



For the enjoyment and edification of model railroad operators

No coal, no corn, nohow

Canadian Pacific pulls DME/ICE from TCWR routes following failed coal expansion project through South Dakota and Minnesota

BNSF, Progressive Rail bridge gaps created by CPR withdrawal from TCWR routes
Canadian Pacific' announced this week that effective September 1, ICE will no longer provide service on the Twin Cities Midway Yard to Hopkins route for interchange with the TCWR. Also, they are discontinuing the ethanol train which served the Granite Falls Energy (GFE) ethanol plant. The moves create additional opportunities for two current railroads on the TCWR route. BNSF interchanges with TCWR already at Appleton, and with CPR's departure, BNSF will step in. The Class 1 already hauls coal to power the Southern Minnesota Sugar Beet Cooperative in Reubel. They quickly moved to provide corn to keep the ethanol plant going without interruption.



BNSF grain hoppers sent corn to GFE this week



End of an era—a DME geep 40 makes a final trip westbound through the diamond near Arlington while a Progressive Rail SW1500 waits permission to cross at the stop sign. PGR currently provides road power on the Minnesota Prairie Line local to Bongards and the North Star Intermodal turn from Montevideo to the Twin Cities. Effective September 1, PGR will also interchange cars with TCWR at Hopkins. Eric Carlson decorated all four PGR units, including three SW1500s and a SD38-2

PGR adds service from Midway Yard to Hopkins.

In addition to these changes, Wisconsin and Southern announced termination of its contract to provide cars along the TCWR route. Industries including Medallion Cabinetry in Glencoe, Bongards Creamery in Bongards, Seneca Canning in Arlington, and the Southern Minnesota Sugar Beet Cooperative in Reubel are affected. Progressive Rail provides boxcars (see above photo) to fill the gap created by WSOR's departure.

New railroad providing plenty of challenge

Twin Cities and Western sessions closely mimic prototype operations

With eight months and a like number of sessions to date, the dozen-plus operators on the Twin Cities and Western layout have begun to get a feel for the new theme and scheme. The three crews of two persons each, plus a dispatcher and one person handling the extra board trains (typically two or three) total eight for each session. The operators have the benefit of working with another person while they gain experience in the five jobs on the railroad. Thanks to neighbor Dan Horner, we now have six headset plus plenty of new radios, allowing each conductor contact with the dispatcher.



Although there are only seven or eight trains (depending whether it's a "C" (loaded coal and intermodal container) or an "A" (loaded aggregate) session, crews work anywhere from 2 1/2 to 3 hours. New engineer cards await the September crew, based on suggestions and improvements made following summer operating sessions.



(left) Scott Nesbit and Joe Grimshaw work a train at headquarters in Glencoe. (below left) The 30+ TCWR and MPLI custom-decaled freight cars include this former LNAC double plug door boxcar. Each car bears anywhere from 40 to 60 individually applied decals. All of the trucks, wheels, and couplers are likewise **weathered.** (above) **Tim Smith's excellent** modeling work reflects in this custom MPLI GP10 switcher (with sound) currently assigned to the West End switch originating at Renville. above photo by Richard Dahl



A PGR SW1500 sits parked on the MPLI main at Redwood Falls. Ironically, PGR is a recognized partner of the Canadian Pacific, as per the displayed banner on the railing. PGR will gain additional business by providing interchange service between Twin Cities Midway Yard and Hopkins for years to come, due to **CPR's exodus from TCWR routes this month.**

RJ Corman Bardstown Line layout

“It’s not going to happen”

Despite the prospect of modeling a neat short line railroad located near to where our son Matt currently resides in Kentucky, plans for the RJ Corman Bardstown Line on a new portable switching layout died a quiet summer death. Other factors included an unprecedented lack of response from RJCC officials. In **over 20 years of model railroading, this hasn’t happened to me—an overwhelming and uniform lack of cooperation from a short line.** I give credit to fellow NMRA Kentucky members—they helped as they could—but a lot of RJCC is a mystery to them too. Another significant factor was the lack of available locomotives and rolling stock. “nuff said”—it’s done.



One of the few positives in the RJCC experience was riding the dinner train (probably because we paid big bucks) on Saturday night of Fathers Day weekend spent in Kentucky. Jan, Megan, Matt, and I are pictured below, shortly before departure on the pleasant three hour, 34 mile round trip from Bardstown to near Bardstown Junction.



Thousand Lake Region convention attendees received a comprehensive briefing during the Progressive Rail Airlake Industrial Park prototype tour from PGR staff member Joe Fehr in May on a soggy Saturday afternoon.
Richard Dahl photo

DSED Division Doings

Upcoming area events in and near the Dakota Southeastern Division

Saturday September 28 Dakota Southeastern Division Library Clinics Day 10 a.m. to 2:00 p.m. at the Oak View branch 3700 E. 3rd Street, Sioux Falls. Scenery making, N gauge layout, HO scale switching layout, and the ever-growing DSED modular layout to enjoy. Trestle building clinic follows at 2:00. Free. Check our website at www.dakotasoutheastern.org.

Saturday October 19 Prairie Lakes Division fall meet at the Plymouth County Museum located at 3351 1st Avenue SW, LeMars, Iowa from 8:00 a.m. to 3:00 p.m. Meet features popular vote contest, vendors, clinics, operating layouts, business meeting, and more, including the Floyd Valley Model Railroad Club’s layout. The museum itself has a diverse collection of items from the past including an airplane that was manufactured in Lemars and a large collection of stuffed animals.

Saturday October 19 Dakota Southeastern Division eighth annual open house home layout tour from noon till 5:00 p.m. Seven layouts, including the Sioux Valley Model Engineers Society club layout at the W.H. Lyon fairgrounds, plus six home layouts in and around the Sioux Falls area. Railpasses for \$5 (\$10 family) available late September from Hobbytown, 1007 W. 41st Street.

Saturday November 23 and Sunday November 24. Trains at Christmas at the W.H. Lyons Fairgrounds Expo Building, Sioux Falls. For details, check www.SVMES.net

So you want to build a trestle?

story by Alan Saatkamp MMR, photos by Richard Dahl

Constructing a trestle is a requirement to earn the NMRA structures achievement program certificate. Four years ago, I tackled the project with the advice of several friends around the Thousand Lakes Region.

Around 2:00 on September 28 at the Oak View library, I'll present a clinic on how to create a decent model—one that could earn an NMRA AP merit award and/or be used on your layout. See details on page three.



The “must dos” for me included good pictures and good measurements. Above are a few examples of the various views I captured before beginning to build the model. The photos, all by Richard Dahl, taken after the TLR convention several years ago, show what I was looking at and measuring. The effort paid off—the **41’ open deck pile trestle model** (to the right) earned first place honors in the structures category and a merit award. It also helped me earn Master Model Railroader #492.

