



THOUSAND LAKES REGION

NATIONAL MODEL RAILROAD ASSOCIATION

The FUSEE



Thousand Lakes Region 2024 Convention Edition

Eau Claire WI May 16th -19th

The hobby doesn't get any better than this!

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Cover Photo - by Ian Plett



Minnesota industrial #42 switching steel coil loads at Commercial Transload of MN in Fridley Minnesota

Save the date...

**2024 Thousand Lakes Region
Convention (May 16-19)**

The Sawdust City Hauler

Eau Claire Wisconsin



TLR 2024 Convention Update

2024 Convention Chair - Dave Menard

Welcome to the 2024 TLR Regional Convention, The Sawdust City Hauler.



Please check out the convention booklet the team has put together in this issue of the Fusee.

We have been busy lining up an active and fun convention for you in May and are looking forward to meeting everyone that can attend!

Your convention committee - Dave and Bonnie Menard, Gregg Condon MMR, Pat Thoney



TLR Historian Update - Matt Lentz



Another album of SOO Line steam has been located that was compiled by the late Ken Heran. These photos are being preserved as digital images and will be shared with everyone in the future.

View from the Cab

President Art Suel



It has been a roller coaster of winter this year. But the region engine is steady and going forward. A lot of activity has been occurring. First, I congratulate Amy Meader for accepting the position of Vice President. Welcome aboard Amy.

I had the privilege to speak to the Winnipeg Model Railroad Club by Zoom in February. Glad to have that group aboard as NMRA members, 100% club too. Winnipeg is an active model railroading hub.

Wednesday nights have not been boring as the Crossing Gate Podcast fills that void with interesting guests. Did you miss those podcasts, just go to YouTube, and google tcdnmrvideo. Then check out other model railroading videos too. Good modeling tips abound.

Our divisions are getting ready for spring events. Southeastern will have their annual Train Show on March 2, 2024, in Dubuque Iowa. Twin City Division Annual Modeler's Retreat is March 15th and 16th in Plymouth Minnesota. No vendors but clinics and models on display. The Dakota Southeastern train show is March 23 and 24 in Sioux Falls South Dakota. Prairie Lakes Division Spring Meet is April 6th in Mason City. This show will have vendors and clinics.

Then May hits and the region will be in Eau Claire Wisconsin for the Saw Dust City Hauler regional convention. The usual elements of a regional convention will be there. The hotel is very reasonable (\$85.00 per night). Convention information is in this Fusee, so check it and make plans to be there.

Finally, we will have our annual elections on Sunday morning during the Annual Membership Meeting. The region is always looking for people to assist either as board members or as a chair or member of a committee.

Art

Publishing Deadlines

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

Introducing Our New TLR Contest Director (Worth Sharing Again !)



Hello! Shadow Redington here, I have been modeling on and off for over 30 years. Like most of us, my first layout was a 4x8 sheet of plywood that as I grew bored with watching trains run in a circle, it became a 18" x 20' point to point layout, that was scrapped and rebuilt into a 6 1/2' x 40' "Ladder Design" that goes in my 50' trailer. I model mostly passenger service and excursion trains, my layout is designed around the Mid 70's (for the Bicentennial) and just recently, I have expanded into building freight consists based on timetables and pictures I have come across in the last few years.

I recently have become involved in the AP Program, building rolling stock, track work, and buildings for my layout, but have not submitted any yet. But I have enjoyed being in the Celebration Room and judging.

As far as being involved in the NMRA, I have been an active member since the mid 2010's, and going to conventions since 2022. I have judged several layouts, pictures, rolling stock, motive power, etc. This is my first office I have ever held within this organization, and moving has forced this to take a back seat for a bit, but now I think I can get back to being focused on my duties.

I have contacted John Hotvet, our AP Chair, and am in the

process of schedule a phone meeting with him to discuss our various duties, expectations, and cohesiveness within the Celebration Room.

My main focus for this year will be to get my contact information put there, meet and talk with everyone that is active in the Region, and get a feel for my duties, so that the transition between Contest Directors will be smooth. I also would like to see more involvement with our significant others, possibly seeing their work alongside our members in the next few conventions.

Kennedy and I spoke about this year's Special Project and together, we thought that it should be mailbox structures. Something simple or complex, it doesn't matter. Rural? Suburban? Or urban? Bring it on. I look forward to seeing everyone's take on these structures. Also, I am taking suggestions for next year's project, as well.

My Contact Information:
Shadow Redington
7101 Foster Slough Rd
Snohomish, WA 98290

ShadowRedington@msn.com

(425) 760-9433

Neil's Nuggets - Ramblings and Rehashing



I hope you all had a great holiday season and are enjoying the unusually warm temps and lack of snow this winter season. I am a little bummed about it, because I do love to snowmobile, however, it has helped my wife and I out as we sold our home up north (We decided to downsize) and are relocating to the Twin Cities. Happily I can report our new place has a better basement space that will allow me to build a much larger and hopefully better layout!

I know I probably sound like a broken record here, but, please consider participating and providing content for the Fusee.

Take a few photos of your projects and submit them with a short description to be shared in the Fusee. Everyone likes to see projects that are being worked on for inspiration and maybe a tip or two on ways to do things better. I'd love to have a recurring "What's on Your Workbench" section in the Fusee so TLR members can share and see the excellent modeling work in our region. (Check out my example, page xx)

There are a lot of talented modelers within our region and sharing photos and/or tips would be a great way to help us

all become better modelers.

Maybe, consider writing an article, all content that gets published in the Fusee counts as credit that can be used in getting the Author AP Certificate. Reach out to me if you have any questions as I would be happy to help you get an article published !

I'm also looking for members to submit photos that can be used for the cover of the Fusee. I'm open to layout, individual model/diorama or prototype shots that can be blown up and fill a whole page.

Lastly, have you checked out the NMRA interchange yet? Give it a try there is ton of neat stuff out there to explore. [Beginners Guide to Discord](#). Kennedy Gauger recently joined and said installing Discord on an Apple Mac is a bit of a challenge (Installing on a PC is easier). If you need help the Interchange IT moderator username "Speed" can help you. He is on the site most of the time and is a very knowledgeable resource.

Neil

612 940 0757 (Voice and Text ok)

[Fusee Editor](#)

Sawdust City Hauler

2024 Thousand Lakes Region, NMRA Convention
Eau Claire, Wisconsin May 16 - 19

The hobby doesn't get any better than this!

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Registration Form

2024 Thousand Lakes Region, NMRA Convention

May 16th – 19th Eau Claire Wisconsin

Please join us in Eau Claire for the convention! Our convention committee has been planning and reserving some unique events. Ride down an old Milwaukee mainline on speeders or behind live steam in small coaches in scenic Carson Park. Maybe tour some homes with the unique photo finished and operational layouts we are known for here. We will also be offering a lot of non-rail activities and non-rail competition judged categories. (see page 8)

Clinics are always a hot topic, and we have an array of those with some favorites and many new ones. Contest models are also a big part of an NMRA meet and we will have a room and judging by TLR officials or display for fun. Non-rail contests are being planned for needlework, quilting, knitting, crocheting, painting, and non-rail photos.

We live in one of the fastest growing communities in the Midwest and have so many unique shops, restaurants, breweries, and bars. Once served by the Milwaukee Road, Soo Line, and The Chicago & North Western there are plenty of historic rail discoveries waiting for you. We will have maps available.

Hotel Information / Reservations

Sleep Inn & Suites Conference Center, 5872 33rd Ave, Eau Claire, WI 54703

Room Block under: TLR Model Railroad Assoc.

(715)874-2900 ext. 108 online: <https://www.choicehotels.com/reservations/groups/GS73F0>

2 Queens or 1 King \$85.00 for up to 2 guests. \$10 for each guest over first 2.

Name _____ NMRA# _____ Expiration Date _____

Spouse/Guest _____ Street Address _____

State/Province _____ Zip/Postal Code _____ Primary Modeling Scale O_, S_, HO_, N_, Z_

Price Sheet

Item	Price Each	Number	Sub Total	
NMRA Member Registration Fee	\$35.00			Clinics, Tours, Contests, etc.
Non-Member Registration Fee	\$45.00			Clinics, Tours, Contests, etc.
Spouse / Guest	No Charge		No Charge	Non-Rail Events
Saturday Evening Banquet	\$35.00			Meal, Speaker, and Awards
Friday Speeder Ride	\$25.00			Bus ride to Historical MILW Main & Speeder Ride
Saturday Park Train Rides	\$6.00			Includes rides on steam and diesel park locomotives
Cheers Pablo Painting (non-rail)	\$45.00			16 x 20 canvas, learn and paint your own creation
Friday Valley Bus Tour (non-rail)	\$50.00			Tour of the Valley, includes light lunch, winery, Leine
		Total		

Make Checks out to: **Twin Cities Division NMRA**

Mail to: Patrick Thoney, 1703 Delrae Court, Eau Claire, WI 54703 thoneyps@gmail.com
After May 1st, email to make sure we have an accurate banquet number.

National Model Railroad Association (NMRA) members and guests of a member are welcome. To become an NMRA member go to <https://www.nmra.org/> for information. **This is a private convention.** Rev 2/21/24



Agenda

Thursday Evening, May 16th, 2024

- 4:00 – 9:00 pm Registration desk open
 4:00 – 9:00 pm Contest Model Dropoff
- 7:15 – 8:30 pm Clinic Room 1 • **Gregg Condon, MMR** “Layout Improvements”
- 15 Minute break
- 8:45 – 9:30 pm Clinic Room 2 • **Jack Gutsch** “Prototype Modeling of the FEMV RR Black Hills of South Dakota”

Friday, May 17th, 2024

- 8:30 am – 8:00 pm Registration desk open
 8:30 am – 5:00 pm Contest Model Dropoff
- 8:45 – 9:30 am Clinic Room 1 • **David Peterson** “Modeling Live Steam in 2 Scales: 16-inch Gauge and S Scale”
 Clinic Room 2 • **Mike Zaborowski** “FROM THE RAILS DOWN”
- 15 Minute Break
- 9:45 – 10:30 am Clinic Room 1 • **Scott McLeod** “Chasing Trains and Chasing Dreams, Modeling the RGS HO_{n3}
 Clinic Room 2 • **Paul Swanson** “Of Interest to Modelers—A Little Lake States Sampling”
- 15 Minute Break
- 10:45 -11:30 am Clinic Room 1 • **Gerry Leone, MMR** “Off the Rails Live!”
- 11:30 – 12:15 pm Lunch on your own.
- 12:20 pm** **BUSES LEAVE for Chippewa Valley Motor Car Assoc. Ride**
 Speeder Trip, Travel to Durand (50 minutes)
 Non-Rail Tour
- 1:30 pm Arrive in Durand, WI. Chippewa Valley Motor Car Assoc. Ride (Old Milwaukee main line)
 4:00 pm Travel back to Eau Claire, Convention Hotel
- 4:00 – 7:00 pm **Layout Tours**
 (some layouts have hot sandwiches for a quick supper)
- Eau Claire, WI
- | | | | |
|---------------|------|------------------------|--------------------------------|
| Pat Thoney | On30 | Quincy & Torch Lake | Food Served (Hot ham & cheese) |
| Mike Redinger | O | 12 Different Mainlines | Food Served (Sloopy Joes) |
| Dave Menard | N | T-track modules | Snacks |
| West WI Club | HO | Local club layout | |
- 7:15 - 8:30 pm Clinic Room 1 • **Ken Zieska and Tom Las** of GC Laser “Modeling with your hands”
 8:45 – 9:30 pm Clinic Room 2 • **Neil Maldeis, MMR** “Scratch Building Tips”

Saturday, May 18th, 2024

8:30 am – 12:00 pm Registration desk open
8:30 am – 12:00 pm Contest Model Dropoff

8:45 – 9:30 am Clinic Room 1 • **Terry Moore** "An Introduction to N Scale T-Trak Modular Railroading"
Clinic Room 2 • **Matt Lentz** " Draw in Birds Eye View"
15 Minute Break

9:45 – 10:30 am Clinic Room 1 • **Steve Brudlos** "Modeling the Milwaukee Road River Sub"
15 Minute Break

10:45 -11:30 am Clinic Room 1 • **Cody Grivno** "The Illinois Central Gulf Sioux Falls District"
11:30 – 1:30 Lunch and travel on your own to Carson Park, Eau Claire (10 minutes)
1:30 pm Ride live steam in Carson Park in Eau Claire, Check out the museums!
4:00 pm Travel back to Convention Hall

4:00 – 5:00 pm Pick up contest models

5:00 - 6:00 pm Cocktail Hour

6:00 pm Banquet / Silent Auction / Keynote speaker: **Arlyn Colby, Rail Author and Historian**
<https://www.wisconsinrailroadbooks.com/>
Arlyn will have books for sale and will sign them.

Sunday, May 19th, 2024

TBD Board Meetings

10:00 – 3:00 pm Home Layout Tours

Eau Claire, WI

Pat Thoney On30 Quincy & Torch Lake Food Served (Hot ham & cheese)

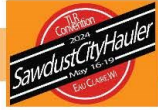
Menomonie WI

Gregg Condon, MMR Hon3 Rio Grande Southern and HO Milwaukee Road (2 separate layouts)
Jack Gutsch Hon3 Freemont, Elkhorn, and Missouri Valley
Bill Edger N Columbia and Great Northern

11:00 – 4:00 pm Home Layout Tours

Twin Cities Area

Scott McLeod Hon3 Rio Grande Southern
MORE LAYOUTS TO COME!



Events / Rides

Chippewa Valley Motor Car Association Ride

Friday 1:30 – 4:00 pm ride time

Come and ride the old Milwaukee St Paul and Pacific mainline from Durand to Trevino Wisconsin. See an old wreck and the many age-old washouts that plagued this Chippewa River Line.

This will be a private convention event for NMRA attendees and guests with association historians.

\$25.00 Bus leaves from 29 Pines Convention Center. See agenda for times!

A don't miss out event limited to the first 70 who sign up!

Website: <https://www.cvmca.info/>

Google Maps: <https://www.google.com/maps/@44.58685,-92.013258,14z?hl=en&entry=ttu>



Chippewa Valley Railroad

Saturday 1:30 – 4:00 pm ride time

Ride behind a 16" gauge, live steam locomotive and a Soo Line Diesel through the woods in Carson Park. Explore the roundhouse and attend the discussion of how they rebuilt and maintain their locomotives. The fee includes multiple train rides and tour their CNW Tower. **This will be a private convention event for attendees and guests.**

\$6.00 You arrange to carpool or drive on your own.
Sign-up sheets for carpooling at the registration table.

Website: <https://chippewavalleyrailroad.org/>

811 Carson Park Dr, Eau Claire, WI 54703

Saturday 1:30 – 4:00 pm



Chippewa Valley Museum, Paul Bunyon Logging Camp, and more!

All in historic Carson Park home to Hank Aaron's professional career.
Saturday 1:30 – 4:00 pm ride time

Take a tour through Eau Claire History that even includes a small HO scale layout depicting downtown Eau Claire in 1934. Local modelers volunteered and built this highly realistic scene including many historic structures. A great conference room with multiple 4-foot-tall pictures of Eau Claire around 1950 with lots of railroad tracks and equipment. Many other wonderful interactive displays in two museums!

\$ 16.00 (pay at the museum door) Includes Chippewa Valley Museum, Paul Bunyon Logging Camp, and more!

Website: <https://www.cvmuseum.com/>

1204 E. Half Moon Drive Eau Claire, WI 54703



Works in progress!

If you register for the Convention, you will be emailed a new information sheet as we firm up plans. Please register because we do have minimum participants to reach. If there are any cancelations you will be reimbursed.

Chair Massages

- Friday and Saturday
- There will be massages given in 10-minute intervals. \$15 each ten minutes

Eau Claire / Chippewa Valley Tour

Friday during the day. TBD Time. Non-rail while the others are on the speeder trip.

Bus tour is \$50 and will include light lunch

Bus tour that will travel around Eau Claire viewing the largest sculpture tour anywhere!

Bus will have a tour guide from Visit Eau Claire.

Stops planned for Autumn Harvest winery, Leinie's lodge, and Riverbend winery and distillery.

<https://www.leinie.com/av?url=https://www.leinie.com/leinie-lodge>

<https://www.visiteauclaire.com/sculpture-tour/>

<https://www.riverbendwinery.com/>

<https://www.autumnharvestwinery.com/>

Cheers Pablo Painting

TBD Time.

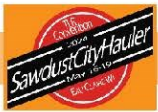
- \$45 to paint a 16x20 painting

Cardmaking

TBD Time.

Non-rail Competition Judged Categories

1. needlework
2. Quilting/Sewing
3. Knitting/Crocheting
4. Painting/Diamond Painting
5. Photographs, framed (non-rail)
6. Paper Crafts
7. Other



Clinic / Presenter Details

(Listed alphabetically by last name)

- **Steve Brudlos**

“Modeling the Milwaukee Road River Sub”

Program Description

The Clinic will offer a brief history of the Milwaukee Road's River subdivision. From there, the Clinic will delve into the actual building of the layout including design considerations, construction techniques, track and turnout selection, locomotives and rolling stock, structures, and scenery, and finally, operations on the model railroad using JMRI generated switch lists and train lists.

Speaker Bio

I come from a railroad family. I tried to avoid the railroad by teaching high school for a couple of years, but the railroad kept calling to me. In 1970 I gave in and was hired out on The Milwaukee Road as a Trainman working out of the Twin Cities Terminal. I worked for ten years as a road Brakeman and Conductor, primarily on the River Subdivision.

In 1979 I was promoted to Trainmaster and spent the next twenty-five years supervising train and enginemen in the Milwaukee Terminal and Twin Cities Terminal. I retired in 2005 as the Senior Yard Manager in the Canadian Pacific's Twin Cities Terminal.

My wife and I moved back to our hometown of La Crosse, Wisconsin in 2007. After settling into our new home, I started the enjoyable task of modelling the Chicago, Milwaukee, St. Paul, and Pacific Railroad's River Subdivision in HO scale. I chose the Fall of 1950, during the "transition era", to allow me to run steam locomotives and first-generation diesels on the River Subdivision.

- **Dr. Gregg Condon, MMR**

“Layout Improvements”

Program Description

A layout is, proverbially, never finished. Upgrades and refinements can go on forever! This clinic shares thoughts on making layout upgrades with illustrations from Gregg's long-running column in THE NARROW GAUGE AND SHORTLINE GAZETTE.

Speaker Bio

Gregg Condon is a lifelong railfan and is MMR #537. At age two he received his Lionel. At age four he could identify steam engine numbers on his hometown railroad by the sound of their whistles. At age 11 he made the decision to be a scale model railroader and began his subscription to MODEL RAILROADER and has received the magazine without interruption for 66 years! Gregg's train room is 28 by 40 feet and contains two 14-by-40 layouts side by side. The HOn3 layout is the subject of his regular magazine column. The HO layout is the eighth room-size layout he has brought to 100 percent photo-finish and is covered in GREAT MODEL RAILROADS 2024. Gregg's previous layouts were in GMR 2007, 2013, and 2019. Professionally, Dr. Condon was a college professor, author of the GREGG SHORTHAND textbook series, and owner of Jobs Plus, an employment agency.

- **Cody Grivno**

“The Illinois Central Gulf Sioux Falls District”

Program Description

Paducah Geeps, UPS trailer-on-flatcar traffic, and 40-foot boxcars in grain service. These are just some of the highlights of the Illinois Central Gulf’s Sioux Falls District in the late 1970s and early 1980s. Join MODEL RAILROADER Senior Editor Cody Grivno as he shares his research on the 96-mile line that extended from Cherokee, Iowa, to Sioux Falls, South Dakota. In this clinic, Cody will cover the history of the line, show maps, and prototype photos, and provide modeling ideas. Though the line was abandoned in 1984, there are still some industries, depots, and right-of-way details to be found. Cody will share findings from a trip following a portion of the line.

Speaker Bio

Cody Grivno, Senior Editor with MODEL RAILROADER, has been a member of the magazine’s staff since June 2002. He attended his first Thousand Lakes Region convention in 1994 when he was 14 years old. Cody was a two-time winner of the TLR’s Youth Award (1994 and 1995).

- **Jack Gutsch**

“Prototype Modeling of the Fremont, Elkhorn and Missouri Valley Railroad in the Black Hills of South Dakota”

Program Description

This clinic is a discussion about dedicated research of your prototype and the dividends in plausibility and believability of your models by doing so. Such research helps define your specific modeling goals, create a logical track plan, and develop a realistic operating plan.

Speaker Bio

A lifetime modeler with 40+ years of prototype modeling including a Minneapolis and St. Louis Railroad featured in RAILROAD MODEL CRAFTSMAN and GREAT MODEL RAILROADS. Inspired by a single black and white photograph, Jack was set on a path of research and discovery for his current layout, a generally ignored prototype, the Fremont, Elkhorn, and Missouri Valley Railroad. He’s gathered volumes of information and photos. Jack will provide tips and tricks and methods used to build his layout, which will be available to visit on Sunday from 10am to 4 PM.

- **Matt Lentz**

"Draw in Birds Eye View"

Program Description

In this clinic you will learn to use special paper to draw various things in Bird’s Eye View. This skill is especially useful when designing electronic circuit boards for locomotives, rolling stock and structures. You will learn to take your skills to the next level. You will also learn a little history of Bird’s Eye cartography. Bird’s Eye View is an excellent way to visualize track planning just like John Allen did 60 years ago.

Speaker Bio

Matthew Lentz, U.S. Army retired, Master Builder Motive Power, U.S. Army of Advanced Leadership and Senior Leadership, National NMRA clinician.

- **Gerry Leone, MMR**
"Off the Rails Live!"

Clinic Description

In this reprise of the popular Model Railroad Video Plus series, Gerry Leone shows tools, tips, and tricks you can use to save money and make model railroading more fun.

Speaker Bio

Gerry Leone has been starring in, shooting, and editing videos for MODEL RAILROADER magazine for ten years. After hosting the how-to segments of MR's "Dream, Plan, Build" DVD series, he became a regular on MRVP with his popular "Off the Rails" series of tips, tricks, and tools—some of which he will demonstrate here. He moved on to shooting Trains.com's "Back on Track" series which documents the building of his basement-size layout, and currently he is hosting Trains.com's "Spaces to Places" series. He's written nearly 100 articles for MR and other train publications and served as the NMRA's Communications Director and Vice President for 16 years. He even edited the TLR's "Fusee" and the Twin Cities Division's "Crossing Gate" for five years.

- **Neil Maldeis, MMR**
"Scratch Building Tips"

Clinic Description

An information packed clinic for modelers of all skill levels that are interested in learning about the scratch building process. Experienced modelers will also find the tips shared throughout the clinic may be helpful with their modeling efforts.

Part 1 will cover the basic scratch building process including planning, materials, adhesives, and tools used in the scratch building process.

Part 2 will dig deeper into the scratch building process covering painting and construction tips including a summary of short cuts and lessons learned. The clinic will wrap up with tips on how attendees can participate in the AP process for structures and an opportunity to ask questions.

Speaker Bio

NMRA # 072482 / Joined NMRA 11/20/86 / MMR #670 - 12/21/2020
Residence – Currently in the process of moving to the Twin Cities

Hello, I am Neil Maldeis, I currently am the TLR Fusee Editor which I was elected to at the TLR regional convention in May of 2023.

I retired about three years ago and my desire is to share and help model railroaders of all ages and skill levels. I am open to hear all ideas from members as to how I can help individuals who are interested in model railroading with a desire to learn more.

I currently have one small diorama style logging layout - Scale Hon3. The layout is a freelance logging operation that is 18" X 6'. It is 100% complete, other than the occasional improvements that I am always making. The logging division is modular and can be taken to train shows or other venues to be shown. I recently added a large sawmill complex 4'X4' (Approx) which adds a reason for the railroad to exist and a place for my recently constructed sawmill model to reside. I plan to build a new (larger) layout once I am relocated, I haven't decided exactly what it will be and am excited about the chance to start from scratch something new!

- **Scott McLeod**

“Chasing Trains and Chasing Dreams, Modeling the Rio Grande Southern in HOn3”

Clinic Description

All aspects of building a layout are covered as Scott takes us on a journey covering highlights and methods used in the construction of four HOn3 Rio Grande Southern layouts over a 45-year period.

Speaker Bio

Scott MacLeod is an HOn3 modeler who has been modeling the RGS railroad for over 45 years. In his retirement, he is building a dream layout that most certainly will take the remainder of his lifetime to complete.

- **Terry Moore**

“An Introduction to N Scale T-Trak Modular Railroading”

Clinic Description

The clinic will start with the basics of T-Trak and conclude with the current state of the T-Trak idea beyond the published standards.

Speaker Bio

Currently Terry is an NRail Advisor and creator of “Talkin T-Trak,” a regular ZoomTRAK presentation of NRail. His presentations can be found on the NRail.org website by all under the T-TRAK Resources link: [https://nrail.org/T-TRAK Resources](https://nrail.org/T-TRAK-Resources). Since Terry was a model railroader in the 50s and 60s, he supports DC for those who are new or still supporting “old school” model railroading.

- **David Peterson**

“Modeling Live Steam in Two Scales: 16-inch Gauge Chippewa Valley Railroad and S Scale Soo Line Pacific”

Program Description

David Peterson will provide the complete story behind the live-steam railroad in Eau Claire’s Carson Park which will be on a convention tour on Saturday afternoon. He will also relate his experiences in model railroading with live steam in S Scale.

Presenter Bio

David Peterson has been the vision behind the Chippewa Valley Railroad since its inception over 45 years ago. David is an architect emeritus who designed our convention hotel.

• **Paul Swanson**

“Of Interest to Modelers—A Little Lake States Sampling”

Program Description

A select selection of railroad images and drawing scans curated from the collections of Lake States Railway Historical Association in Baraboo, WI geared toward the modeler. Subject matter will range from equipment to scenes covering various eras and centered on the Midwest.

Speaker Bio

Paul Swanson has 32 years of railroading experience in train service in Wisconsin. His strong interest in the history, imagery, and mechanical aspects of railroading were manifested in many years of volunteering at Mid-Continent Railway Museum. Although he is retired, he is now volunteering fulltime at Lake States serving as President, Collections Committee Chairman, and head scanning guru. Founded in 2006, Lake States Railway Historical Association (LSRHA) is a 501(c)(3) Not-For-Profit Corporation dedicated to the preservation and dissemination of railroad history through an extensive collection of historic artifacts and materials, socioeconomic data, and industrial archeology relating to American railroads, with emphasis on the western Great Lakes region of the United States. Lake States maintains a state-of-the-art climate-controlled secure archive storage and research facility at Baraboo, Wisconsin just 45 minutes from the state capital in Madison. Visit us at www.lsrha.org.

• **Michael J Zaborowski**

“FROM THE RAILS DOWN”

Program Description

This presentation is a synopsis of materials used in model railroading.

1. The thermal expansion of materials used in model railroading.
2. The effects of moisture on materials used in model railroading.
3. Summary of those findings
4. Recommendations from those findings

Speaker Bio

Michael is an Accomplished Mechanical Engineer, and Professional Modeler. He has been awarded 6 patents in the simulation “Education” market. With over 25 years’ experience in the hobby market from sales to product design and development. He is also a 3 Time World Champion Radio Control Boat Racer and was Inducted into the International Model Power Boat Association “Hall of Fame” (2016). Model railroading has been on-and-off since age 13, (most important part!) Mike Models in HO and G scales and is a member of the West Wisconsin Railroad Club (Membership Secretary).

• **Ken Zieska and Tom Las** of GC Laser

“Modeling with your hands”

Program Description

Painting miniature figures and building a laser cut billboard. The Thousand Lakes Region will provide TLR 75th Anniversary graphics for your billboard or you are welcome to provide your own.



Home Layout Tours

(Listed alphabetically by last name)

Dr. Gregg Condon, MMR Rio Grande and Southern Hon3 Scale, 2nd Layout Milwaukee Road HO Scale

N6937 538th Street, Menomonie WI 54751

(24 minutes from convention, West, towards Twin Cities) (Downstairs with railing)

Prototype

I have two prototypes because I have two layouts in my train room. They are side-by-side, each 14 by 40 feet. The first and primary layout is Colorado's Rio Grande Southern. The other layout is my hometown Milwaukee Road Mineral Point Line.

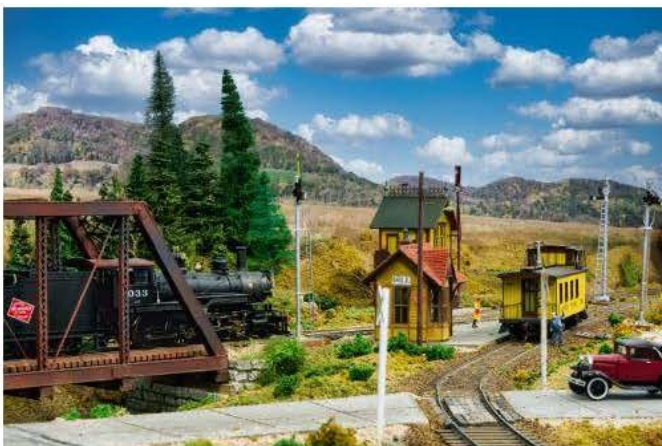
Layout Description

The Rio Grande Southern layout was limited in size to 14 by 40 because I thought that was big enough to support prototypical operations with enough scenes to represent a day's work. The smaller size made it possible to complete it soon so that operations and layout photography could start soon. As it turned out, the layout was built to 100 percent "photo finish" in 16 months averaging 100 hours of work time per month. The layout and crew lounge are built to a standard I call a walk-in museum diorama. Improvements are made continually and are covered in my column in THE NARROW GAUGE AND SHORTLINE GAZETTE. All locos have DCC and sound with one keep-alive unit. Operation is very reliable with Tam Valley frog juicers. Trucks are almost all Blackstone. Stalls and derailments are extremely rare.

The Milwaukee Road layout is also at 100 percent photo-finish. It is designed for operations by one or two people. I have yet to host formal operations; so far I have fun solo. This layout is built to the common standard of having shelves underneath with tons of clutter. Eventually fascia curtains will improve the appearance. The layout has DCC with sound and many locos have keep-alive. It is also featured in GREAT MODEL RAILROADS 2024.

Right:

A three-engine Rio Grande Southern stock extra stops for water at Trout Lake, Colorado.



Left:

Milwaukee Road crosses the Wisconsin Western at Dill

Bill Edger WISCONSIN MINNESOTA & NORTHERN SYSTEM, N Scale

E 5951 800th Avenue, Menomonie, WI 54751

(25 minutes from convention, West, towards Twin Cities) (Downstairs with railing)

Prototype

The WM&N is the base for operating my favorite railroads. CBQ–Burlington, CNW–Chicago & North Western, DMIR–Duluth Missabe & Iron Range, DWP–Duluth Winnipeg & Pacific, GN–Great Northern, LSTT–Lake Superior Terminal & Transfer, MILW–Milwaukee Road, NP–Northern Pacific, and SOO–Soo Line

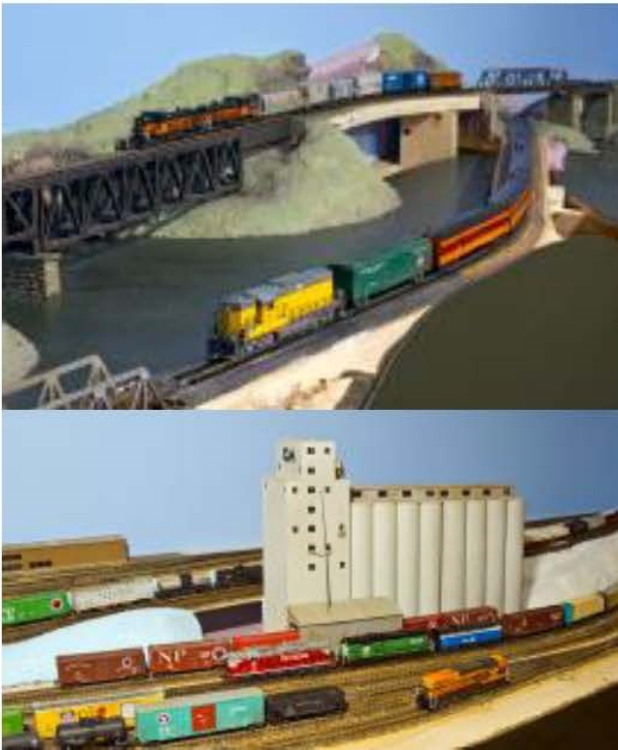
Each railroad operated will have an operating plan which will include a timetable, location map, and operating instructions for the services being provided. Generally, the railroads are located in northern Wisconsin or Minnesota. The exceptions would be Burlington which would be in northern Illinois & CP/CN which would be in Ontario just north of Minnesota. CN subsidiary DW&P would be in Minnesota. My previous layout was based on a freelanced railroad, the North Shore International which ran between Duluth & Thunder Bay. That will continue to be operated on this layout from time to time. Operating Plan Sheets will change city names based on the location of the railroad being operated. I hope to operate each railroad for about 3 months before rotating. At this point I've been changing every 5-6 months.

Layout Description

Control: Aristocraft for main (2-3), MRC Tech 2 or 4, for local & switching DC operation

Major industries are iron ore, gravel, paper mill, lumber mill, grain elevator, flour mill, feed mill, fuel companies, food services, warehouse, lumber yard. Regardless of the railroad being operated, the layout will typically handle 2-4 daily freights, 1-2 locals and a yard switching assignment. Depending on operating date, passenger service may be operated as well. Ore extras will operate on many of the Operating Plans, but Burlington may substitute cement loading and Milwaukee Road roofing granules.

Track: Peco Code 55, Staging Track: Kato Unitrack, Electricity Polarity Indicator



Jack Gutsch Fremont, Elkhorn, and Missouri Valley Railroad. HO_n3 Scale

N9053 700th Street, Colfax, WI 54730

(27 Minutes from convention, West, towards Twin Cities) (3 steps up)

Prototype

The Fremont, Elkhorn and Missouri Valley Railroad is located in the Black Hills of South Dakota. The purpose of the railroad was to service the gold mining industry that began in 1876. Until the arrival of the FE&MV in Buffalo Gap in 1885, all mining supplies and equipment was freighted via oxen and mule train from the Union Pacific railhead in Cheyenne Wyoming or the Dakota Central in Pierre SD

Layout Description

Our HO/HO_n3 layout is anchored in September of 1903 and the models on the layout are based upon actual period photographs of each specific location. The layout follows the prototype standard gauge, dual gauge and narrow gauge as appropriate as it serves the various towns, mines and mills of the area. Begun in September 2017, the 10'x40' layout has been photo finished for more than three years and refinements continue as the list of updates and improvements is endless. Regular operating sessions use Digitrax train control and car cards and waybills for car routing. Additional layout pictures can be found on our Facebook page, Fremont Elkhorn, and Missouri Valley Railroad.



Scott McLeod RGS/D&RGW Ridgway – Durango, HO_n3 Scale

7505 Aspen Cove South, Cottage Grove, MN 55016
(1 hour 13 minutes from convention, Twin Cities Area) (Downstairs with railing)

This HO_n3 layout of the Rio Grande Southern railroad is likely the most ambitious attempt ever taken at modeling this 161 mile railroad in HO_n3. The double-decked layout is located in a 2350 square foot basement and will eventually have a mainline of over 500' in length and two branch lines totally over 200' in length.

It is designed with operations in mind and will someday accommodate 10-12 operators under dispatcher control. The layout currently exhibits all stages of construction, with a small section 100% completed to raw benchwork.



17

Mike Reidinger MTH Lionel, O Scale

8750 Olson Drive, Eau Claire, WI 54703
(18 Minutes from convention) (Upstairs with railing)

Hospitality abounds in Mike’s hosted hospitality room with hot sandwiches, snacks, and soda set up as you enter the building. This is a great place to gather before folks travel through the train room.

Model railroaders all start by dreaming up possibilities of moving trains. Mike has taken his dreams to reality with dozens of unbelievable custom bridges and trestles. Mike spent his career traveling our country supervising some of the most amazing and complex bridge builds for Kramer North America.

Stop by and take a trip on a complete Hiawatha passenger train as it passes a 100-car ore train. The length of the main lines and the dozen moving trains is something to behold. The bridges are amazing and the equipment he runs are absolutely beautiful.

Don’t miss the chance for a meal and pure enjoyment.



Pat Thoney Quincy and Torch Lake Railroad, On30 Scale

1703 Delrae Ct, Eau Claire, WI 54703
(5 minutes from convention) (Downstairs with railing)

Prototype

Quincy and Torch Lake Railroad served the Quincy Mine on the Keweenaw Peninsula in Upper Michigan, Eh! The railroad ran 6.5 miles and hauled enough copper ore to be smelted into over 726 million tons of copper. The mine supplied one half of all the copper mined in the entire United States.

Layout Description

Join me in Upper Michigan, in 1942, during World War 2 as we haul copper ore needed to provide wire, brass, and infrastructure for the war effort. The layout features completed scenery with hundreds and hundreds of trees. Small details are being added almost daily and if you haven't been here in a few weeks, it will look different.

Equipment is modeled from the prototype and the room features photos above of equipment and building modeled below them. All the locomotives are custom kit bashed by a professional and dear friend Allen Peeso.

The locomotives have been featured in THE NARROW GAUGE AND SHORTLINE GAZETTE in July/August 2018. The layout operation was covered in the GAZETTE Sept/Oct 2022. There are three more GAZETTE articles submitted and in progress. It is also featured in GREAT MODEL RAILROADS 2024.



T-Track Miscellaneous, N Scale

2510 County Road T, Eau Claire, WI 54703
(1 minute from convention) (level no stairs)

Prototype

Miscellaneous railroads

Layout Description

The T-Trak layout will be a cooperative effort with modules from Terry Moore, Al Fliegel and Dave Menard. The layout will be set up in Dave's mancave just a half mile south on county highway T. Dave's mancave alone is worth the stop.

It will be set up to show off the capabilities of this modular layout system. The sections displayed have traveled many miles around the Midwest and Canada.



West Wisconsin Railroad Club Miscellaneous Midwest, HO Scale

(

1723 Western Avenue, Eau Claire, WI 54703
(5.5 Minutes from convention) (ramp with 2 steps)

Prototype

Numerous Midwest Railroads are represented by members.

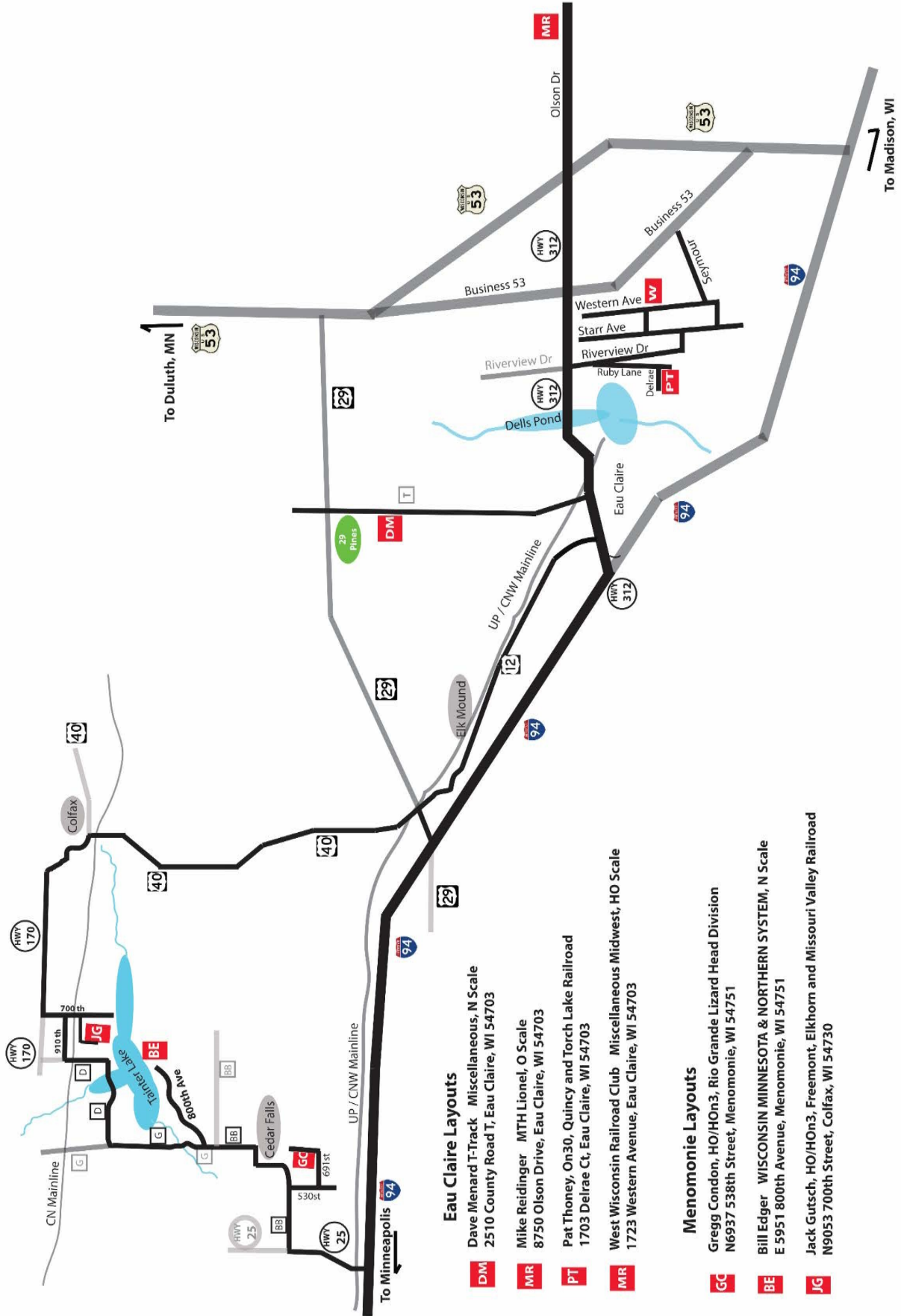
Layout Description

The West Wisconsin Railroad Club is an inclusive organization for modelers, train enthusiasts, and persons who love both model and prototype railroads. Persons of all skill levels and interests are welcome to one of Western Wisconsin's few model railroad clubs with a permanent home layout.

Join us and run on a fully DDC HO layout with hundreds of feet of track. The layout features many regional industries typical to this area of the country. This clubhouse is completely finished and includes crew lounge and work area.

We host operating sessions on Thursday nights, organize fun runs and hold regular work sessions on both the permanent and travelling layouts.





Eau Claire Layouts

- DM** Dave Menard T-Track Miscellaneous, N Scale
2510 County Road T, Eau Claire, WI 54703
- MR** Mike Reidinger MTH Lionel, O Scale
8750 Olson Drive, Eau Claire, WI 54703
- PT** Pat Thoney, On30, Quincy and Torch Lake Railroad
1703 Delrae Ct, Eau Claire, WI 54703
- MR** West Wisconsin Railroad Club Miscellaneous Midwest, HO Scale
1723 Western Avenue, Eau Claire, WI 54703

Menomonie Layouts

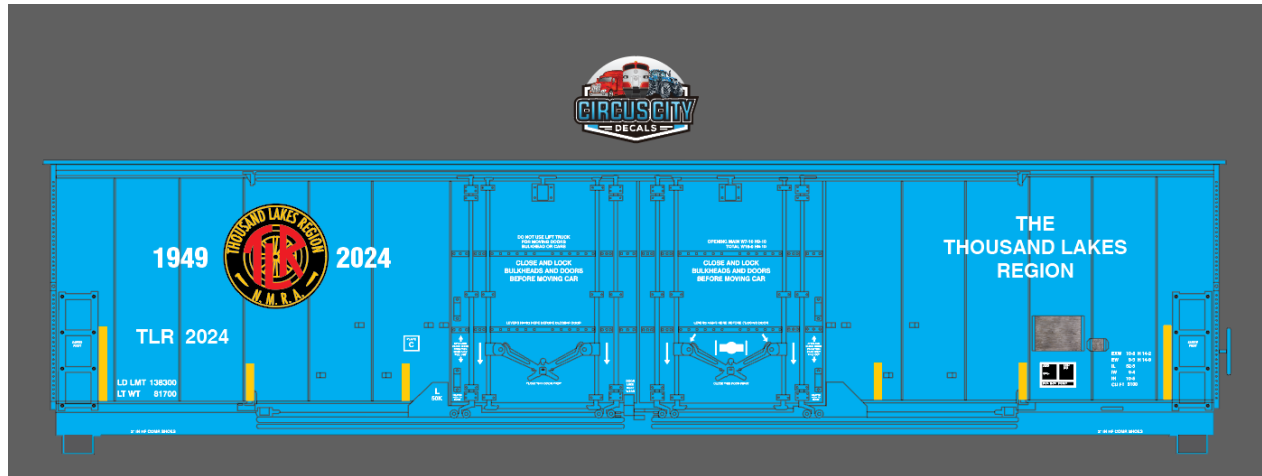
- GC** Gregg Condon, HO/HOn3, Rio Grande Lizard Head Division
N6937 538th Street, Menomonie, WI 54751
- BE** Bill Edger WISCONSIN MINNESOTA & NORTHERN SYSTEM, N Scale
E 5951 800th Avenue, Menomonie, WI 54751
- JG** Jack Gutsch, HO/HOn3, Freemont, Elkhorn and Missouri Valley Railroad
N9053 700th Street, Colfax, WI 54730

TLR Celebrates 75 Years

The TLR is celebrating 75 years by issuing a set of commemorative decals.

Members attending the convention includes a set with registration and those who are unable to attend can request a set for purchase. (Details with whom to contact and pricing will be determined in the next few weeks)

Decal sets will be available in N, HO, S and O scales.



2024 TLR Convention in Eau Claire, WI - Special People's Choice Contest Category

At the convention in Eau Claire, WI the Special People's Choice model category is intended to encourage all participants to scratch build a structure. This structure is to be Mailboxes.

Requirements:

- No kit or kit components

- No kitbashing

- 100% scratch built

- May be made of styrene or wood (or other suitable materials)

- If the "mailbox" has a humorous theme it may also be submitted in the "Thumbs" People's Choice category

If you have never scratch built anything, this is a great way to start.

We are looking forward to seeing you at the convention.

Sincerely,

Shadow Redington

TLR Contest Director

The Winnipeg Model Railroad Club is now 100% NMRA

By Paul Ullrich



As of January 1, 2024, the Winnipeg Model Railroad Club is now 100% NMRA. The members voted to become 100% NMRA at their meeting in September 2023. The club, which was founded in 1955, has never been 100% NMRA in its entire history.

This initiative was the sole effort of the club's new president, John Bate, who has been an active member in both the WMRC and the NMRA. When the motion to become 100% NMRA was brought before the membership, the vote was unanimous.

The club's members didn't need much convincing. For a ten dollar increase in the dues to \$40CDN, every WMRC member would become a member of the NMRA and the WMRC.

The few existing members of the NMRA in the No. 1 Northern Division who are not members of the WMRC can remain outside of the club at their choosing.

The No.1 Northern Division will remain as a separate entity, with Ian Plett and Paul Ullrich serving as Superintendent and vice-superintendent respectively. The WMRC, along with the No.1 Northern Division's Free-Mo group, would be considered part of the No.1 Northern Division, operating autonomously under their own executive.

100% of the dues collected will go to NMRA Canada. The club's expenses are not dependent on annual dues collection, thanks to income generated from their annual spring open house, participation in the Manitoba Mega Train Show, and sales of used model railroad equipment donated to the club, which is sold at the Manitoba Mega Train Show.

Not long ago, achieving this plan would not have been possible. In the early 2000s the club's income was almost solely dues dependent. The club's spring open houses were losing money due to a constant changing of venues and dates and a lack of publicity.

Membership numbers had been steadily falling. In 1983, when the division hosted the NMRA national convention, the club had about 250 members. By 2005 they had 144 members. By 2010 that number had been cut in half.

The club had almost no online presence. The late Bill Taylor, the founder of the Assiniboine Valley Railway, lent a page on the web site of his own business, which featured a list of scheduled meetings and upcoming events and was difficult to find. The club had no email address or any way for anyone to directly contact them.

The club had to relocate its meeting place several times. In the mid 90's they were forced to vacate Winnipeg's Via Rail station, home to the club for 40 years. The Gateway Western, club's model railroad display which was housed in the station, was torn down to make way for an expansion of the station's bathrooms. They moved to the Winnipeg Children's Museum for a few years, then held their monthly meetings in several local churches.

The club hosted a fall event, called The Great Canadian Train Show, from 1998 to 2012. It started as a model railroad flea market, founded by WMRC Past President Morgan Turney in 1994. In 1997 John Longhurst and the late Ken Epp took it over, keeping the flea market theme for one year before transforming it into the Great Canadian Train Show in 1998. This event attracted an average of 600 visitors over a weekend and reaped a profit.

Things started to turn around in the second decade of this century. In 2010 Margaret Ullrich was appointed publicity director of the WMRC. Thanks to her updated list of media contacts, the 2011 spring open house made a profit for the first time in eight years. The open house has continued to reap a profit every year since then.

In 2013 Paul Ullrich was appointed as the WMRC's social media director. He created a blog and opened a Facebook page for the club. Interest grew rapidly. The blog has had over 420,000 views and the Facebook page has over 1,800 followers. People could now contact the group directly through the blog, Facebook Messenger and the club's email address.

The most ambitious project undertaken by the club at this time was the resurrection of the Gateway Western Railway. After it was taken down from the Via Rail station, it was rebuilt and found a home in the basement of Gooch's

Hobbies for several years. When Gooch's Hobbies moved to a smaller location in 2010 there was no room for the layout, and it was taken down and put into storage.

A new home was found at the Winnipeg Railway Museum, which is housed in several unused station platforms in Winnipeg's Via Rail station, just one floor above where the original layout was located. Gino Kost, the Gateway's superintendent, modified a pre-fab two car garage kit from a local hardware store to house the layout within the station.

A team of dedicated volunteers went to work assembling the structure and rebuilding the layout, making it the largest model railroad display in the province. Large windows were installed on three sides of the structure to allow visitors to view the layout. Once the layout was in operation, it attracted many new members to the club who wished to operate the layout.

In 2012 the Manitoba Mega Train Show, a competing event against the Great Canadian Train Show was started. Their first show was scheduled two weeks before the Great Canadian Train Show. In 2013, under the supervision of President Larry Leavens and fall train show chair Gino Kost, the WMRC closed its Great Canadian Train Show and became partnered with the Manitoba Mega Train Show. Under the agreement, the club provides set-up, take down, running the gate and other tasks in exchange of a portion of the profits. The show attracted visitors in the thousands, and became a major source of income for the WMRC.

Thanks to the efforts of the late past president Ed Mulholland the club found a home in the Charleswood Legion for a reasonable rental fee, which also served as a venue for their spring open house.

A main income drain was the cost of printing and mailing *The Lantern*, the official publication of the WMRC. Under the editorship of the late Robert Weaver, who edited the publication for 13 years, *The Lantern* became fully digital in 2013, which created a substantial savings for the club.

Another source of income was from the sale of used model railroad equipment donated to the club. Once the Facebook page was launched, people messaged the page wishing to donate items. The WMRC sells these items at the Manitoba Mega Train Show. Thanks to revenue generated from other sources, the club has been able to donate the money raised from the sale of used model railroad equipment to their charity of choice, St. Amant, which supports over 2,200 people in Manitoba with developmental disabilities, autism and acquired brain injury.

Until 2008, the WMRC was considered to be the No.1 Northern Division by the NMRA, but membership in the NMRA was always had been optional. Up until recently, it wasn't necessary to be an NMRA member to attend the NMRA's regional or national conventions. Despite holding a successful national convention in 1983 and regional conventions in 1988 and 2000, interest in the NMRA was dwindling among WMRC members.

Up until the digital era and the formation of NMRA Canada, WMRC members had little incentive to join the NMRA. Outside of participation in the MMR achievement program, they received little more than a membership card and a subscription to *The Fusee*. Due to the exchange rate and high shipping rates to Canada, subscriptions to the NMRA magazine was very expensive.

Canadians had to join the NMRA through the US office. This meant that Canadians would have to pay their annual dues in US funds, which was subject to fluctuating exchange rates, which once fell as low as 62 cents US.

The late Ron Einarson MMR kept the No. 1 Northern Division alive single handedly with his monthly clinics at every meeting. At his table he'd always had a handful of membership applications and spare copies of the NMRA magazine to give out. He wrote reports on the club's activities in every issue of *The Fusee*. But despite his efforts, by 2008 not a single member of the club's executive was an NMRA member, and the No.1 Northern was in risk of being de-registered.

Things started to change when the No. 1 Northern Division became a separate entity from the WMRC with its own executive in 2008. The Division hosted the 2010 TLR convention, titled *Steam on the Prairies*. The convention was one of the most successful TLR conventions to date, attracting 144 attendees from the US and Canada.

The division was largely dependent on volunteers from the WMRC to help with the convention. Many members either became new members, or opted for the six month rail pass program, which gave them a temporary membership for ten dollars.

The No. 1 Northern Division held several train shows and created the No. 1 Northern Free-mo group, which be-

came the largest modular model railway in Manitoba. Former TLR president Dennis Rietze and the late Roger Kiendl devised a module that was lightweight, easy to level and easy to attach to other modules.

But the last thing Winnipeg needed was another model railroad club. Most of the members of the No. 1 Northern Division were already members of the WMRC, and they felt no reason to compete with them.

There were many more incentives to join the NMRA than ever before. Canadians could now pay their dues directly to NMRA Canada with Canadian dollars. A digital PDF of NMRA Magazine was now included in the membership fee, which included online access to nearly every back issue back to 1935. Discounts are available to over 50 businesses, including car rentals. Members had access to the Kalmbach Memorial Library an online library of instructional videos, and videos of over 100 clinics from NMRA National Conventions.

Outside of the many benefits of the WMRC becoming 100% NMRA, one of the best ones was the cost of liability insurance. The club had been paying a private insurer for liability insurance, and the cost had been rising every year, to the point that it was paying more for the insurance that it was for the monthly rentals at the Legion. Under the NMRA, the cost for insurance would drop to just \$50, which would be for the annual fee to process the paperwork.

The conversion of the WMRC to 100% NMRA not only boosted the membership of the TLR, but it also pushed the membership of NMRA Canada to over 1,000 members.

Although the club did to become officially 100% NMRA until January 1, all of the members of the WMRC officially became members of the NMRA at the club's meeting held on December 8, 2023. President John Bate handed out NMRA membership cards to all members present, and held a clinic on how to navigate the NMRA website.



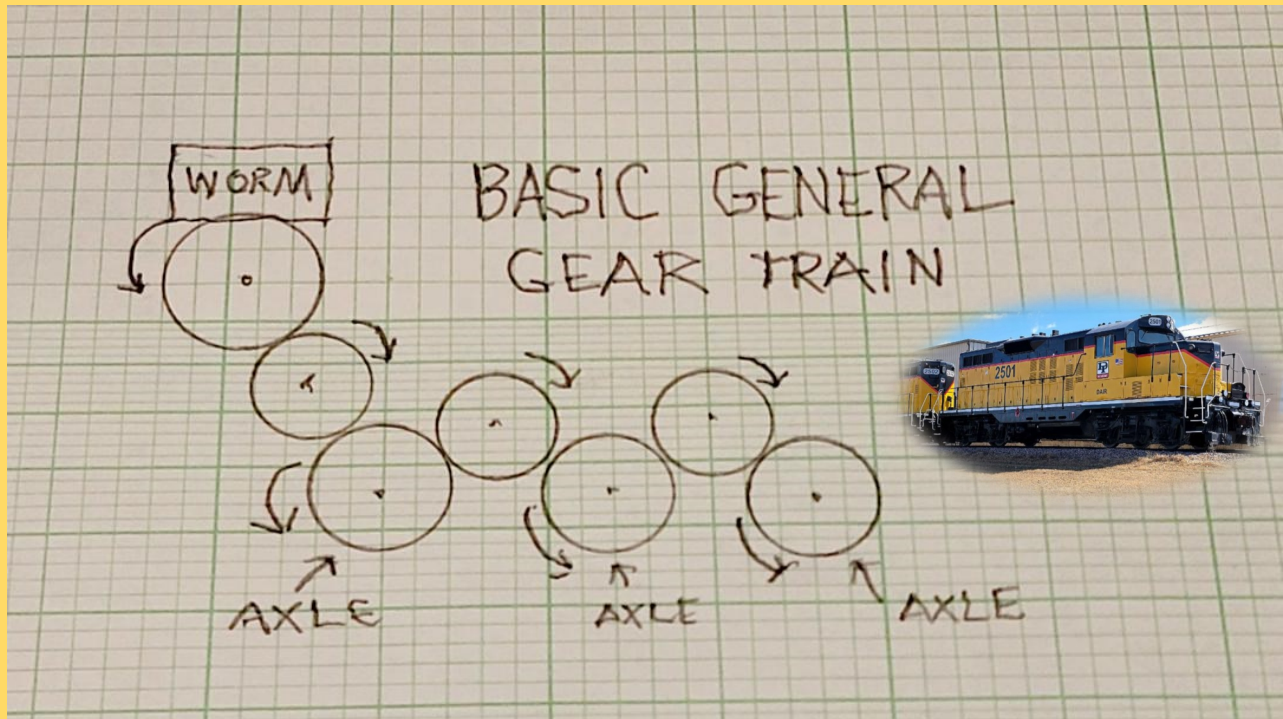
From the Desk of Matt Lentz - Basic General Model Gear Train

Matt shares a quick conceptual design of how many drive trains could be set up in a typical 6 axle diesel locomotive model . Matt has designed and scratch built several custom locomotives and is an excellent resource if you are looking for guidance in scratch building motive power.

I'm sure if you have any questions you can reach out to Matt and he'd be happy to help. (His contact info is on page 58)



Drawing by Matt Lentz



Welcome New NMRA Members to the TLR!

Grant Taylor	Winnipeg	MB	Family Kane	Rochester	MN
Scott Garner	Thunder Bay	ON	Joel Price	Brookings	SD
William Phalen	Crookston	MN	Ted Larson	Chaska	MN
Greg Terhaar	Brooten	MN	Jay Juergens	Bloomington	MN
Michael Owen	Saint Paul	MN	Corey Butkowski	Sauk Rapids	MN
Dewayne Tomasek	Duluth	MN	Philip Keepers	Superior	WI
Family Lowe	Minneapolis	MN	Paul Bertram	Chippewa Falls	WI

Operations Corner

New column for sharing thoughts, ideas and tips from TLR members. Here is a great idea to think about trying :

Jeff Otto

You've built a nice layout, added fine buildings and scenery, favorite engines and cars, now what? Do you really want to start over or would you rather enjoy your efforts longer by adding a new dimension of interest and share it with your current and soon to be new hobby friends? Adding realistic purpose with the team sport of operation truly can extend the life of your craftsmanship without re-working some or all of your layout to maintain your interest.

But where to begin the new venture? One can start with simple basics and grow from there as your interest evolves, like any other phase of the hobby. Don't be intimidated by what may look complex as you may see and experience on someone else's layout who may have been doing operation for years. Like other aspects of modeling, try operating on different layouts and see what interests you and what does not. We all do that when deciding how we may want to build benchwork, models or scenery.

My example will be based on using car cards and waybills, by far the most common car forwarding system in use by modelers for some key reasons, but a topic for another time. But the "formula" I suggest may certainly be incorporated in a switch list scheme or any other car forwarding approach.

Operation is about the transportation service of delivering goods from one customer to another – car forwarding. So the critical starting parameter is what is the track capacity for each customer. I got more serious about formal operation in the late 80's and a friend who had been involved several years prior to me had a great suggestion. He recommended a very simple formula as a starting point that has proven to be very practical also with ever larger model railroads I have built over the 30 years since then:

For each destination car spot, allow about 1-1/2 waybills to deliver cars there. Round up or down depending on how intense you want the customer served. A typical industry may have room for 2 cars, so make 3 waybills to start. More likely for only one spot, start with 1 waybill, not 2. To keep numbers simple, let's talk about a 2-spot industry and a common layout based around a central classification yard.

The reason this works most of the time is because the "trip plan" for a car involves picking up the car from somewhere to bring to a yard, switch the car to the appropriate

train to make the delivery, then a third step to deliver the car to the industry. With some cars enroute back to the source, they will normally not all arrive at the same time at the industry. Each of the three movements are unlikely to happen in one session, generally taking 2 or even three sessions to get a car delivered. Counting that a delivered car that goes back to the source and comes back around, it may take 4-6 sessions to get back to the industry. So with 3 cars billed to our 2-spot industry, most of the time it will have one car with the other 2 in transit somewhere. Two cars will be present a smaller percent of the time, but rarely will the 3rd arrive before at least one of the first two is picked up.

The likely exception is a shelf switching layout or similar that doesn't provide for the yard classification step. For that, 1 waybill per spot may be plenty.

In general, yards are processing centers like a post office or FedEx terminal. Yes, there are special yards used to store cars, but this is not common and is a poor use of space on a model railroad that too often doesn't have enough tracks for efficient sorting. Car sources are industries, interchange tracks, and staging tracks (off-layout interchange) if you happen to have any. Destinations are other industries, interchange tracks, and staging. A large industry may have a track for unloading material and another track for loading, so a move may be internal and not go back to a yard to be re-delivered to the second track.

With this approach, you can quickly tally up your layout's approximate capacity and plan both your active fleet size on the layout and mix of car types. From there you can then work out your train service plan based on train lengths reasonable for the size of the layout and lengths of passing sidings.

An advanced topic is how I modify the formula when a model railroad has more than one major classification yard, but that is so rare not worth taking space here.

Another topic is whether to place 1, 2, 3, or 4 destinations on each waybill, what the trade-offs are to plan and manage them, and why a mix might work for the various industries you may be modeling.

Jeff Otto, Missabe Northern Railway

Retired from C&NW and UP

TCD SHARE YOUR SKILLS DAY

April 13, from 1pm to 4pm



Gondola Ballast Loads Locomotive Soldering DCC APS Building Car Cards

SHARE YOUR SKILLS

Scenery



Waybills

Standards

JMRI
Painting

Weathering



Decals Hopper



River's Edge Convention Center

10 4th Ave. S

St. Cloud, MN 56301

Saturday, March 9th, 2024

Show Hours: 9:00a.m. to 3:00p.m.

Buy, sell, trade or just view hundreds of trains under one roof. Vendors will be selling and buying trains, accessories, books, videos, railroad collectibles & memorabilia, antique trains & toys, hobby items and more!

Operating model and toy train displays. Kids can help build a wooden train layout and run a model train.

Register to win door prize, a LIONEL train set.

Test track on site. Wheelchair accessible.

Admission: \$6.00. Kids 10 and under FREE.

For more information call 612-558-6484, email GraniteCityTrainShow@gmail.com or visit www.GraniteCityTrainShow.com.

Map & Directions: www.GraniteCityTrainShow.com/GCTS_map.pdf.

HOBBYISTS: If you wish to display a layout, or have a vendor table please visit our web site for a printable layout display or vendor request form.

WHERE MODELERS COME TO MEET, SHARE AND LEARN

6th Annual Twin Cities Division Modelers Meet

**MARCH 15
6:30-9:30
MARCH 16
8:30-4:30**



This event is open to NMRA Members and non-Members. Come and see all the great things the NMRA does for Model Railroading

Friday 7:00 until 9:00 Images of Railroad History by Jim Brown. Jim has been collecting Railroad history for over 40 years! We will see Winona, LaCrosse, Twin Cities and Duluth. He is bringing the whole alphabet, C.C, W.C, I.N, DWP, DMIR, DME, BN, CNW, CGW. Come early and get a comfortable seat!

Saturday 8:30 until 4:00 Display Room Open, Coffee is on and six hours of presentations will start every half hour with the exception of lunch from 11:30 until 1:30. Presentors include: Lester Bruer MMR, Joe Binish, Thomas Gasior MMR, Randi Relander, Jeremiah Shoemaker, Ken Zieska

The real stars of the show will be you and the projects you bring to display! Bring completed projects, projects you are working on and projects you could use a few ideas on to finish them up. Bring your layout plans, your operations plans

TCD Modelers Meet - March 15th & 16th

Meet the Modelers Retreat Clinicians

Joe Binish, SOO line Passenger, Baggage and Mail car. Joe is well known for his modeling prowess. He will share with us how he researched this unique prototype passenger car and recreated it in an HO scale model.

Lester Breuer MMR, The Randolph Curve. Lester's railroads have been finished several times over the years yet his quest to express creativity and add operations never sleeps. Lester shares with why and how he added the Randolph curve to the Minneapolis and Northland Railroad Company.

Greg Dahl, Buildings that begin as kits. Greg sees a good building kit as one containing the makings of a unique structure. Greg will focus on building plaster kits sharing his experience building many kits for his own and other's railroads. He will also share how he creates stand-in buildings from photo prints.

Damian Kostron, N Scale Modeling the DM&IR with 3D printing. Damian has skillfully compressed DM&IR into an N Scale Railroad that captures the character of the railroad and the beauty of the Iron Range. His use of 3D printing is an important part of his modeling process.

Tom Gasior MMR, The Splitrock Mining Company. The mighty mini ore mover. The creation of a prototype based freelance dedicated iron ore line set in northern Minnesota in the 1960's. Discussion will include concept, design, operations, scenery, rolling stock, and creating vignettes to plant the layout in an actual place and time. The use of social media to help enhance the realism of the layout is included.

Randi Relander, Modeling the Great Northern, Grand Rapids, Minnesota Depot. Beginning with careful research of the prototype, patient planning of his modeling process, incorporating 3D modeling and time-honored modeling techniques to create a signature structure.

Jeremiah Shoemaker, Enhancing track work with prototype practices and line side details. You invest time and effort into replicating the engines, rolling stock and structures, now it is time to create the foundation of track work, operationally solid while displaying attention to detail that creates the complete scene.

Ken Zieska, The Cuyuna Range, Minnesota's other Iron Range. A story of a man, his dog and a hunch finding material riches among tamarack, poplar and mosquitoes in Central Minnesota. Railroad intrigue that became cooperation and delivered a key material resource that helped build the country and win a World War. Now recreational placid lakes and man-made hills.

The Twin Cities Division's "Hands on" Share Your Skills Day.

April 13, from 1pm to 4pm

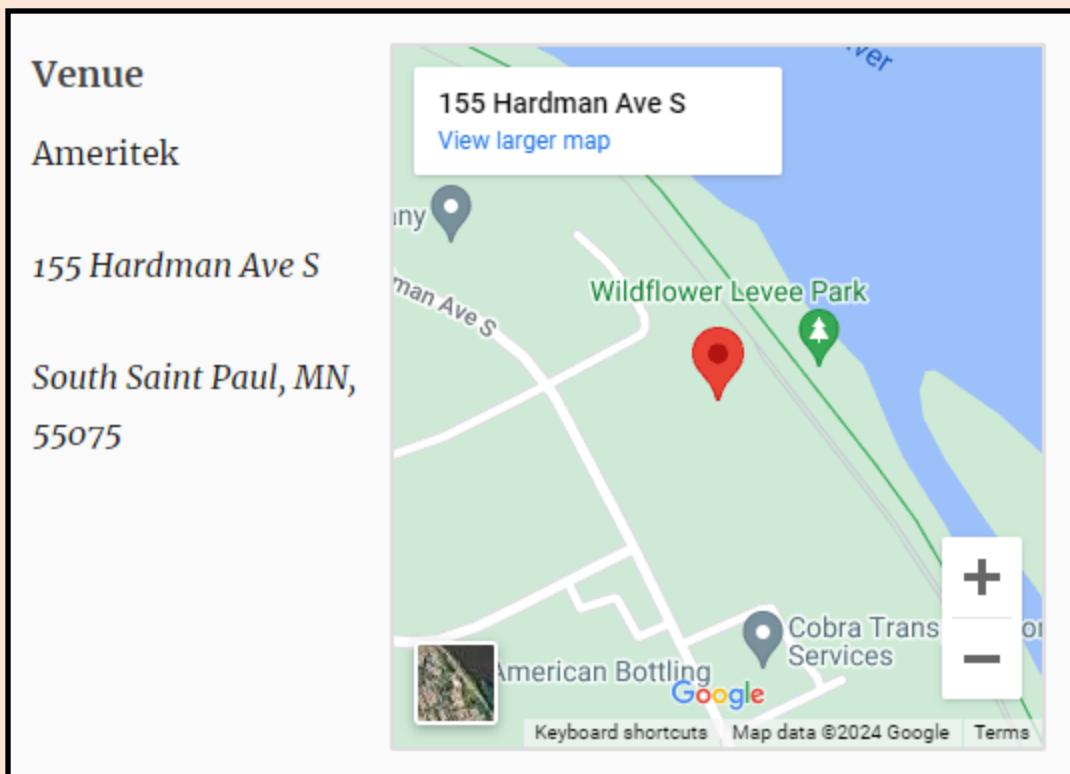
This event is for all modelers – new and experienced – and everyone in between. Please join us and share a skill, as we make something, try something, do something – getting our hands dirty in the process, or at least having a better understand on how to do a skill.

The following are the current planned skills:

Skill #1 Loads – Make-n-Take: Make a load for an open Hopper – Coal, Sand, Gravel, Woodchips. Make a load for an open Gondola – scrap steal. Bring an open top Hopper and/or Gondola car and make a load. It would be great for others to share how they make their open top carloads – bring your own materials to show and share.

Skill #2 Soldering – Try-n-Tell: Learn how to solder – what to do, what not to do – as you try your hand at this skill. (TCD is working on having a small project, that we will solder at this event, that you can take home.) The TCD plans to have soldering irons and solder available at this event. However, availability may be limited. If you would like to bring your own soldering station and supplies, it would be appreciated.

Skill #3 DCC Programming: Learn JMRI as you try your hand at programming a locomotive. This skill will show how to change CVs (Configuration Variables) via the JMRI programming platform. Programming can include changing Engine Address, speed table, and more. Depending on time and participation, speed matching may also be possible. (Due to time and the sometime complex nature of decoder installation – we will not be doing decoder installations at this event.) DCC Race-tracks – with DCC/JMRI systems – will be available for use. Bring your loco and learn some DCC programming.



Region Round-up

The Dakota Southeastern Division - Scott Nesbit

The Dakota Southeastern Division has had a busy winter and is gearing up for our annual train show and swap meet this spring. The last weekend in January we took over the meeting rooms at the Sioux Falls downtown library with our HO modular layout, our ever expanding N scale Ttrak layout and our two switching layouts. The place was packed both days and many new junior engineers were christened on the switching layouts! The third weekend in February we took our HO modular layout and our consignment sales to Lincoln, NE for the Lincoln Area Railway Historical Society's annual train show. The layout was a big hit with everyone at the show with many great compliments on the amount of detail, lighting, and animation scattered around our 32' by 28' "p" shaped layout. Our consignment sales area was also very busy with many happy customers walking away with their purchases. Next up for us is our annual Greater Sioux Falls Model Train Show & Swap Meet, March 23rd from 10am to 5pm and 24th from 10am to 4pm. This is our main fundraiser for the year and it requires all hands on deck. Many vendors and layouts with trains in all scales will be in attendance.

Come on out and check out the great layouts and find a bargain to take home!! After that we have a full summer of layout outings ahead of us with many chances to try and encourage all to join our great hobby

South Red River Division — Matt Lentz



The South Red River Valley Division has formed an N scale committee under the guidance of one of our younger members, Jorgen Leno. The first he has chosen for the group is the scratch building of center-beam flat car loads. It's very exciting that we've got members working on modeling. Our AP committee is currently working on a first event where 2 parts of the Golden Spike Award will be tested, namely the rolling stock and the structures. They are considering making it into an evaluation and a contest. That's about it for our spring agenda!

Prairie Lakes Division— Jay Davis

The spring PLD meet will be April 6 in Mason City at the Southbridge Mall 100 S Federal Ave. from 8-3

Highlights include: clinics, a popular vote contest, 40 vendor tables, home layout tours, a business meeting, and more.

Railfanning will include up to four different railroads.

As of publishing deadline no reports from:

- Southeastern
- Minnesota River Valley
- No.1 Northern Division

Region Round-up cont.

Twin Cities Division - Thomas Gasior MMR©

The TCD just wrapped up our annual Operators Retreat. Chairman Greg Dahl put in a lot of effort to make sure everyone had a great time.

On Saturday, February 24th the Twin Cities division came together to host its 3rd rendition of the Operators Retreat. Six local hosts opened their homes and layouts for twenty-three operators. We started the day with a gathering of everyone involved at the local Hop for breakfast, layout assignments, and an introduction of their railroad by each host. After some last minute instructions, the guests were off to their first layout to get some hands on experience with operating a model railroad. After a quick lunch, the guests were off to their second layout and more fun.

The goal of the event is to introduce those model railroaders who are interested in operations but have never had a chance to actually participate in a session. Some guests have minimal experience operating but wanted to be exposed to other methods or perhaps even other scales.

One operator was planning on building a N scale rendition of the Powder River basin. He ended up operating the N scale Clinchfield Blue Ridge division. Maybe a different local and era, but certainly showed what was possible in that scale. Others were able to try their hands in a new job such as dispatching without the high pressure that may come at other operation sessions.

As one attendee remarked: "For this ops novice the hands on ops experience was very educational and inspiring. I very much appreciate the effort you and the rest of the TCD leadership put into this event and everything else you are doing."

Based on those remarks, I would venture to say it was a highly successful event and will be repeated in the future.

The seasonal Livestreams have also come to an end. The TCD does a weekly Livestream from November to February. The show is hosted by Thomas Gasior and Ken Zieska. The final episode featured guests from the Women in Model Railroading SIG.

Cydney George-Abatecola from TSG Multimedia, Lucy Dormont from the NMRA, and Michele Kempe-ma from the Colorado Model Railroad Museum.

Upcoming events include the Modelers Retreat. Joe Binish has lined up Models on display and clinics to attend. This event will be Friday evening March 15th, all day on Saturday, March 16th.

The TCD will hold it's second Modelers Skills Day. Damian Kostron has lined up some presenters who will teach Soldering. This will be featured and include a make and take item. Other skills being demonstrated will be operations and DCC programming.

The Division Layout tours will be two weekends in April. Visiting different layouts each weekends.

The March meeting will be at Perkins off 494 and France Ave.

The TCD is hosting the TLR Convention in Eau Claire, WI. The local committee has filled up the itinerary with many things to do and see.

Action from the LARHS annual Train show in Lincoln, NE (Photos by Scott Nesbit)



Activities Happening Around the Twin Cities Division - Operations Retreat



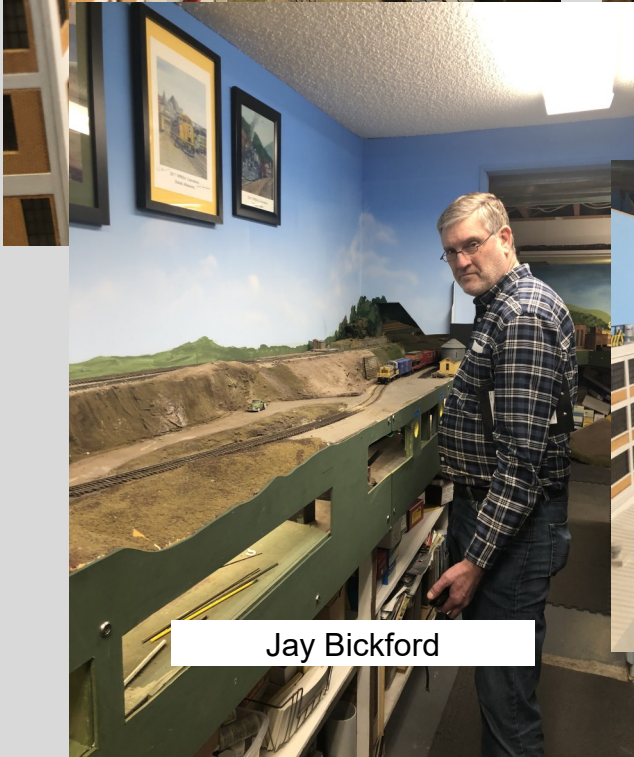
Ricardo Ortiz



Peter & Susan



Kurt Halverson



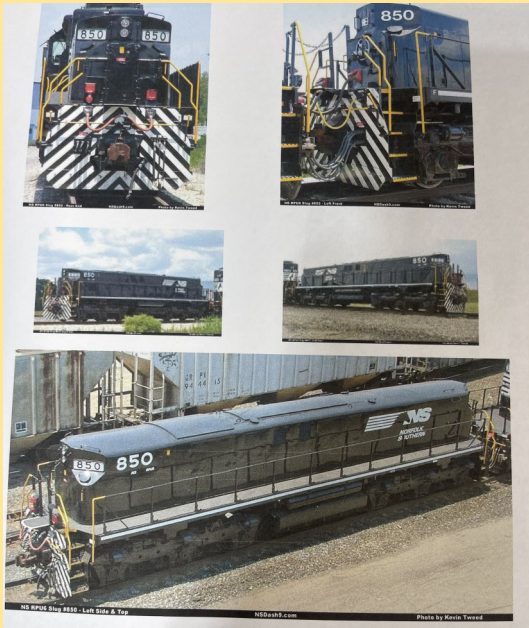
Jay Bickford



Bill Craig

Photos taken by Ken Zieska at the TCD Operations Retreat event held on February 24th 2024

What's on Your Workbench?



Here is my progress so far on modifying an older Atlas RS unit into a slug for my good friend Jim Peterson. Per the prototype drawings the vents, grills etc have been removed and the body has been cut down. The unit will have power and a decoder that Jim will consist to one of his road units for service on his layout. I plan on having the model judged for the Motive Power AP certificate. I still have a long way to go with it ! Hopefully I can have it done by this fall. Neil

Minneapolis & Northland



Railroad Company

I enjoy model railroading and want to share my experiences with you! You can see my build of kits, how-to's, painting information and much more on my internet blog.

Check out <http://mnrailroadcab100.blogspot.com>.

Lester Breuer, MMR

Don't Forget to Check out the Twin Cities Division Podcast

<https://tcdnmra.org/>



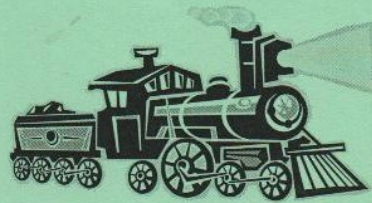
The Dakota Southeastern Division of the National Model Railroad Association invites you to the:

GREATER SIOUX FALLS MODEL TRAIN SHOW

March 23rd and 24th, 2024

Saturday, 10am – 5pm

Sunday, 10am – 4pm



MULTI-CULTURAL CENTER
515 N Main Ave - Downtown
SIOUX FALLS, SD

Fun for the entire family!
Model railroads / Vendors

Buy, sell or trade your model train items
The DSED offers consignment sales – contact us

Daily admission: \$5.00 per person,
Children 12 and under free w/paid adult

For more information visit our sites or contact us at:

Dakota Southeastern Division
(Jim) 605-595-2634 / (Scott) 605-360-0185

Web: www.dakotasoutheastern.org

Email: dakotasoutheastern@gmail.com

Facebook: Dakota Southeastern Division of NMRA

2024 Region Roundup - model railroad-related events in and around the TLR

Mar 2	North Metro MRR Club	VFW Club, Coon Rapids, MN
Mar 9	Granite City Train Show	River's Edge Conv. Ctr, St Cloud, MN
March 15-16	TCD Modelers Retreat	Mt Olivet Church, Plymouth, MN
March 16-17	Three Rivers RR Club	Omni Ctr, Onalaski, WI
March 23-24	Greater Sioux Falls MRR Show	Multi-Cultural Ctr, Sioux Falls, SD
March 24	North Metro MRR Club Ops Day	Coon Rapids, MN
April 6	Greater Upper Midwest Train Show & Sale	Century College, White Bear Lake, MN
April 13	TCD Share Your Skills Day	Ameritek, S. St Paul, MN
May 4	Newport Model Train Club Train Show	Woodbury High School, Woodbury, MN
May 16-19	<u>TLR Annual Convention (2024)</u>	<u>Eau Claire, WI</u>
Aug 4-11	<u>NMRA National Convention (2024)</u>	<u>Long Beach, California</u>

Convention Celebration Room Categories

Here are the Celebration Room categories available for submission and the required forms that need to be included with each submission.

1. For models in this section submit NMRA Forms 901, 902 and supplemental information.

- Steam Locomotives
- Diesel and other locomotives
- Traction
- Passenger Cars
- Freight Cars
- Cabooses
- Non-Revenue Cars
- Structures
 - o On-line
 - o Off-line
- Display
 - o On-lin
 - o Off-line

(Note that scenery guidelines apply:

<https://www.nmra.org/sites/default/files/education/achievement/pdf/2019-sceneval.pdf>

Note: Any model (excluding displays/dioramas) in Section 1, above, earning 87½ points during the model contest judging will automatically be awarded the appropriate AP credit.

2. Railroad Pass Form 901, ranking by judges

3. Photography (Form 901, special photography guidelines apply :

<https://nmra.org/national-photo-contest-judging-guidelines>

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

Note: "Working on the Railroad" must depict people ("Boots on the Ground") working on railroad-related settings (e.g., in a yard, handling track, throwing a switch, etc.). A train on a track without visible individuals should be submitted in the Prototype B&W print or Prototype Color Print categories

4. Individual or Group Module (Module Form 901b and Module Form J)

Modules are judged by a group of judges who go to the modules. Modules are not evaluated for a merit award, thus modules are not part of the Judged Model contest. However, a model (structure, car, motive power) on a module can be removed and separately judged for merit in the Judged Model contest, but separate paperwork (Forms 901, 902, and supplemental

information must be provided for the judges in the Judged Model contest.

5. Popular Vote (People's Choice) Categories by Convention Attendees (Form 901 required for all – Judged items, #1, above)

a. Rail Related

- Favorite Train
- Locomotives (all types)
- Rolling Stock (all types)
- Caboose
- Structures
- Display
- Module
- Thumbs (Humorous)
- Photo Match Model
- A special TLR popular vote category is posted for each convention. See details on the TLR Website under the “Celebration Room” tab.

b. Non-Rail Related (need not be prepared now for this Celebration event. Items made earlier than the 2019-2021 period remain eligible).

- General
- Needlework
- Railroadiana

c. Photographs

- Model Print
- Color Print

There will be Best of Show selected from the following categories:

- Merit Award-Evaluated entries;
- Judged Photography Entries;
- Popular Vote Rail Entries;
- Arts and Crafts (i.e., Non-Rail) Entries;

First place winners in the categories will be awarded plaques. Second and Third Place winners in the categories will receive certificates. Novices (i.e., people who are participating the Celebration Room for the first time), will be acknowledged at the scheduled Banquet.

One aspect of the TLR conventions that we are seeking is greater participation in the Arts and Crafts categories. These categories may be railroad or train related; however, this is not required. This also serves to encourage participation by the non-railroader members of the family – spouses and children are encouraged to submit entries. Photographs are not allowed as entries in the Arts and Crafts categories. Instead, they should be submitted in one of the Photography subcategories.

During the joint convention held in Lacrosse, WI in 2019, confusion among judges arose because it was

not clear from people making submissions what their intent was for the submission. For example, some individuals were interested in submitting a model in the “Modeler’s Showcase” and did not want it evaluated by judges. In some cases, these models were unnecessarily evaluated by the judges taking time for evaluation of other entries. To eliminate this issue, we have developed the “Thousand Lakes Region Celebration Room Entry Form Supplement: Entrant’s Intent Form.” This form needs to be completed for each NMRA Form 901. It will help to make sure entries are placed in the Celebration Room and assist in the evaluation of each submission.

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

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

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

Judging is closed to the public but “Shadow Judges” (those learning about the judging process by following the judges during contest judging) are allowed and encouraged to participate.

Shadow judges also serve as scribes by recording notes for each of the entries submitted.

These should be shared with the entrant after judging. Judging is closed to the public to ensure that the Contest Room is quiet and to allow judging teams to concentrate. However, entrants seeking AP Evaluation may be in the Celebration Room to observe the process BUT they are not allowed to speak. This allows those who desire to have their entry evaluated by judges to learn from the process. Any disputes among judges or during entry of models will be resolved by the Contest Director who is the final authority.

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

Events –

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

1.1. Definition - Competitive events for models: all entries are technically judged by teams of experienced judges using a point scoring system based on a standardized matrix.

1.2. Scale - All models shall be judged separately in each classification and category without regard to scale.

1.3. The model must have been made by the entrant and cannot have won a first place at any previous National or Regional Convention.

1.4. Classifications

1.4.1. Scratch Built - This class is intended for models built largely from basic or scratch materials. However, any model may be included in this classification. The decision is up to the entrant. Entries in the scratch built class are eligible for full point scores on all factors including scratch built which has a maximum score of 15 points for a total of 125 points. The focus in judging is the model, not the tools to build the

model. For example, the term "scratch built" carries the implication that the builder alone has accomplished all of the necessary layout and fabrication, which establish the final dimensions, appearance, and operating qualities of the scale model. This definition does not prevent the use of any tools or jigs as long as the builder alone has done the work necessary for the tool to make the part. This would include drawings or computer files to run computer numerical control (CNC) machining, automatic lathes, laser cutting machines, 3-D printers, and other tools. If a third party changes the builder's inputs, then the parts are not considered to be scratch built.

1.4.2. Kit Built - This classification is intended for models comprised of more than 50% kit or largely commercial parts to allow them to compete with similarly built models rather than typically higher scoring scratch built models. However, any model may be included in this classification. The decision is up to the entrant.

Entries in this classification are eligible for full point scores on all factors except scratch built which is limited to 8 points for a total of 118 points.

1.4.3. Merit Evaluation -- (Form 901, Form 902, and supplemental information, required for all)

1.4.3.1. Definition – Entrant seeks input from Judges regarding entry placed in Categories 1,2, 3, or 4 of these TLR Celebration Rules. The intent of the modeler is to obtain feedback from evaluators regarding aspects of the submitted entry. Specifically, what is good about the entry and what might be done to improve the entry (or documentation). This allows a modeler to “get their feet wet” in the contest room with the goal being to have the modeler go through the merit evaluation process and subsequently getting a merit award for their model when improvements are incorporated.

1.4.4. Categories

1.4.4.1. Steam Locomotives - All types of locomotives powered by steam. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category

1.4.4.2. Diesel & Other Locomotives - All other types of locomotives except those powered by steam and passenger revenue carrying types. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category. In the case of multiple joined locomotives, at least one of the units must be powered.

1.4.4.3. Passenger Cars - All types of passenger revenue carrying equipment, including coaches, observation, mail/RPO, baggage cars as well as

powered rail buses and RDC cars. Express reefers and Drover Cabooses are included.

1.4.4.4. Freight Cars - All types of freight revenue carrying cars, not including express reefers.

1.4.4.5. Caboose - All types, including traditional, bobbers, and transfers type (not Drover, see Passenger Cars, above).

1.4.4.6. Non-Revenue - Right-of-way, track maintenance vehicles, rail and inspection cars, railroad cranes and others not considered directly involved in revenue service.

1.4.4.7. Traction - All equipment associated with urban, suburban and interurban electrically powered railroads.

1.4.4.8. Structures - This category is intended for all individual structures or buildings either on-line or off-line; however, it also includes non-powered locomotives, ship models, freight car loads, cars and trucks, track components such as switches and diamonds and other unusual models that do not fit within other categories at the discretion of the Contest Director. Multiple structures such as a house and garage must be physically connected to be considered a single structure. Likewise, only a detail or details in, on, or otherwise connected to the single structure will be considered during the judging. Any detail not connected to the single structure, will **not** be considered during the judging. A single structure contained within a display may be entered in the structure category in which case only that structure will be judged.

1.4.4.9. Display – A display constitutes scenes or dioramas which may include multiple structures, locomotives, rolling stock, scenery elements and other detail. All elements will be judged as a part of the entire scene.

(Note that scenery guidelines apply:

<https://www.nmra.org/sites/default/files/education/achievement/pdf/2019-scen-eval.pdf>)

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

2.1. Definition - Competitive Event for modules: all entries are judged by a team of experienced judges using a simple ranking system.

2.2. The module must have been made by the entrant (s) and cannot have won a first place at any previous National or Regional Convention.

2.3. Module Definition - A small model railway which includes supplemental scenery and track work which is designed to attach to and operate with other similar modules.

2.4. Scale - All scales shall be combined in each of two classifications.

2.4.1. Classifications

2.4.1.1. Module - Individual - A module entry built by an individual person.

2.4.1.2. Module - Group - A module built by a group of people.

3. Photo Contest -- (Form 901 required for all; special photography guidelines apply:

<https://nmra.org/national-photo-contest-judging-guidelines>

3.1. Definition - Competitive event for photographs, exclusive of slides which are not permitted.

3.2. Photos produced using either film or digital cameras are permitted.

3.3. Each entrant shall be limited to a maximum of ten (10) entries with a maximum of five (5) entries in one category.

3.4. Prints shall be mounted on flat, rigid board or matted with similar material. No folders or glass frames are allowed. Photo and mount shall not exceed 12" x 16" (30cm x 40cm) in size. Minimum mount size is 8" x 10" (20cm x 25cm) and minimum print size is 5" x 7" (13cm x 18cm).

3.5. Prints shall have entrant's name on the back. Prints may be titled on the front. Prints with entrant's name on the front will not be accepted.

3.6. Exposure of the original slide or photo must have been made by the entrant and cannot have won a first place at any previous National or Regional Convention.

3.7. Categories - Each entry shall be placed in one of the following categories:

3.7.1. Model - Black & White Print

3.7.2. Model - Color Print

3.7.3. Prototype - Black & White Print

3.7.4. Prototype – Color Print

3.7.5. Working on the Railroad – Black and White or Color Print. Must depict workers as "Boots on the Ground" performing railroad work tasks. Photographs of a train traveling or located on a track should be submitted as a Prototype Print.

4. Pass Contest -- (Form 901 required for all; does NOT include Merit Award – Judged items, #1, above)

4.1. Definition - Competitive event for entrant-made railroad passes: all entries are judged by a team of experienced judges using a simple ranking system.

4.2. Two (2) entries are required in order to show both sides of each pass entered.

4.3. Any type of railroad pass is eligible in the form of a business card or flash card size. All other forms, letters, documents, stock certificates, etc. will not be allowed and will only be accepted as display-only (non-contest) entries.

5. Model Showcase. (Form 901 required for all)

5.1. Definition - Non-competitive display events for models, photos, Arts & Craft or any railroad oriented display, complete or in process.

6. People's Choice (Popular Vote) -- (Form 901 required for all)

6.1. Definition - Competitive event for models, photos and arts & crafts including direct entries (i.e., People's Choice only) and those also entered in the judged model and photo competitions as well as those entered solely for AP evaluation.

6.2. Entries shall be displayed for evaluation and selection by popular vote by convention attendees. Selection and ranking of the winning entries for all awards shall be determined by the number of votes received. Convention attendees shall be permitted to submit one ballot voting for one entry in each category and for each special award.

6.3. Entries from Sections 1, 2, 3, 4, and 5, above.

6.4. Rail Related

6.4.1. Favorite Train

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

6.4.2. Locomotives

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

6.4.3. Rolling Stock (all types)

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

6.4.4. Caboose

All types including traditional, bobbers, drovers and transfers types.

6.4.5. Structures

All types of structures. No detached detail or scenery or other scenery material shall be allowed.

6.4.6. Display or Module

Modeled scenes which may include structures, detached detail and other scenery elements. Module distinguished from display as a component of a layout containing similar modules. Display is a free-standing diorama.

6.4.7. Most Humorous (Thumbs)

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

6.4.8. Photo Match Model

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

6.4.9. Special Category

Often, special categories are indicated in advance with special requirements. Like the other categories in the People's Choice component of the Celebration Room, these are voted on by convention attendees.

6.5. Non-Rail Related (except for Railroadiana)

6.5.1. Definition – these items need not be prepared for the upcoming Celebration event. Items made earlier, that have not been competitively submitted elsewhere, are eligible for submission.

6.5.2. General

General craft entry of any theme

6.5.3. Needlework

Needlework of any theme

6.5.4. Railroadiana

Craft entry (General, Needlework, or other creation) with railroad motif

6.6. Photographs

6.6.1. Model Print

All photographic prints of models.

6.6.2. Prototype Print

All photographic prints of prototypes.

Thousand Lakes Region Photography Contest Judging Guidelines

(Adapted from the National Model Railroad Association)

Judging photographs is much more subjective than judging models. A prize-winning photograph is often more a matter of art and luck than execution of technique. Certainly, the photographer is faced with more things that are beyond his control than the model builder, particularly for prototype photos.

1. **Procedure** – The following judging procedure, used for years by many in competitive camera clubs, is employed.

1.1. View all the entries in a category one at a time to get an overview of the field. There should be no dialog at this point. View entries again then each judge indicates whether the entry should stay or be eliminated. During this run-through, a positive vote from any one of the judges will keep the entry in the running. Any entry receiving no votes is set aside. During the third run-through, it requires two positive responses to keep an entry; those failing are removed and set aside. If the field is still large, perform another run-through. Three judges are now required to give assent, although by this time there are usually no more than a dozen entries left. The purpose of this process is to narrow the field rather than to pick winners, thus it is advisable that little or no commentary should be made until the next step.

1.2. With only ten or twelve entries left, the judges now have a reasonably small field from which to select. At this point the remaining photos are discussed and compared. Prints may be arranged on the table in order of finish and moved about as the judges seek a consensus. Entries removed earlier may always be brought back for further consideration, but it should be noted that this method will generally produce the same final ten entries or so from more than a hundred choices, no matter which team of judges is used. Different teams of judges may likely produce different winners from these finalists, however. This is not surprising, as we are dealing with a subjective medium.

1.3. The Photography Contest Manager handles the entries freeing the judges from handling a stack of prints.

1.4. After all the categories have been judged, the judges select a Best of Show from among the First-Place winners. This is removed from its category reordering the ranking for first, second and third.

2. Judging Factors

2.1. Impact – This is best explained by the "I wish I'd taken that picture" reaction. Given a choice, action is preferable to a static scene; rare or unusual equipment is more interesting than the ordinary. In model photography, the choice of the model will contribute to the impact of the picture. Other questions arise in model photography:

Does the photograph reveal obvious, distracting modeling flaws, or has the photographer apparently taken pains to be sure that all of the elements shown work together to produce a pleasing result? When the environment is exceptional, or the viewpoint makes the ordinary extraordinary, full credit should be given for the contribution the photographer's sensitivity brought to the subject.

2.2. Composition – The arrangement of the forms within the photo should be pleasing to the eye. How well did the photographer use the available space within his format? Did he or she follow the guidelines taught in art and photography classes? If the rules are broken, did the result justify that decision?

2.3. Artistic Approach – This subjective area is where a strongly graphic or symbolic composition may move one judge and a "typical calendar shot" may be more moving to another. One tends to evaluate artistic and aesthetic qualities on the basis of one's own experience. What moves us and the degree we are impressed will change as we are exposed to more and better images. A judge should not start out looking for a special kind of artistry. To do so would impose our own personal values, sensibilities, or preconceptions without giving the entries a chance to speak for themselves.

2.4. Lighting – In photography, light is law. It is the only thing that makes it possible to expose film or activate the sensor in a digital camera. Skillfully handled, the result can be a work of art; badly handled, the result is a total failure or a snapshot at best. A picture made with on-camera flash and no other light would be a snapshot. The photographer should be given full credit for use of multiple flash, supplemental reflectors, or a well-developed room lighting system, depending on the quality of the execution. Natural sunlight is superior to flash systems, but it can be handled poorly. The best execution of any lighting system in model photography is one that produces a realistic, natural appearance, without multiple shadows (there can be only one sun!), with accurate color, and without excessively harsh contrast and black holes devoid of details.

2.5. Exposure – If a print appears washed out, or shadow details are obliterated, it is obvious the negative was improperly exposed. However, the judges may decide that an unusual exposure was skillfully handled to achieve a desired mood or dramatic effect. This holds true for digital photography as well except that a sensor creates the image instead of film.

2.6. Focus – Model photographers should strive to maximize the appearance of sharpness throughout the photo to achieve realistic results. Generally, selective focus is not desirable in model or prototype photos, since it often produces fuzzy areas that are distracting; there are of course exceptions. The judges must determine whether the photographer achieved his or her goal or not.

2.7. Difficulty – In prototype shots, this relates to motion, lighting conditions (including weather), selection of an appropriate viewpoint, inherent danger and the knowledge of special techniques and equipment. Night photography, for instance, is considerably more difficult than shooting an idle locomotive with the sun over your left shoulder. Model photography involves a different set of technical skills for closeup work while maintaining adequate depth-of-field. Lighting models adequately can be difficult and complex as well. Since a model may be photographed many times with different settings, there is little reason to see poorly lit photos of model scenes. A prototype may be available only once.

2.8. Special Effects – This would apply to deliberate blurring or panning to accentuate motion, long exposures at night to create light streaks, multiple exposures, shooting through smoke or fog, using filters, print toning, or any other special effects limited only by the photographer's imagination. In model photos, special effects include smoke and steam simulation, fog, panning and wheel spinning, harsh weather conditions, and more. The final evaluation should be, as always, a response to how well the effect achieved the desired result: did it work, and is the result pleasing or evocative enough to have made the effort worthwhile? This applies whether the image was produced digitally or using film.

2.9. Technique – Is the color pleasing, correct, or believable? Color saturation should also be evaluated. To some extent this is influenced by the quality of processing or digital enhancement in a computer; however, whether the result is acceptable or not is a judgment for which the photographer is responsible. An unsatisfactory processing job may be redone. Black and white is more often controlled by the photographer, because more of them process their own black and white than do their own color. Good blacks and mid-tones, clean whites, and careful contrast control are essential to all contest-quality black and white prints. Digital enhancement in any form may or may not add to the quality of the basic exposure, and if done skillfully can produce a contest winner. However, no amount of digital enhancement alone can help a poorly framed, poorly focused or poorly exposed photo.

2.10. Finish – Consider the impact of the presentation. Prints should not be streaked or blemished and should be bonded correctly to the mount, with carefully measured borders. Mounts and mats should be clean and neatly cut; they should lie flat, and not show excess mounting tissue or adhesive around the edges. If a print is not suitable for publication reproduction, it should not be considered for an award."

Arts and Crafts Rules

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

(adapted from the Lone Star Region, NMRA)

A. General Rules

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

B. Categories

1. Arts and Crafts General – Other than Railroadiana, Needlework can be from a kit (which includes plans, instructions and materials), Pattern (where the entrant

acquires materials separately), or an original design from the entrant. Please specify kit, pattern or original on entry form. Photographs are not allowed, instead these must be entered in the Photography Contest according to the relevant rules.

2. Arts and Crafts Railroadiana – Same as General except entry must have a railroad motif. Please specify kit, pattern or original on entry form.

3. Arts and Crafts Needlework – Same as General except entry is a type of stitchery (knitting, embroidery, needlepoint, sewing, etc.). Please specify kit, pattern or original on entry form.

C. Judging

1. Judging will be done by a team of judges.

2. Points are awarded in the following categories listed on the TLR/NMRA Arts and Crafts Judge's Score Sheet.

a. Construction and Materials (maximum of 50 points)

b. Difficulty/Complexity (maximum of 30 points)

c. Finish and Display (maximum of 25 points)

d. Neatness (maximum of 20 points)

D. Awards

1. A plaque will be awarded for First (1st) place in each category.

2. Certificates will be awarded for Second (2nd) and Third (3rd) place in each category.

3. Best of Show will receive a plaque. It is the entry receiving the highest point total on the judges score sheet, from all the entries in the Arts and Crafts contest.

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