors. He also added there would be no flea market on Sunday. He said the local hobby shop would be open special hours for convention goers.

Division Reports

Twin Cities: Dave Hamilton reported that they elected a new superintendent, Ron Bodin. He also added that two Golden Spikes had been awarded recently in the Twin Cities Division.

Prairie Lakes: Terry Davis told the board that the PLD

had celebrated its 20th Anniversary meet in Estherville, IA on October 7. Membership in the PLD is holding at about 120 strong. Their spring meet will be held in Sibley, IA and the fall meet will be in Fairmont, MN.

(The Dakota Southeastern and No.1 Northern Division emailed reports which can be seen in this and the next issue of THE FUSEE.)

New Business

Terry Davis asked the board for direction on the 2007 rerail effort. An idea was formed to send one copy of the Fusee to NMRA members who are not TLR subscribers. It would be the issue of the Fusee that has the convention registration for Winona. The board agreed that this would be a very good idea.

Terry proposed creation of a TLR shirt. He commented how this was a great success in the PLD and gave people a sense of unity. Dave Hamilton said he would work on the project.

Terry asked what members get with a TLR subscription besides THE FUSEE? A discussion was held and the idea of more TLR presence in the region was the result. The plan would be to work with a fall event somewhere in the region and present TLR-caliber clinics. The board decided to try the idea at the Hutchinson show next October. Bruce said he would contact the president of the Luce Line Club to see if they were interested.

The names of the candidates for the Bob Dew award were read. A secret vote was taken and handed to Bruce. The recipient will be announced at the spring convention.

Last item of business was the need to fill the vacancies that will be left after this spring's convention. At that time Terry Davis and Gordy Miller will have served five years. Gordy was put in charge of finding new candidates.

Lynn McCall motioned to adjourn and Jim Bernier seconded. The meeting was adjourned at 1:30 PM. CST



“Convention” continued from page 1

Contest models and photographs will be registered in the fully secured Rivers Room. Entrants are encouraged to register their models early. The “Steaming To Winona” convention committee encourages model and prototype photos to include figures depicting employment and life on the railroad.

Clinics will be held the evening, followed by the TLR Board of Directors meeting at 9:00 p.m.

Saturday, June 9, 2007

You're on your own for breakfast and lunch. Clinics featuring electronic and steam era operations, as well as the role railroads played in Winona's development, will begin at 8:00 a.m. and continue through mid-afternoon.

The evening banquet will be aboard the steam powered paddle wheeler “Julia Belle Swain.” The

convention committee encourages banquet attendees to “wear something related to their status as early railroad tycoons.” The Mississippi River landing site is about two miles from the hotel, and boarding begins at 5:00, giving you an hour to view and photograph the steam propulsion system.

At 6 p.m. we'll weigh anchor and travel upstream into the Winona Commercial Harbor with its vast agricultural loading facilities. Turning and continuing South, we'll try to meet



the Amtrak #7 at 7:45 P.M. near Homer, MN, as it speeds along the Minnesota shore line.

On our return, everyone will have a chance to view the contest models and photographs until 10:30 p.m. when they can be picked up by their owners.

Registration materials will be in the next issue. The first 50 registrants will receive a free Accurail TLR 50-year Commemorative Boxcar!

Included among the proposed six non-rail activities for Saturday is a bus tour of selected architectural sites.

Sunday, June 10, 2007

The TLR's General Meeting will be held in the Sun Room of the Holiday Inn. A breakfast buffet will be available, and all are invited to attend. Following the meeting we'll be presenting the TLR Awards, and will hold a Chinese auction (see “Chinese auction” below). Auction items will be on display all morning.

Model railroad tours begin at 1:00 P.M. and continue throughout the afternoon. Some of the tours will be located in outlying areas, so you can visit them on your way home. 🚂

So what's all this about a “Chinese auction”?

While it may not sound particularly politically correct, this is what it's called. But no matter what you call it, it's a lot of fun.

There are several variations of Chinese auctions, and the one the TLR will be using goes like this: all available auction items will be on display before the auction, so you can see everything there is to bid on. Next to each item there will be a small “ticket bin.”

Participants will buy their tickets (prices to be announced later) and will then have a certain amount of time to put as many tickets as they want into the ticket bin next to the item(s) they'd like to win.

Then the auction starts, and one ticket is drawn from each ticket bin. The person whose

ticket is drawn wins that item! Simple!

What makes a Chinese auction fun is that, first, you only bid on the items you want, so you don't get stuck bringing home something in the wrong scale or something you'll be putting in a garage sale later on. Second, you can put as many tickets as you want into the bins -- the more tickets you put in, the greater your chances of winning. Cool, huh?

It's a ton of fun. The Twin Cities Division used this as a fund raiser last year and will be doing it again in December, and the Prairie Lakes Division recently tried it at their 20th Anniversary meet. The Chinese Auction is an idea I swiped from Jan Wescott and the Pacific Southwest Region's Cajon Division.

-Gerry

“Winnipeg” continued from page 4

meetings on Monday evening plus two Open Houses, one in November and the other in April. Both were very successful. Their three layouts in HO, N and O, are all operational with both the HO and N having DCC installed and running. The HO layout is new and the scenery is progressing very nicely. The WMRC is in the process of creating a new “HO” modular layout to be used for displays, shows and traveling to other venues. Progress is coming along with over 12 sections complete or underway. The plan is to use DCC as the main source of control.

Lastly, the WMRC had to move out of its currently location which involved moving the Library and its extensive collection of books and videos. Luckily, Bob King had an empty half of a garage they could use for temporary storage. A new location was found, Westworth United Church at 1750 Grosvenor Avenue, just a block north of the old location. Meeting will still be the second Friday night of each month from September to April from 7:30 to 10:30.

That's it from North of the 49th parallel. We had a great summer and now we are sitting back waiting for white stuff to arrive.

Keep 'em on the rails. 🚂

Quick tip: converting HO-scale dimensions to “real inches” in your 1:1 head

Exactly how long in “real inches” is a 5' 6” HO-scale board? When you know the formula, it's easy to convert it in your head, and do it precisely.

First convert the real measurements to the same units (generally inches).

Then use this simple-to-remember formula: $(10x + x + 1/2 x) \div 1000$, where x is the dimension to be converted.

So, for example, if a prototype measurement is 12 inches, plug it into the formula: $(12 \times 10) + 12 + 6 = 138$. Divide it by 1,000 and you get 0.138” -- the actual length of an HO scale foot.

So, a prototype 5' 6” board converts to 66”. Doing the math: $(66 \times 10) + 66 + 33 = 759$, divided by 1,000 = 0.759”. The actual length of a 5' 6” HO-scale board is... 0.759! Incredible!

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
6066 Shingle Creek Pkwy.
#1189
Brooklyn Center, MN 55430
612-597-8677
lynn.mccall@gmail.com

Secretary

Jay Davis
P.O. Box 264
Everly, Iowa 51338
712-834-2073
jdandice22c@hotmail.com

Treasurer

Dave Hamilton
18015 33rd Pl N.
Plymouth, MN 55447
612-281-8643
mzz64@yahoo.com

Conventions

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

Public Relations

Terry Davis
1380 Jefferson St. S.E.
Hutchinson, MN 55350
320-587-7820
ptdavis@hutchtel.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
5100 Nicollet Ave. S.
Minneapolis, MN 55419
612-822-5788
johntrain@aol.com

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
ncrt@hq.nmra.org

Webmaster

Dave Hamilton
(see Treasurer)

FUSEE Editor

Gerry Leone, MMR
6459 Smithtown Road
Excelsior, MN 55331
952-474-8364
gerryleone@earthlink.net

Division Supers

Dakota Southeastern Div.

Alan Saatkamp
902 Chestnut St.
Harrisburg, SD 57032
605-767-9743
saatkamp@iw.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@infionline.net

No. 1 Northern Div.

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

Prairie Lakes Div.

Doug Harding
1019 6th St. N.E.
Sibley, IA 51249
712-754-3303
Doug.Harding@iowacentralrr.org

South Red River Valley Div.

Dennis Neumiller
519 7th Ave. East
West Fargo, ND 58078

Twin Cities Division

Ron Bodin
rmrmb@aol.com

Wild Rivers Div.

Bill Janson
12937 State Road 70
Grantsburg, WI 54840
715-463-5723
gmagayle@grantsburgtelcomm.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. Mid-year renewals or new subscribers will be sent all prior subscription year issues.

Permission is granted to reproduce any portion of THE FUSEE for use in other non-profit publications as long as credit is given to both the author and THE THOUSAND LAKES REGION FUSEE, and a copy is sent to the editor.

ARTICLES: All contributions except advertising are considered donations. Authors retain all rights to their articles and photos and may submit their material for publication elsewhere. Submissions, including photos, can be made by floppy disk, email, CD-ROM, DVD, or hard copy, either PC or Mac. Typed or handwritten manuscripts are fine, too! (Photo prints will be returned.) Send materials or questions about submissions to: gerryleone@earthlink.net or Gerry Leone, 6459 Smithtown Road, Excelsior, MN 55331.

If you're moving, please mail a change-of-address form to the Treasurer. Thank you for flying FUSEE. Have a pleasant trip.

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 Commerc. rate	Annual Pike ad rate	
Full pg	9 ⁵ / ₈ " 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 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: Dave Hamilton, Treasurer
18015 33rd Pl N., Plymouth, MN 55447



Winter 2006/2007

THE FUSEE

P.O. Box 1113
Burnsville, MN 55337

INSIDE:

***"Steaming to Winona"
convention details***

***Changes in some AP
requirements***

***A four-train fantrip through
West Virginia***

Train shows & events in and near the Region

Compiled by Gerry Leone, Jim Bernier, and Terry Davis

Saturday, 12/09/06, Wisconsin Train Expo / Super Swap Meet, 9AM-2PM, Serb Hall, 5101 W. Oklahoma Ave., Milwaukee, WI. Admission: \$5, kids 6-12 \$1. For more information, contact Jim Welytok (262) 246-7171 or visit www.uniqueeventsshows.com.

Saturday - Sunday, 12/9-10/06, Fairmont Model Railroad Club Open House 1PM-4PM, Downstairs Club Room, 301 1/2 North Downtown Plaza (Main Street), Fairmont, MN For more information contact Gordon Miller, (507) 526-2645 or gmliller@bevcomm.net.

Saturday - Sunday, 12/16-17/06, Fairmont Model Railroad Club Open House 1PM-4PM, Downstairs Club Room, 301 1/2 North Downtown Plaza (Main Street), Fairmont, MN For more information contact Gordon Miller, (507) 526-2645 or gmliller@bevcomm.net.

Friday, 12/22/06, and Tuesday - Friday, 12/26-29/06 Twin City Model Railroad Museum's "Christmas Train Show," 11AM-7PM, Bandanna Square, St. Paul, MN. Admission: \$4, kids under 5 free. For more information, call (651) 647-9628.

Saturday, 12/23/06, Fairmont Model Railroad Club Open House 1PM-4PM, Downstairs Club Room, 301 1/2 North Downtown Plaza (Main Street), Fairmont, MN For more information contact Gordon Miller, (507) 526-2645 or gmliller@bevcomm.net, or Donald Oechsle, (507) 235-5026 or dystrophies@bevcomm.net.

Sunday, 1/14/07 - Twin City Model Railroad Museum's Model Railroad & Hobby Sale/Show 10AM-4PM, Prom Catering Center, 484 Inwood Ave., Oakdale, MN. Admission: \$5, kids under 5 free. Over 100 tables, operating layouts. For more information, call Bill at (612) 710-7311 or Keith at 952-361-9449.

Saturday, 1/20/07 - Newport Club's Woodbury Flea market, 10AM-3PM, Woodbury Senior High School, Woodbury, MN Admission: \$4, kids under 5 free. For more information contact Stan Whitingham at (952) 200-9729

Saturday, 1/27/07, 16th Annual Great Tri-State Rail Sale, 9 AM-3 PM, LaCrosse Center, LaCrosse, WI. Admission: \$4, kids under 12 free. For more information (608) 784-0036 or (608) 582-4761 or email trainmaster@lacrosseshortliners.org

Saturday, 2/03/07 - Greater Upper Midwest Train Show, 9AM-2PM, Century College, 3300 Century Ave. N., White Bear Lake, MN. Admission: \$4. For more information, call Tom Jefferson at (651) 429-2885.

Saturday - Sunday, 2/17-18/07 - Mad City Train Show, 9AM-5PM, Alliant Energy Center, Madison, WI. Admission: \$8, kids under 12: \$2. For more information contact Art Dawson at nkp284@yahoo.com.

Sunday, 3/11/07, Twin City Model Railroad Museum's "Northern Pacific Day," Noon-5PM, Bandanna Square, St. Paul, MN. The largest collection of NP O-scale models all together at one time; videos and NP displays. For more information, call (651) 647-9628.

Saturday, 3/31/07 - Greater Upper Midwest Train Show, 9AM-2PM, Century College, 3300 Century Ave. N., White Bear Lake, MN. Admission: \$4. For more information, call Tom Jefferson at (651) 429-2885.

Saturday, 4/14/07 - Newport Club's Woodbury Flea market, 10AM-3PM, Woodbury Senior High School, Woodbury, MN Admission: \$4, kids under 5 free. For more information contact Stan Whitingham at (952) 200-9729

Saturday - Sunday, 4/21-22/07 10 AM to 5 PM (Sat), 10 AM to 5 PM (Sun) Annual WMRC Open House Modeling demos for public; judging model contest & photo contests; TLR / No 1 Northern Display, Winnipeg Railway Museum, 123 Main Street, Saturday and Sunday Admission: \$3, family \$6. Contact Morgan Turney (204) 668-0168

Friday - Sunday, 5/18-20/07, C&NW Historical Society's "Hurryn' to Huron" Convention, Huron Event Center & Crossroads Hotel, Huron, ND. For more information visit www.cnwhs.org

Friday-Sunday, 6/8-10/07 "Steaming to Winona" / Thousand Lakes Region Annual Convention Holiday Inn Hotel & Suites, Winona, MN. Focus is on steam and early diesel power and operation. Banquet to be held on the steam-powered paddlewheeler "Julia Belle Swain." For more info contact Thomas E. Mauszycki, (507) 454-3800 or tmauszycki@charter.net

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 jrberner@hotmail.com by the deadline listed inside.