



# The FUSEE



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## The Sweep on the Gulfport Belt Railway

*Preface: The narrative that follows bears no resemblance to reality. The dates, times, locations and characters are all figments of my imagination and convey no import to real life. However, they are factual in the context of model railroading.*

Gayle M. Olson, MMR

The temperature was already passing 90° at 8am on Friday July 11, 1954 as Justin Thyme painfully hoisted his 64 year old arthritic body into the cab of the Fairbanks Morse H10 44 locomotive. Justin has been an engineer for the Gulfport for 17 years and was looking forward to retirement in nine months. This morning he was assigned to run the Sweep (so named because it had no deliveries, only pickups). The Gulfport Belt Railway had purchased the FM new from the Walthers Locomotive works in 1949 and it was beginning to show signs of rough service and wear after only 5 years. Justin sat patiently waiting for Earl Lee, his fireman/brakeman/switchman, who, in spite of the phonetic pronunciation of his name, was habitually late for everything.

It was approaching 8:20 when Justin saw Earl climb out of his 41 Ford coupe and cross the maintenance of way storage track to where the FM was idling. Earl climbed up into the cab and apologized for his tardiness. Earl said that he had heard through the grapevine that salespeople from Kadee Industries had been visiting with Gulfport management in an effort to convince them that they could operate the railroad much more efficiently and profitably if they installed magnetic uncouplers. This would allow the company to dispense with a number of Preiser switchmen and reduce their labor costs dramatically.

Justin responded with feigned sympathy. Don't worry about it, most of the things you worry about never happen, but we had better get a move on if we are going to clear the main at noon to let the doodlebug through.

The FM would be running cab end forward today, which provides better visibility but less protection from someone trying to beat the crossing gates. This was not a big concern because the Sweep never exceeds 30mph on this 46 mile loop. Justin put the FM into notch one and listened to the butter smooth hum of the 5 pole skewed armature prime mover spool up and deliver power through the Delrin gear train to the driving wheels and began to back out on the enginehouse track past the diesel fuel facility and sandhouse.



The oppressive heat in the cab was magnified by the heat from the prime mover wafting

**"The Sweep" continued on page 8**

# View from the cab

by TLR President Bruce Selb

As I started my message last year, I hope you have enjoyed the summer of railfanning even with the price of gas and the hot July!

The fall season is fast approaching and the TLR will be attempting to build NMRA membership. This is especially true for possible younger members. If you have time to help with this project please contact either Terry Davis (our PR Director) or me.

As was the case last year, another individual was killed by not observing train movements. This was on the Hiawatha Line (Metro Rail Transit) in St. Paul. Even though the gates were down, a bicyclist tried to beat the TRAIN. He lost. If the gates are down, expect train movement. This is why there are two signs in assume. Now there is a grieving family and also a grieving train crew member.

This is a reminder to us all!

With school about to start, take time to remind your children and yourself about the danger of assuming that even if the warning gate are down and no train movement is apparent, the train may be starting or a train may be approaching from the other direction. Remember, it is difficult to hear and see the second train because of the first; this is particularly true of the Hiawatha trains. Always act as if all tracks have trains in operation.

If you're railfanning or photographing around multiple track locations, either have someone designated to watch for rail activity on the other tracks or ASSUME all tracks are active and expect trains continuously. Read the tips on page 10 of this issue.

That's my sermon for the quarter.

On a sad note, we have had two deaths in the hobby. The first is Pat Walker, TLR convention chairman for the 2006 convention. A review of his activities with the TLR is on page 3. The second is the loss of another Hobby Shop in the Twin Cities area. The Hobby Zone of Eagan is closing, and this is the last hobby shop south of the Minnesota River. The Hobby Zone will be closed by the time you read this. According to the information I have, the shop is taking a different direction and will have a warehouse/retail shop at 2415 Annapolis Lane N. in Plymouth. The store is available online at [www.hobbyzone.com](http://www.hobbyzone.com). The Hobby Zone has been in operation in Eagan for the past 12 years.

Also, the Twin Cities Division (TCD) is in need of officers to continue the local Division work. For information contact either a TCD officer or myself.

Have fun with the balance of summer. See you at a train meet!

## THE WORK TRAIN

by Editor Gerry Leone, MMR

# The deeper you go, the funner it gets

If you've ever been to a national convention you'll know what I mean: it's expensive, it's exhausting...and it's fun. This year was no exception on all three counts. I was lucky enough to go to Philadelphia for a week of what I describe to friends as total immersion into model railroading.

This year's convention was my 5th national (St. Paul '99, Ft. Lauderdale '02, Seattle '04, Cincinnati '05 and now Philly '06) and while it wasn't my favorite, it certainly ranked right up there near my gold standard (why, St. Paul, of course!). Over the years I've found that the more deeply involved I get with the NMRA, the more fun these conventions seem to be. Honest.

While I came home with three photo contest plaques (yes, this is an unabashed brag - 1st and 3rd Place color model shot, and 1st Place black and white model shot), perhaps the highlight of the week was the annual Newsletter Editors Meeting, originally organized by NMRA Membership Services & Promotion Department Chair Jan Wescott, and hosted by yours truly. Regional and Divisional NMRA newsletter editors from around the country joined us for 90 minutes of great discussion, actually spending time there instead of being at the National Train Show (imagine that!).

This was the third year of these meetings and by far the best. Besides the dozen or so editors who attended, we welcomed several dignitaries, including new NMRA President Mike Brestel, Vice President Dave Liesse, Worldwide Director and MR columnist Tony Koester, *Scale Rails* columnist Jim Zinser, and *Scale Rails* publisher Larry DeYoung.

But the reigning Guest of Honor was Stephen Priest, MMR the new editor of *Scale Rails*. He spoke of his philosophy about the magazine, what his plans are, and graciously fielded questions from the crowd about how he plans to make *Scale Rails* both different from newsstand offerings, and more than a 5 minute magazine. He's a guy with a lot of energy and enthusiasm. His first issue will come out in September.

And while I loved the clinics and layout tours, the other highlight of this year's convention was working at the NMRA Membership Booth at the National Train Show. It was a ton of fun to talk to folks about the NMRA and the hobby in general. Plus we even managed to sign up a record number of new members in the three days of the Show.

My point is: if you think getting together with a few model railroaders is fun, try going to a national convention and getting together with a thousand and see how much more fun it is. Then, if you think a national convention is fun, try getting involved with the NMRA. That *really* seems to make it the most fun of all.

### THANKS!

#### Contributors to this issue:

Jim Bernier, Terry Davis, Ron Einarson, John Hotvet, MMR, Leone J. and Thomas E. Mauszycki, Gayle Olson, MMR, Mike Penn, Stephen Priest, MMR, Alan Saatkamp, & Paul Ullrich

#### Next issue's deadline:

November 10, 2006

# MN River Valley Div. is small but active

By Terry Davis  
Asst. Superintendent  
Minnesota River Valley Division

The Minnesota River Valley Division of the TLR/NMRA planned an Aug. 12 bus trip to Osceola, WI, to ride Minnesota Transportation Museum's St. Croix Valley Railroad. The division, led by Supt. Sam Sherman of Franklin, MN, has about 20 members in an area roughly covering a 60 mile radius from Willmar, MN.

The division's annual Willmar Public Library open house was Feb. 11. Members will again co sponsor the 12th annual Hutchinson Model Railroad Show,

9 a.m. - 4 p.m. Saturday, Oct. 14, with Luce Line Railroad Club Inc., a 100 percent NMRA club in Hutchinson.

Division members are assisting the Milwaukee Road Heritage Center in Montevideo to build an HO scale layout depicting Montevideo. MRVD members John Givan of Montevideo and Wayne Spiess of Dawson, both MRHC members lead the effort.

The club meets on an almost monthly basis from October to April, at members' homes. Editor Brian Wordes of Sacred Heart, MN, publishes the MRVD newsletter quarterly. 📧

## How to get your meet announcements (and articles) in Scale Rails

As of the September issue, WhiteRiver Productions, Inc. will oversee the production of *Scale Rails*. I (Paired Rail RR Publications, Ltd) will be the editor. I would like to encourage your region to submit any and all announcements to *Scale Rails* for publication in the Club Car. I would prefer announcements be sent in email format (no attachments, please) with "announcement" as the subject header to this email address. Club Car is also open to information pertaining to club memberships, trade shows, events, museums, regional and division meetings and the like. Please allow a 2 month lead time for publication.

I would also encourage your membership to submit articles for consideration. Articles can be easily uploaded to our ftp site: prrftp.com. Please do not hesitate to contact me with any questions and/or concerns. I am here to serve you and your membership.

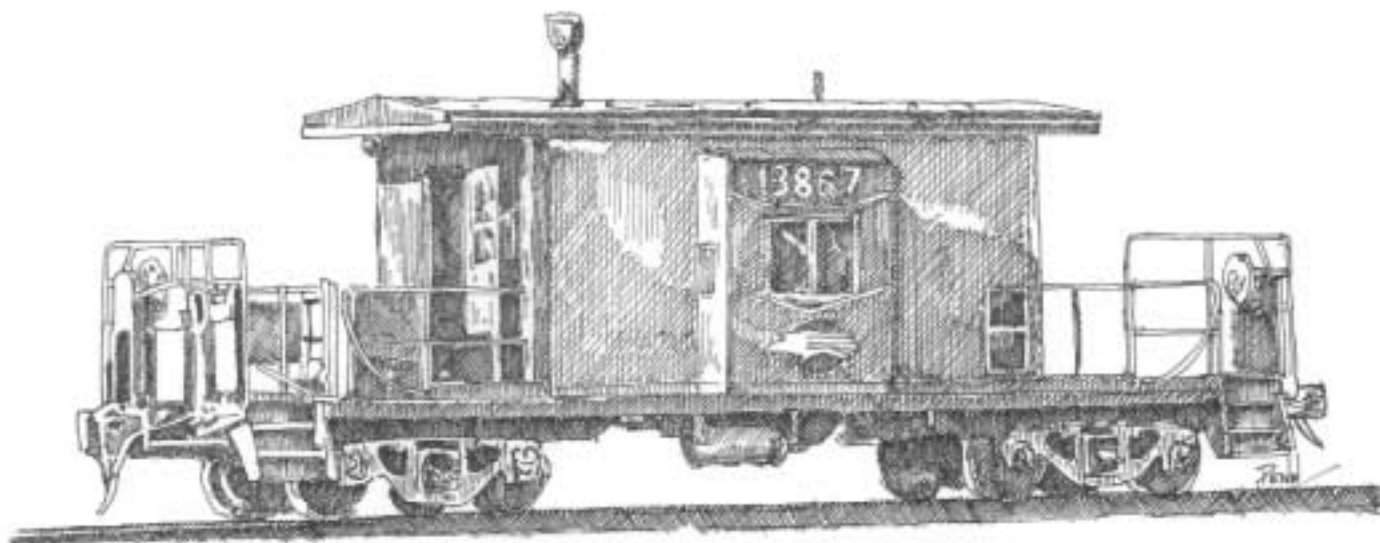
Sincerely,

Stephen M. Priest, MMR  
PRRP, Ltd.  
5729 North Delta Avenue  
Kansas City, Mo 64151  
sreditor@pairedrail.com

### *In memoriam*

## Pat Walker

who was the TLR convention director for five years in the mid 1990 s, passed away unexpectedly from heart failure on August 1 in Saint Paul. In 1995 he single handedly planned and coordinated the TLR convention in Duluth. Pat was the driving force behind the TLR s effort to host NorthStar 99, the NMRA s annual convention, in the Twin Cities. He had completed 90% of the planning for this year s TLR meet in Saint Paul before he had to resign. Pat also had earned four certificates in the NMRA s Achievement Program. Pat, 48, is survived by four brothers, one sister, and several nieces and nephews. A Memorial Service was held on August 8 at the Jackson Street Roundhouse in Saint Paul. Our condolences are extended to the family.



*To the memory of Pat Walker...Mike Penn*

# Dakota SE Div. has full slate of layout tours

By Alan Saatkamp  
Dakota SE Div. Superintendent

The Dakota Southeastern Division of the National Model Railroad Association celebrates its 25th anniversary this fall with an invitation for the public to enjoy six model train layouts in Sioux Falls and nearby Harrisburg. The tour takes place on Saturday afternoon, October 28. Five members home layouts will be running trains, as well as the Sioux Valley Model Engineers Society club permanent layout located at the Lyons Sioux Empire Fairgrounds. The tour is open from 1:00 p.m. to 5:00 p.m. at all six locations.

A rail pass (admission ticket) along with directions and maps for the self directed tours will be available at HobbyTown USA, located at 1007 West 41st Street in Sioux Falls, when the store opens at 10:00 that Saturday morning. Individual passes are \$5.00. A family pass is \$10.00. Each pass entitles the bearer to visit any and all of the six layouts. Below is a description of each railroad.

**Dakota, Minnesota, and Eastern Railroad Tracy Subdivision.** This HO scale, triple deck layout is a close representation of the current prototype DM & E headquartered

in Sioux Falls. Select towns and rail served industries in central Minnesota from Tracy east to Winona are modeled. Over 20 locomotives and 200 freight cars simulate modern day DM & E operations although this layout also sends coal from the Powder River Basin east through Rochester and interchanges cars with Chicago and Northwestern at Mankato.


**Deep Gorge and Western Railroad.** An HO<sub>n3</sub> and HO scale, beautifully landscaped and detailed layout, circa 1927. The Deep Gorge and Western includes mining and logging operations with rugged western mountain scenery on this freelance steam era layout set in the Rockies. Ceiling high mountainous landscape, hundreds of handcrafted pine trees, rushing rivers and plenty of detail delight the discerning eye.

**DM&E (Darla, Mark, and Emma) Railroad.** Well sceniced, freelance HO layout features the contemporary period. The regional granger theme includes Illinois Central as well as Burlington Northern Sante Fe six axle road power along with local switching through rural towns representing typical downtowns and industries seen throughout the Midwest.

**Lakeland Western Railway.** A contemporary freelance HO scale railroad. The Lakeland Western represents a typical Midwestern intermediate size railroad that crosses Minnesota. The layout's emphasis is on operations and switching.

**Lionel and HO scale home layout** with outstanding collection of postwar O gauge equipment. If you enjoy the sounds of real trains, you'll enjoy seeing and hearing both HO and Lionel locomotives lead their consists around the room, through the wall and back on the next level!

**Sioux Valley Model Engineers Society club layout** at W.H. Lyons Fairgrounds. This HO scale layout fills nearly the entire building and operates on two levels. Hundreds of details, including structures, crossings, figures, and representations from South Dakota (including Mt. Rushmore) make this a delight to entertain viewers.

Contact superintendent Alan Saatkamp at 605 767 9743 [saatkamp@iw.net](mailto:saatkamp@iw.net) or chief clerk Terry Anderson at 605 767 5423 [topcop@iw.net](mailto:topcop@iw.net) for further information on this event. 

# Prairie Lakes Div. ends an active season with a 20th anniversary meet and banquet

By Terry Davis  
Temporary Editor, PLD Journal

Using the great joint TLR/Chicago & North Western Historical Society Convention it helped host in Mason City in May 2005 as a springboard, the Prairie Lakes Division leaped forward into a great 2005 2006 season.


Spencer, Iowa, area members arranged the 2005 fall meet, Oct. 8, at the Smokey Mt. Central Club on Clay County Fairgrounds. They planned an aggressive slate of 12 clinics, six prototype and six model, topped by a presentation by Spencer native Dr. Don Hofsommer, a noted railroad author and a history professor at St. Cloud (Minn.) State University. The club features a very

large HO scale layout enclosed in glass and surrounded by a wide corridor. Meeting rooms are below.

The spring 2006 meet was April 15 at Cherokee. Three layouts, 15 flea market tables, four clinics and a tour of the restore Illinois Central depot and the local club's HO layout inside were high lights of the meet that attracted about 150 people.

The 118 member division, now headed by Supt. Doug Harding of Sibley, Iowa, is looking forward to its big 20th anniversary meet, Oct. 7, at the Regional Wellness Center in Estherville, Iowa. Clinicians currently include MMRs Gerry Leone and John Hotvet of the Twin Cities Division, and CB&Q

Historical Society founder and PLD member Gerald Edgar, with more possible. There will also be a popular vote model and photo contest, home layout tours and raffle/door prizes. A silent auction of member provided model railroad items is also in the works.

A special evening banquet will feature a multi media slide show by *Trains* Magazine correspondent Steve Glischinski and noted rail photographer Chris Guss. Admission will be \$3, with the banquet extra. Advance reservations will be required for the banquet. A 20 year history of the PLD will be distributed at the meet. TLR/TCD members who assisted in the forming of the PLD 20 years ago are welcome to join us in celebrating. 

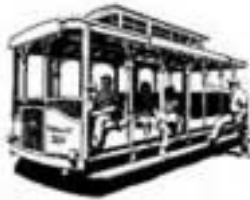
# Trolleys in Winona? Shocking...but true!

By Leone J. and Thomas E. Mauszycki  
Chairpersons of the TLR 2007 Convention  
in Winona

The Winona Railway & Light Company?

Yes, Winona has supportive evidence of linear concrete patterns in the midportion of some of the streets where the former trolley lines of the first half of the 20th century once existed and now are removed.

December 25th, 1883 was the initial date of operation of the City of Winona's public transportation system with a horse drawn coach traveling along a route that can still be seen as an imprint upon some of the streets. The original car barn is gone; however, the vacant lot is still a reminder of the past as well as the history that continued at this location. It was followed by my uncle's landmark replica A & W round root beer stand (not intact) and the service station which is present; but, the use differs.



On January 22, 1892, the City of Winona witnessed the electrification of the trolley system with the use of five single truck, 16' enclosed passenger trolley cars.

My personal historical collection of the Winona Railway & Light Company display advertising for October 1, 1909 indicates electrical rates of

- 11 cents per kWh for the use of the first 0 to 50 kilowatts per month
- 7 cents per kWh for the use of the next 51 to 100 kilowatts per month
- 525 cents per kWh for the use of the next 101 to 500 kilowatts per month
- 5 cents per kWh for the use of the next 501 to 1000 kilowatts per month
- 45 cents per kWh for the use of the next 1001 to 2000 kilowatts per month
- 4 cents per kWh for the use of the next 2001 to 4000 kilowatts per month

Plus, a discount for payment of the full bill on or before the 10th day of the next month a 1 cent discount per kilowatt hour. Today, almost a century later, the residential rates are approximately

- 8 cents per kWh

One of the most scenic trolley lines was the Lake Line that traveled from downtown Winona to Lake Winona where the line crossed the lake via a long trestle bridge. It ended at a platform along the Highway 61, which is the site of the original roadbed of the Chicago & Great Western Railway track, as it traveled on its way through the deep valleys on its way to Rochester. From this platform,


the line served the Woodlawn Cemetery which was designed by the renowned landscape architect of New York City's Central Park, and the Bluffside Park. Bluffside Park possessed a dance pavilion and an outdoor theater

which featured free movies to stimulate passenger service along this line. Sometime near the year 1912, the wooden trestle across Lake Winona was considered unsafe; thus, the rails were removed and a plank decking was installed for a foot bridge. The trestle was removed in 1926 after it was damaged by fire.

Trolley motor men were challenged by the erratic behavior of some of our bicyclists. They often rode between the rails as the roadbed was very smooth, thus, swerving out of the right of way at the last approaching moment. Trolley car accidents were not unusual as the bicyclists enjoyed the adrenaline rush as well as the adrenaline rush of the frightened horse and its horse drawn buggy.

Interestingly, on May 18th, 1918, the CMSt.P&P RR steam powered Fast Mail from Minneapolis. to Chicago broadsided and demolished passenger trolley car Number 3 at the Dakota Street crossing killing two passengers and injuring seven.

The era of the passenger trolley cars ended on Friday, July 21st, 1938.

It is noteworthy to illustrate the history of the power generating capacity of the Winona Railway & Light Company. It was acquired by the Mississippi Valley Public Service Company, which was the primary electrical utility in the formative years in the development of the City of Winona. The Mississippi Valley Public Service Company was acquired by Northern States Power Company in the mid 1900s and a large coal firing power plant was built along the Mississippi River with a huge coal unloading facility. Today, all physical evidence of the power generating plant has been removed and the company evolved into Xcel Energy. 

From the heart of the Rock Island's Bow and Arrow... celebrating

# 20 YEARS OF MODEL RAILROADING

**Prairie Lakes Division's  
Special Fall Meet & Banquet  
October 7, 2006, Estherville, IA**

A day of photo and model contests, modeling and railroad clinics, slide shows and auctions, and home layout tours. **Plus a special Evening Banquet!**

Guests will be treated to a special program honoring past and present members and officers, with a special program by noted rail photographers Steve Glischinski and Chris Guss.

Meet starts 8:30 a.m. at the Regional Wellness Center, 415 South 18th St., Estherville, IA.

**For more information: Terry Davis, 320.587.7820,  
davis@hutchinsonleader.com or Tom Spalding,  
712.362.4740, spalding@ncn.net**

# Pecatonica Division: Saga of an HO Empire - Part 3



Text, photo and drawing by Jim Bernier  
TLR Contest Director


The train layout rebuild continues! I rebuilt the staging tracks and the approach to the Pecatonica River High Bridge. The bridge is 27' long and is supported by 2 stone piers (Mr Plaster products) that stand about 9" over the river bed. After laying the staging tracks and the curving approach to the big bridge, I used my laser level (Christmas present) to make sure both bridge approaches were level.

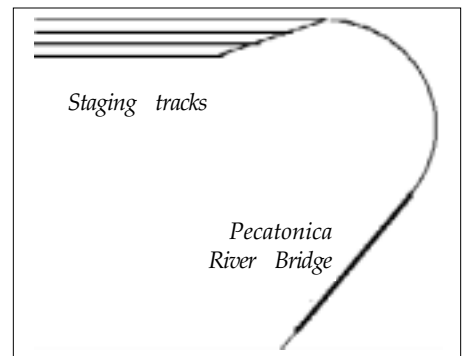
The original bridge was made up of three Atlas girder bridges, and I was never satisfied with the look. What I really wanted was some kind of deck bridge type of span. I wanted to see wheels of the train as it moved across the bridge. The sides of the plate girder sort of hid the lower half of the train.

I went to Menards and purchased a 8 foot stick of maple parting stock (1 1/8" by 3/4") and cut it to fit between the abutments for my bridge. I wanted something with tight grain that would not bow out of shape. I then cut the side girders off of the three Atlas bridges and sanded the inside edges smooth.

Some contact cement was used to attach the girders to the side of my parting stock, with the top chord of the bridge at tie level. I spiked some flextrack to the top of

the bridge and I had a stable/strong bridge! I did not even need the stone piers to support it anymore! In celebration I ran a test train across the bridge and retired for the night (actually 2 a.m. and I had to go to work in the morning). I've included a diagram of the staging/bridge area, as well as a picture of the actual bridge. As you can see, I destroyed a lot of the scenery (hint: invest in Woodland Scenics stock...).

Well, now to finish some scenery and that river! 



## Toy Train & Model Railroad Sale

Saturday, Sept. 23rd, 9am-3pm  
MN State Fairgrounds Education Building  
Adm. \$4, ages 8 & under **FREE**

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

Admission to the show includes entrance to the Twin City Model RR Museum for FREE on the day of the show.



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

# Watching TV with a railfan

By Paul Ullrich

It's not easy being the wife of a railfan. Their idea of a good time is to spend an entire day standing by the tracks in the middle of nowhere trying to catch a glimpse of an occasional wayfreight rumored to have an unusual consist. While other drivers accelerate through level crossings if they see a train coming, a railfan will slow down, hoping to be stopped close enough to the crossing gate to watch it. When driving parallel to a track, a railfan will keep

pace with any train going by, regardless of its speed or any existing traffic conditions.

It's especially hard when you're watching TV with one. My wife Marge has endured countless on the spot commentaries whenever a train happens to appear on the tube. These impromptu speeches are often peppered with editorials on the inaccuracies of the train scene we're watching. I complain every time Fred Astaire's classic 1953 flick *Bandwagon* is on because he rides the Santa Fe Super Chief non stop from L.A. to New York. I go into a rant when I see the episode of *Sex And The City* where Carrie and Samantha take a train from New York to San Francisco without changing trains in Chicago.

My wife Marge and I were snuggled up on the couch one evening, watching Barbra Streisand's 1968 film, *Funny Girl*. She thought it'd be a safe flick to watch with me. She'd seen it many times and didn't recall any train scenes. But there were two that she had forgot.

Both scenes occurred while Barbra was singing one of her most famous numbers, "Don't rain on my parade." She was marching on a platform in front of a passenger train deep in the bowels of New

York's Grand Central Station, singing her heart out. This not exactly a common occurrence in any railway station, and I had to suppress a giggle. Watching musicals requires a suspension of belief. Most railfans, being a literal minded sort, find this difficult to achieve. But it's an important skill that you must master if you want to keep the peace with your spouse.

The scene was lit for the star of the show, and not the trains. You couldn't see very much behind Ms. Streisand in the dimness of the station. Still, I was able to discern two vintage coaches in the background.

"Nice pair of heavy weights!" I said.

That got me a sharp elbow to the ribs. I hurriedly explained that I was referring to the passenger cars behind Ms. Streisand, and not to any part of her anatomy.

It was the second railroad related scene that caused my blood to boil. But the scene didn't take place on a train. It was on a tugboat in the middle of New York Harbor. Barbra was bellowing on the deck. The camera zoomed out to reveal that it was a New York Central tug, with a cigar band logo on its smokestack.

My eyes widened with shock when I saw that logo. I sat bolt upright and pointed an accusing finger at our television set.

"Somebody made a BIG mistake in continuity!" I said. "They're using the cigar band logo!"

Marge turned to me with a confused look on her face.

"The what?" Said Marge.

"Look at the logo on the smokestack of the tugboat!" I answered. "It's the wrong one!"

"So what?" She sighed.

"That logo was designed 30 years after this movie was supposed to have taken place!" I said, raising my voice.

Marge sighed again as she turned away and watched the movie. She was hoping that I'd take the hint that she wasn't the least bit interested in what I had to say. But it was too late. I was on a roll.

"That logo was created in 1958!" I continued, my face reddened with rage. "An experimental cigar band logo with 'New York' inside the oval and 'Central' in a band at the bottom of the oval first appeared in 1958. It's called the Cigar Band logo because of its resemblance to a real cigar band. The word 'System' didn't appear on the logo, even though 'New York Central System' was the proper full name of the corporation. The more familiar, complete "New York Central System" cigar band logo was approved at the 1959 shareholder's meeting and used until the ill fated Penn Central merger in 1968. Their logo in the 1920's and 1930's was a white oval with a serif typeface on a black background. It read 'New York Central Lines' until 1935, when the word 'Lines' was replaced by 'System'."

"This was a big budget movie! How could they have been so sloppy and care less not to notice such a thing? Every minute detail, from period costumes to vintage cars, was looked after except for that! It's as bad as if they had a '68 Pontiac Bonneville roll down the street to pick her up while she's wearing an orange and yellow polka dot mini skirt with a pair of white go go boots!"

Marge turned away from the TV and looked at me with those same lovely, big brown eyes that I had fallen in love with shortly after the Penn Central merger. She smiled as she touched my cheek and stroked it. Then she spoke those all too familiar words that wives of railfans have said to their husbands since the first Dumont and Philco television sets were dragged into the nation's living rooms.

"Shut up, Paul. I'm trying to watch the movie!"

Shut up, Paul.

and furthermore, the sand dome on that particular model of locomotive was made of a special alloy that was only introduced in 1934 as a direct result of the severe lack of metals during the Depression era when the country and was suffering from

**“The Sweep” continued from page 1**

past them since they were running hood first. After a quarter mile run they reached the mainline and Earl threw the switch, Justin eased the FM onto the mainline and ran forward to clear the switch, Earl then returned the switch to green and walked about 500 feet down the track to throw the switch to the passing track. Once onto the passing track, Earl returned the switch to mainline alignment and climbed back aboard.

**N**ow running cab first there was a breeze coming in through the open windows and door making things a little more bearable. As they rolled past a building being framed up Justin remarked, I could swear those two carpenters haven't moved an inch since we came past here last week.

They rumbled through a double crossover and backed up the mainline to hook up to the caboose that the yard switcher had spotted there earlier. They were going to be pulling caboose number 5 today. Number 5 is a transfer caboose built in the Gulfport shops out of scrap

styrene; it has a large toolbox on each end and a 25 gallon kerosene tank. This piece of rolling stock has more miles on it than any other piece of equipment the Gulfport owns.

The Conductor on today's trick is Antal Dorati. What are the odds? He was busy arranging his switchlist and car orders and was more than somewhat irritated that we were running almost a half an hour late. Justin was extra careful coupling up with Antal's hack so as to avoid knocking the coffee pot off the stove

Two blasts on the Soundtraxx two chime airhorn and they were underway. As they crossed Railroad Avenue (almost every town has one) Justin noticed a Jordan dump truck waiting at the crossing. He wondered if it was just a coincidence it seemed to be there in exactly the same place every time he made this trip.

**S**oon they were rolling past the rear of the Sinclair service station, Dino Sauer, the proprietor, was out in back waving at them and yelling something. Earl said, I think he is asking if this thing has a hemi. Justin and Dino were close

friends and usually got together on Friday evenings to commiserate over a beer or two.

A couple of miles down the track they rumbled onto the Campbell Howe truss bridge spanning Envirotox Estuary. From this vantage point they could observe the shipping activity in the channel and the traffic on the plate girder highway bridge that paralleled the railroad bridge. The County Highway Department has been working on the road surface for what seemed to be an eternity, tying up traffic in the west bound lane.

Justin whistled for the crossing at Andrew Boulevard



then took a quick look at the Idaho Midland caboose on display near the estuary. The caboose is a Memorial to Idaho Midland President and past NMRA President Eugene Hickey, MMR #24. Justin slowed the FM to 10 mph and started the bell ringing as they passed the Gulfport depot. There were a few people gathered to catch the noon doodlebug #44 bound for Shale Bluff.

**I**t was 11:45 when they arrived at the spur that served Fred's Fresh Fish and Phullahops Brewery. They had made up 10 minutes of their deficit and were about to back into the spur and do their switching, picking up an Armour reefer that was destined for delivery to the team track adjacent to Gulfport Yard. Phullahops Brewery had two cars at its dock but neither was carded for retrieval on this trip.

Justin backed into the Phullahops spur and uncoupled the caboose, he thought to himself that someday railroads will eliminate the need for the caboose, thereby reducing the number of movements necessary to spot or pick up cars. Justin eased the FM forward as Earl jogged up to the switch. Once clear, Earl aligned the switch to the Fred's Fresh Fish spur and climbed aboard as Justin began backing up, passing Fred's parking lot.

He noticed that Fred's brand new 1994 Monogram Mercedes Gull Wing was parked in the President's parking place. Fred had inherited the fish business and had very little interest in it except to the extent that it supported his addiction to fast, expensive cars and fast, expensive

**“The Sweep” continued on page 9**

The Luce Line Railroad Club's

# Flea Market and Show

at the Hutchinson Fairgrounds  
Hwy 15 South  
9 a.m. to 4 p.m.

## October 14, 2006

Admission: \$3  
Kids under 6 FREE!

For table and more information contact Bruce Crosby,  
(320) 587-8073



**"The Sweep" continued from page 8**

women. Justin coupled onto the reefer and they ran ahead to the Phullahops switch. Earl hopped off, threw it, and they backed up and coupled onto the caboose.

It was now 12:15 and the Westbound doodlebug had not yet come by so Justin, Earl and Antal decided to walk the two blocks to the Korner Kafe and have lunch, assuming that they could hear the doodlebug whistle for the crossing at Andrew s Boulevard. It was somewhat cooler in the restaurant so they got a little reprieve from the heat. Antal brought them up to date as to what they had to do when they arrived at their next industry.

Just as they were finishing their meal they heard the plaintive wail of the doodlebug whistle so they knew they were clear to go. It was now almost 1pm and they were running a half hour late. They made good time as they left downtown Gulfport behind them, although they had to slow to 10mph as they passed Bergan s Landline Communications, a manufacturer of dial telephones. There was a small crowd assembled on the loading dock protesting something probably lack of technological advances. Bergan s advertising slogan read, Archaic Technology at Work.

By 2pm they had arrived at the main switch providing access to five industries. Earl unlocked and threw the switch and they backed into the Lowe Gear track to drop the Caboose, then pulled out and aligned the switch for Isaac s Scrap, whose motto Rust In Peace was prominently displayed on the superstructure of the Walthers overhead crane.

They picked up two cars at Isaac s a Fort Dodge, Des Moines & Southern boxcar that was well weathered with chalk dust, and a Gorre & Daphedid gondola. They had to reverse the position of these two cars as the boxcar had to be set out at the next stop. Next they coupled onto the caboose again, pulled out of Lowe Gear Co. and set it in Isaac s track. This freed them to pick up a Southern box car and a Boston & Maine flat from Lowe Gear, then move over to the Tryple Team Track and pick up a Hercules Powder box car from Dante s Smoke Arrester Co. and a Royal Packing Co. reefer from the team track dock, leaving a UTLX tank car spotted at the Ewing bulk oil facility.

Earl got back into the cab all excited and said there was a guy on the Ewing Oil dock that was the spitting image of Larry Hagman.

The 11 mile run to South Gulfport took almost 40 minutes; they pulled onto a truss bridge with seven cars now in tow, in preparation to switch Hoffa Cement and Allen Ethan Furniture Co. The best way they d found to handle this is to drop the caboose, then pull the cement hopper out of the Hoffa Cement loading bay, hook it to the caboose then move both back onto the Hoffa Cement Track. Then they pulled out two cars a Gulfport Belt box car and a Southern Pacific boxcar from Allen Ethan Furniture Co. and moved them onto the Hoffa Track. This allowed them to spot the Fort Dodge, Des Moines & Southern car at Allen Ethan Furniture.

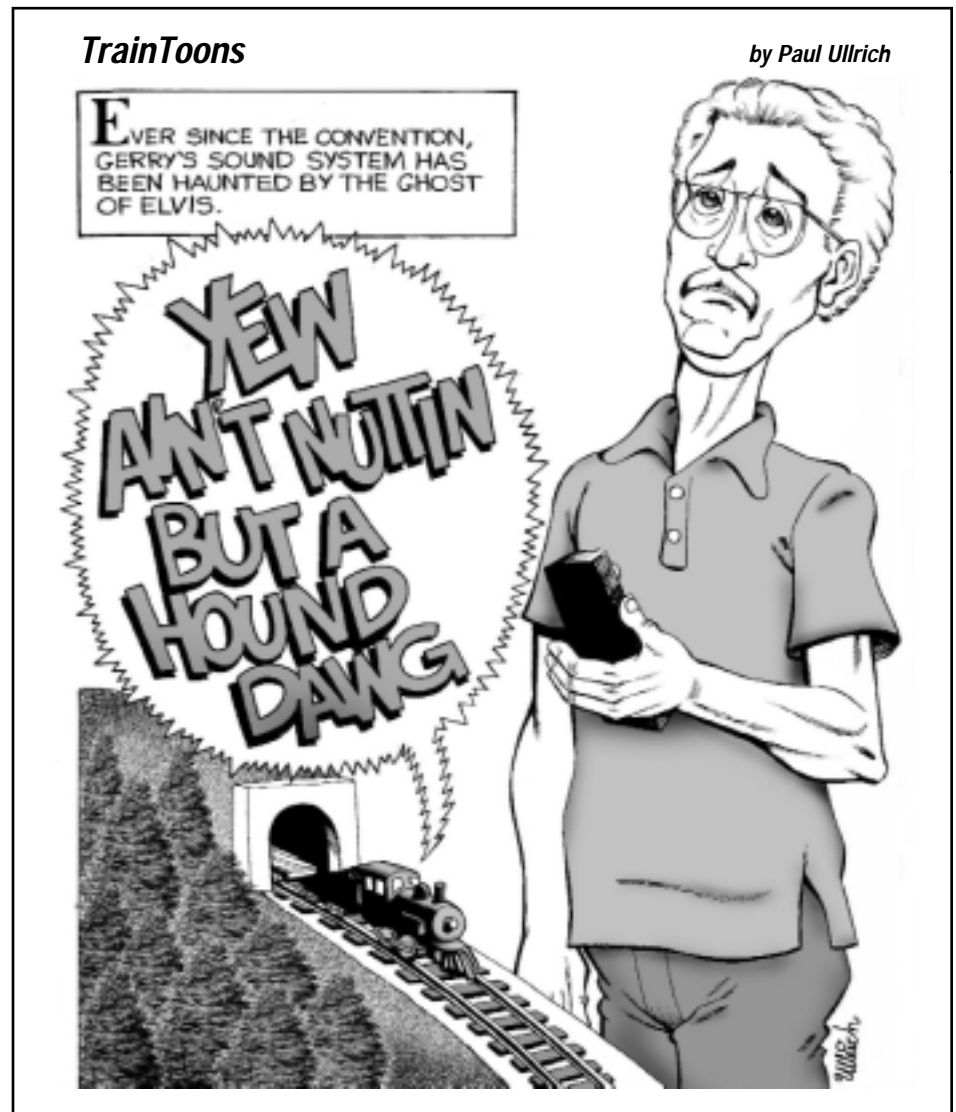
Justin pulled out of the furniture dock, Earl threw the switch and watched as Justin backed into the Hoffa track to hook up to the consist. Earl then threw the DPDTCO reversing switch so that the polarity would be correct when they went through the double crossover back at Gulfport yard.

At this point the work was complete and the Sweep consist could run unfettered back to the Gulfport yard.

Justin started the FM rolling with seven cars in tow destined for interchange at the Gulfport yard, and the eighth car, the Armour Reefer, to be spotted at the team track.

At 4:30 the Sweep rolled to a stop on the mainline adjacent to Gulfport yard. Earl jumped down, uncoupled the FM from the consist, got back into the cab, and they ran up to the engine house switch. They aligned it, then ran back down to the same fuel pump where their day began, leaving the eight cars and caboose to be picked up by the aging SW1 yard switcher, which would clear the main and deposit the cars in the yard for transfer.

And thus another day ended on the Gulfport Belt Railway. 1



# Op Lifesaver's railfan photo tips

By Don Mills

**R**ail photographers display a great interest in the overall operation of trains and locomotives. They enjoy taking pictures, making videos or just watching railroad operations. However, such recreational activities and hobbies often occur near vital infrastructure and pose significant security concerns.

In today's world of insecurity due to terrorism, the rail photographer's first responsibility must be safety and security. Since the aftermath of 9/11, 2001, the rules of behavior for rail enthusiasts have changed. A new Transportation Security Administration (TSA) has been created to protect the nation's transportation system and its infrastructure in order to ensure the free movement of people and commerce through North America. TSA is working closely with the U.S. DOT, the A.A.R., O.L., railroad police and local law enforcement to protect the nation's transportation system.

TSA and its partners urge the following guidelines for raiaside photography:

**D**o not trespass on railroad property or rights of ways. It is illegal and dangerous, and will be viewed by law enforcement as a security risk. Remember that railroad property may extend 200 feet on either side of the tracks.

Do not enter private property without permission. Avoid taking pictures of military trains and equipment. Never walk out on a railroad bridge or trestle. Stay out of railroad tunnels. Do not climb on railroad property such as signal bridges, cabinets or other structures. Never climb on or crawl under railroad cars or equipment. Only take photographs or view trains from public locations. When taking pictures from public railroad crossings, stay at least 15 feet away from the nearest rail. This rule applies for staged photo run bys as well. Obey all highway rail grade crossing signs and signals.

Cooperate fully with railroad police or other law enforcement officers when contacted. If suspicious activities are noted, report it to railroad or local law enforcement officers. **DO NOT TAKE ANY FURTHER ACTION!**

By following these guidelines, railfans

can enjoy their hobby and help maintain the security of our nation's rail transportation system. Nearly 1,000 people die each year because they do not understand railroads. They underestimate the power of trains and the dangers around the rails. Operation Lifesaver, a non profit, national public education program for railroad safety asks you to walk the talk when it comes to safe behavior around tracks and trains.

**P**eople, especially children, learn more from what you DO than what you SAY, especially when they know you are a railfan. (I hate the term railfan.) Remember, most people do not understand that walking or playing on railroad property is trespassing: It is illegal. It can be deadly. Moreover, law enforcement considers it a serious security risk. If you're a railroad photographer, give the crew a break! They have seen too much tragedy and too many close calls already. Please photograph trains from public property only. For your own safety, please stand back at least 15 feet from the nearest rail when filming at a public crossing.

You know not to walk across a railroad trestle or into a railroad tunnel. The danger is too great. If your photographs suggest otherwise, you are leading other people into harm's way. Think about it. Resist the temptation to walk down the middle of the railroad tracks, even at a rail museum where trains are not moving. Impressionable children may be tempted to copy your behavior on the railroad tracks near home.

What is your message when you pose small children on railroad tracks or equipment for family photos? Are you misleading them to believe it is OK to climb on railcars parked on a siding in your community?

**W**ould you like to help deliver Operation Lifesaver's safety messages to driver education students, school bus drivers, professional truckers or others in your community? Volunteer to become a trained Operation Lifesaver Presenter today! For more information or to volunteer: visit the Operation Lifesaver, Inc. (OLI) website at [www.oli.org](http://www.oli.org). and click on Contact Us . Or call 1 800 537 6224. **LOOK, LISTEN AND LIVE!** 📷

## A (cough cough) correction

Whoops! Looks like we were just blowing smoke in the last FUSEE. The layout in the photo on page 10 depicting Paul Ullrich's inspiration for his cartoon on the preceding page wasn't, in fact, Bill Schimmelman's as stated. Instead, it was Ron Loewen's layout, and the photo was taken by Ron Einarson. Other than that, we pretty much got it right.

## The No. 1 Northern/WMRC schedule for 2006/2007

*Unless otherwise noted, all meetings are at 1750 Grosvenor Avenue, 7:30 PM to 10:30 PM. Contact Morgan Turney (204) 668 0168*

**9/8/06** Main & Table Clinics, WMRC Mtg

**10/13/06** Main & Table Clinics, WMRC Mtg, Setup for show on Saturday & Sunday, Mennonite Brethren Collegiate Gym at the corner of Talbot & Disraeli, 7:30 PM to 10:30 PM

**11/10/06** Main & Table Clinics, WMRC Mtg

**11/25 26/06** Gooch's Hobbies Open House. Displays, operating N & HO layouts; WMRC/TLR/No. 1 Northern Display, Gateway Western, WMRC & WinNtrak, 185 Sherbrook Street, 10 AM to 5 PM (Sat), 12 PM to 5 PM (Sun). Contact Gooch's Hobbies (204) 956 6571

**12/08/06** Main & Table Clinics, WMRC Mtg

**1/12/07** Main & Table Clinics, WMRC Mtg

**1/13/07** 3rd Anniv. of rebirth of Gateway Western Railway (12 x 24 layout) in basement of Gooch's Hobbies, 185 Sherbrook Street 11 AM to 1 PM

**2/9/07** Main & Table Clinics, WMRC Mtg

**3/9/07** Main & Table Clinics, WMRC Mtg

**4/13/07** Main & Table Clinics, WMRC Mtg

**5/11/07** Year End Awards Banquet, WMRC Members. TBA .

# The Thousand Lakes Region

## Board of Directors

### President

Bruce Selb  
P.O. Box 1113  
Burnsville, MN 55337  
651 276 4776  
president@\*

### Vice President

Lynn McCall  
6536 84th Court N.  
Brooklyn Park, MN 55445  
612 597 8677  
vp@\*

### Secretary

Jay Davis  
P.O. Box 264  
Everly, Iowa 51338  
712 834 2073  
secretary@\*

### 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  
conventions@\*

### Public Relations

Terry Davis  
1380 Jefferson St. S.E.  
Hutchinson, MN 55350  
320 587 7820  
pr@\*

### Contest Director

Jim Bernier  
5631 Silas Dent Rd NW  
Rochester, MN 55901  
contests@\*

## Department

### Chairpersons

#### Membership & Handbook

Jim Wetzler  
RR1, Box 123  
Granada, MN 56039  
membership@\*  
handbook@\*

#### Achievement Program

John Hotvet, MMR  
5100 Nicollet Ave. S.  
Minneapolis, MN 55419  
612 822 5788  
ap@\*

#### Historian

Thomas Mauszycki, DDS  
1671 Valley View Drive  
Winona, MN 55987  
507 454 3800  
historian@\*

#### Scouting Coordinator

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

#### NMRA Cent. Dist. Dir.

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

#### Webmaster

Tim Klevar  
13570 Grove Drive  
Suite 227  
Maple Grove, MN 55311  
paymaster@twincitiesdi  
vision.org

#### FUSEE Editor

Gerry Leone, MMR  
6459 Smithtown Road  
Excelsior, MN 55331  
952 474 8364  
fusee@\*

## 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@insionline.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

Lynn McCall (see VP)

### Wild Rivers Div.

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

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If you re moving, please mail a change of  
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35% of the annual rate.

Ad size (HxW)	Annual Commerc. rate	Annual Pike ad rate
Full pg 9 <sup>5</sup> / <sub>8</sub> x 7 <sup>1</sup> / <sub>8</sub>	\$145.00	\$90.00
1/2 pg 4 <sup>3</sup> / <sub>4</sub> x 7 <sup>1</sup> / <sub>8</sub>	90.00	45.00
1/4 pg 4 <sup>3</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>2</sub>	45.00	25.00
1/6 pg 4 <sup>3</sup> / <sub>4</sub> x 2 <sup>1</sup> / <sub>4</sub>	35.00	18.50
1/8 pg 2 <sup>3</sup> / <sub>8</sub> x 2 <sup>1</sup> / <sub>4</sub>	25.00	15.00
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1/16 pg 1 <sup>1</sup> / <sub>8</sub> x 3 <sup>1</sup> / <sub>2</sub>	15.00	7.50

All advertising should be mailed to THE FUSEE  
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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  
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I'm enclosing payment for: \_\_\_\_\_ New subscription  
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Mail to: **Dave Hamilton, Treasurer**  
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Fall 2006

# THE FUSEE

P.O. Box 1113  
Burnsville, MN 55337

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## **INSIDE:**

***The Sweep on the Gulfport  
Belt Railway***

***The Trolleys of Winona***

***Watching TV with a railfan***

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## **Train shows & events in and near the Region**

*Compiled by Gerry Leone, Jim Bernier, and Terry Davis*

**Friday - Sunday, 9/8-10/06 Soo Line Technical & Historical Society Convention** Duluth Radisson Harborview

**Saturday - Sunday, 9/9-10/06 Railway Days** 10 AM to 5 PM (Sat) and 10 AM to 5 PM (Sun)  
Prototype & Modeling demos, operating model railroad for public & WMRC / TLR / No. 1 Northern Display, Winnipeg Railway Museum, 123 Main Street, Admission: \$3 per person Contact Daryl Adair (204) 897 9551

**Saturday - Sunday, 9/9-10/06 20th Annual Marinette Train Show, 10AM-4PM (Sat.), 10 AM - 3 PM (Sun.)** Marinette Catholic Central High School, 1200 Main Street, Marinette, WI. No admission. For more information contact Jay Wessely, (715) 863 7393 or noisemak er383@yahoo.com.

**Friday - Sunday, 9/15-17/06 Minnesota Central Model Railroad Club's Show** Stearns County Pioneer Club Grounds (Pioneer Days), Stearns County Road 10, Albany, MN. Admission: \$7, kids 12 and under free with adult. For more information, contact Tim Kummert, (320) 632 2643.

**Saturday, 9/23/06 Twin City Model Railroad Museum Hobby Sale** Minnesota State Fairgrounds, Education Building. Admission: \$4.

**Saturday, 10/7/06, Prairie Lakes Division's 20th Anniversary/Fall Meet, 8:30AM-9PM** Regional Wellness Center, Estherville, Iowa Admission: \$3 (banquet extra). Includes popular vote model and photo contest, clinics, layouts, flea market and business meeting. Anniversary banquet features multimedia presentation by noted railroad photographer and *This* magazine correspondent Steve Glischinski and photographer Chris Guss.

**Saturday, 10/14/06, Luce Line Railroad Club's Flea Market & Show, 9AM-4PM** McLeod County (Hutchinson) Fairgrounds, Highway 15 South. Admission: \$3; kids under 6 free. For table and more information contact Bruce Crosby (320) 587 8073.

**Saturday, 10/14/06, 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 JimWelytok (262) 246 7171 or visit [www.uniqueeventsshows.com](http://www.uniqueeventsshows.com) .

**Saturday - Sunday, 10/14 - 15/06, Great Canadian Train Show and Flea Market (Winnipeg Model Railroad Club), 10AM - 5PM (Sat), 11AM - 4PM (Sun)** Mennonite Brethren Collegiate Gymnasium, Talbot & Disraeli, Winnipeg, MB. Admission \$3, Family \$6. Buy, sell, or trade new and used toys, railway books and memorabilia. Plus operating layouts, model building demos. 50% of net proceeds donated to the Children's Hospital Foundation. For more info call Ken Epp (204) 633 1226.

**Saturday - Sunday, 10/14 - 15/06, 5th Annual Eau Claire Train Show (Indianhead MRRC), 10AM - 5PM (Sat), 10AM - 4PM (Sun)** Regis High School, 2100 Fenwick Ave., Eau Claire, WI. Admission: \$4, kids under 12 free with paid adult. For more information, contact Richard at (715) 830 1204 or email [ihmrrctrainshow@gmail.com](mailto:ihmrrctrainshow@gmail.com).

**Saturday, 10/21/06, Randolph 2nd Annual Railroad Days, 9AM-5PM** Randolph School & Museum, CR 88 (292nd St. E.) & CR 83 (Dickman Ave.), Randolph, MN. Admission: free. Model Railroad, Railroad Memorabilia, Swap Meet, Toy Train / Collectible Show, Train Show and Sale.

**Sunday, 10/22/06, 28th Annual Spud Valley Hobby Show, 9AM-3PM** Ramada Plaza Suites, Crystal Ballroom, 1635 42nd St. S., Fargo, ND. Admission: \$3.75; kids under 12 free with paid adult. Includes 12th annual Plastic on the Prairie model contest, large and small operating model railroads, vendors selling farm toys, plastic models, model railroad items, die cast vehicles, old toys, railroad collectibles and more. Sponsored by Spud Valley Model Railroad Club, Red River Module Group and The Valley Modelers Association. For more information contact Dennis Neumiller (701) 282 7058 or [SVMRRC@msn.com](mailto:SVMRRC@msn.com).

**Saturday, 11/05/06, Dubuque Model Railroad Show, 10AM-4PM** Dubuque County Fairgrounds, 14569 Old Hwy Road, Dubuque, IA. Admission: \$3, kids 50 cents with paid adult. For more information, (563) 663 0425.

**Saturday - Sunday, 11/11-12/06, Trainfest, 9AM-5:30PM (Sat), 9:30AM-5PM (Sun)**

*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 [jibernier@hotmail.com](mailto:jibernier@hotmail.com) by the deadline listed inside.*