

# Prairie Ponderings

For the enjoyment and edification of model railroad operators

## 2013 Pictorial Review



The Dakota Southeastern Division explored new venues during 2013, beginning with the Canton, SD Library in March. First-time stops for DSED on the 2013 route included the Caille and Oak View library branches in Sioux Falls.

**(from upper left clockwise) Jay Manning's** always popular, hands-on scenery clinic, **Gary Johnson's** beautifully scenicked N scale layout, a portion of the DSED modular layout, and a train display case that helped draw a good crowd in Canton.





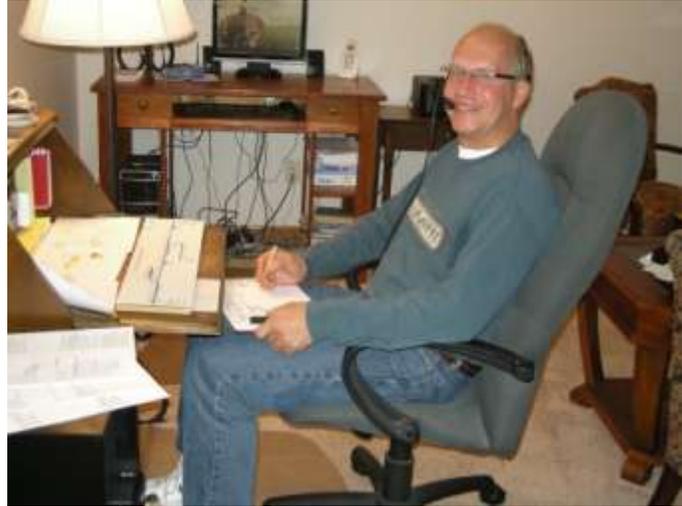
**The division's modular layout grew to record length and area thanks to generous support** from past and new members. Traveling trips enabled members to showcase the growth and improvements several places, including Russell, MN during a centennial town anniversary celebration. Other shows with a DSED layout presence took place in Council Bluffs, IA, and nearby venues including Granite, IA; Madison, SD; and the traditional display (this time with the new yard contained in the center) during Trains at Christmas held in November at the Sioux Empire Fairgrounds.

Above, members Mike Kaufman and Joe Grimshaw check connections prior to welcoming **the public last November. Even with the new center peninsula yard, Joe's 100+ car coal train didn't fit the classification tracks. Considerable negotiations with other operators** and their equipment created competition and negotiations for running room.

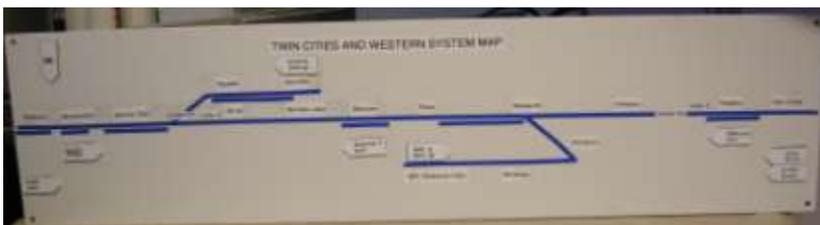
### + In Memoriam +

NMRA life member Bill McKean died at home on Monday, December 30, 2013. Bill had a long and distinguished record in the model railroad world, both as a manufacturer and author. He was a founding member of the Dakota Southeastern Division, president of the Thousand Lakes Region, and **a frequent operator on the author's Twin Cities and Western layout during** its just completed inaugural year.

Bill will be remembered for his excellent modeling skills, dry sense of humor, and quick quips. Our sincere condolences to the McKean family. A memorial service is planned later this year.



The revamped layout, featuring a Twin Cities and Western theme, debuted last January with a full crew of eight. During 2013, several changes took place (imagine that!) CPR gave way to BNSF for ethanol service to Granite Falls Energy. Also, Progressive Rail made inroads into the central Minnesota rail traffic, replacing CPR/DME as one of two (Minnesota Commercial being the other) carriers to interchange with TCWR. PGR also provides road power for the North Star Intermodal train from Montevideo to the Twin Cities as well as along the Minnesota Prairie Line route from Redwood Falls to Bongards. BNSF coal power continues to serve the Southern Minnesota Sugar Beet Cooperative in Reubel.



(clockwise from upper left) Eric Carlson and Wollan, discuss their next move. Dispatcher Jim Krekelberg appears quite comfortable. The scratchbuilt/cross-kitted NSI facility in Montevideo. Magnetic route board.

New switching layout debuts during Trains at Christmas Progressive Rail gets another shot, this time with three custom decorated SW1500s and an EMD SD38-2 **on an 8' x 9 1/2' "L" shaped layout mounted on 2" dense foam board.**



The local from Northfield arrives in Lakeville, pulled by SD38-2 #42 and SW1500 #37. The crew pulls past Carpenter Lumber with its consist of freight cars. The road power will shove the cars back onto the Airlake Industrial Park mainline to be worked by a pair of SW1500s, #36 and #38. When the Airlake crew is done with their work, they will push outbound cars destined for Northfield back on the main. All four locomotives were custom painted and/or decaled by long-time friend and fellow hobbyist Eric Carlson. Richard Dahl photo



Nearly the entire north-south **"L" portion of the Airlake Industrial Park (everything west of Highview Avenue) is visible here, showing most of the 18" x 8'** side of the layout. Over a dozen modeled prototype industries populate the portable switching layout which resided on two eight foot tables during Trains at Christmas in Sioux Falls last November.

The PGR Airlake project, begun late spring 2013, took nearly six months to complete. It would not have been possible without the advice and personal tour by fellow hobbyist and PGR employee Joe Fehr. My deepest thanks to Joe and Eric for their help and contributions. Richard Dahl photo