

NMRA

THOUSAND LAKES
REGION

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NATIONAL MODEL RAILROAD ASSOCIATION

The FUSEE

NMRA



Thousand Lakes Region Fall Fusee Edition

The Fall Modeling Season is Upon Us ! What are You Planning to Work On?

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Cover Photo - by Greg Terhaar



A very nice shot taken by Greg of his prototype diorama he recently built to be evaluated for qualifying to get his Prototype Models AP Certificate. I can report his diorama earned a merit award and he will be getting his AP certificate. Congratulations Greg!

Save the date...

**2027 Thousand Lakes Region
Convention (May 20-23)**

Sioux Falls, SD





View from the Cab

President Art Suel

I have some good news and bad news. The bad news first, we lost the form 902 for each entry. First, I must apologize to the members who entered entries into the Celebration of Models at the Thunder Bay Convention. I am sorry. (Please check the next page) We will learn from this and redesign the process to ensure that this never happens again. For those who have entries, could you send me an email with the result of each of your entries received. If you have the NMRA form 901 or 902, please send me a copy of that at artsuel1956@gmail.com.

Now the good news is the Thunder Bay Convention. It was wonderful and fantastic. The hotel was great, between CN's main line and Lake Superior. My room was a corner room overlooking the main line. I did some rail-fanning from the room. Activities were awesome. Fantastic job by the organizing committee. Beautiful scenery on the drive to and from Thunder Bay.

NATIONAL NEWS : Now good news on the membership front. National has lowered the annual dues to \$50.00 with digital version of the magazine. . Printed magazines are still additional \$18.00 yearly. This makes membership even better. A new AP certificate for modules has been created. The author's AP certificate has been revised to include digital formats. Go to the NMRA website to get the details.

Travels with Art: Summertime means conventions and traveling. Besides the Thousand Lakes Regional in Thunder Bay, I attended three additional conventions. First of these was the N Scale convention in Milwaukee. Layout tours, bus trip to the National Railroad Museum in Green Bay and a train show with n scale vendors.

In late July I attended the NMRA convention in Chattanooga Tennessee. Again, the format was layout visits, clinics, and reconnecting with friends from around the country. Many TLRers were in attendance, which was great. The clinics were awesome. I know of three from our region who gave clinics. The National Train Show was spectacular compared to recent years. Something for everyone. The restaurants were particularly good, especially the Pickle Barrel. If in Chattanooga I recommend trying this restaurant especially the deep-fried dill pickle spears. This convention was awesome. One other item I noted was the number of dead Armadillo's on the roadside in Tennessee.

Finally closer to home was the National Narrow Gauge convention in Bloomington Mn. I visited layouts that I have not seen yet in the Twin Cities. Chatting with members at the convention hotel is one activity I enjoyed. I put a lot of miles

on my vehicle, good thing in the cooler months, it hardly moves.

Railfanning: Fort Madison Iowa: On the way to Chattanooga, I spent the night at Fort Madison. I had dinner at the restaurant Turnwaters at the Marina there. Great night dining on the patio by the bridge. I watched the swing bridge open twice for river traffic while also enjoying the rail traffic. Food was excellent. That is my travels for 2026.

Basement time: Cooler Months means model railroading activities. This summer I converted to DCC. I bought an NCE Power cab, and it only took less than 10 minutes to get it set up. Now I can run multiple trains. Maybe finish my work on AP Civil Engineering and Scenery. Also, I will paint the various 3D printed details I purchased from dealers at the national convention.

New Officers: The Board has had some turnover which is good. Jimmy Anderson switched from Convention Director to TLR Treasurer. Tom Gay retired after 10 years. A job well done and thank you Tom. Dave Menard is the new Convention Director; Paul Gerry will be the TLR Vice President. Thank you to Fred Holzapfel for serving as Vice President.

New MMRs: Tom Gay and Mark Carlson completed the requirements Master Model Railroader Certificate. Congratulations to these new MMRs.

A fun clinic: The Twin Cities Division last month on a Saturday morning, held a clinic on "Dispatching with Track Warrants". Tom Gasior, MMR and an actual UP engineer hosted it. We learned how the real railroads use track warrants in dispatching. Very intense and I was lost at times. But everyone learned how it is done. Thanks Tom.

For the Divisions looking for a source of funds. There is a new Email address for submitting your division's \$200 matching funds request. The NMRA Headquarters staff are now handling both the approval and payment processing for Division Retention Event Matching Fund Reimbursement. Divisions may now submit the application form for approval prior to the event and also submit the approved form with receipts for reimbursement to the same email address -nmrahq@nmra.org. As a quick reminder of the program, each Division may receive one matching payment of up to \$200 USD annually to assist with activities or events that increase member retention. Examples of qualifying expenses include, but are not limited to, materials or handouts for clinics, model contests, layout tours, prototype tours, or subscriptions for email communications services.

Art

Who We Think are Celebration Room Award Winners in Thunder Bay

(Photos by Brian Martyniuk & Editor)



Apology from the TLR President: Convention Awards

The names and the supporting paperwork from the Celebration room results have been misplaced. (Life Happens)

We believe the pictures above are of everyone that won a contest and/or merit award. (If there are others, let us know). Please reach out to me at artsuel1956@gmail.com with your name and the awards you were given.

Merit award winners may need to resubmit the appropriate AP paper work for your models in order to receive credit with the NMRA. Thank you for understanding. TLR President - Art



Neil's Nuggets - Fall Season is Model Railroad Activity Time

The fall season is with us, which means members are looking forward to going to model railroad events and getting back to working on projects . ☺

I can't say it enough, and I will repeat it again, I really want everyone to know that their efforts are greatly appreciated! **(Keep up the great work, I will still need your help to continue bringing you the excellent content in the Fusee!).** Remember, the Fusee is your newsletter, you need to let me know what you want to see in it!

Bottom line, if you have a picture, tip, technique, modeling or prototype topic that **interests you**, there are most likely other members in the region that would like to know about them too! I'd really like to encourage/challenge all of our members to contribute some content to me to include in the Fusee.

A continued big thanks to all that have been sending me pictures of all the events and activities around the region! Keep up the good work, it's a great way to share all of the fun that takes place. (Many members are not on Facebook ☺)

Everyone's help is needed getting the word out to let members know they need to check and/or update their email addresses with the National team. If it isn't correct, they won't get the Fusee (Their list is what I use to distribute the Fusee)

I want all of members to check out the calendar of events and activities as there is a whole bunch of stuff happening

this fall/winter that should be of interest and a lot of fun !

Look for in the winter and/or spring editions of the Fusee for news about the improved form for contest (celebration room) and merit award evaluations. The national NMRA AP director has created and is using a new form that is designed to give members valuable feedback on their models. (More to come).

Fall is typically the time of the year when we start spending more time inside working on our model railroad projects, consider while you are working on something to pull out your phone and take a few pictures of what you are working on and send them to me. I'd really like to expand on the "What's on Your Workbench " column and share from all over the region the "stuff" our members are doing! Any stage of completion is fine, I would especially appreciate pictures from members that are new to the hobby to show what they are doing to encourage others that are also new to the hobby.

Lastly, I want to encourage everyone to consider volunteering for either a division or regional position, I know everyone is busy these days, however, without members stepping up and volunteering our organization will not thrive. We all love this hobby for a variety of reasons, show it some love back by contributing to its success even in a small way or by really stepping up and getting outside your comfort zone and taking on a bigger role! (I did by taking on being the Fusee editor and I'm glad that I did!)

Neil

612 940 0757 (Voice and Text ok)

[Fusee Editor](#)

Are you an old Goat? Have you been a NMRA TLR member for more than twenty years or more? Speaking of old goats, let one of the board members know as there is a Thousand Lakes Region "Old Goat" pin available to those that meet this requirement.



Meet the TLR Board - Left to right, Art Suel (President) Paul Gerry (Vice President) Dan Cohen (Secretary) Jimmy Anderson (Treasurer) Dave Menard (Convention Director) Shadow Reddington (Contest Director) Neil Maldeis (Fusee Editor)

The Call Board - VP Paul Gerry



Vice President - Paul Gerry, Thousand Lakes Region.

Hello everyone! As the new incoming VP I figured I might introduce myself. I've been a part of the TLR for almost as long as I've been alive, and that's the honest truth!

Family lore had me attending my first National Convention under my Dad's TLR Family Membership at 18 months old. To be honest I didn't get much out of it but it must have rubbed off somehow because I've been involved in this hobby on a fairly regular basis for 44 yrs now. During those years I've met some fantastic modelers and generally all-around great human beings, spent a 5 year term as TLR Secretary about a decade ago, have been involved in putting on 2 TLR Regional Conventions and learned more about model railroading than I really thought possible.

Now that's out of the way, I wanted to discuss one of the constants I've noticed over my years with this organization. It all comes down to a question and a statement. Question: "How do get more members to join?" Statement: "This hobby will disappear soon since we can't seem to attract young people as new members!" This has been the discussion as long as this organization has been around and I'd like to put my take on it for your consideration.

My model railroad journey is a true abnormality from how it progresses for most people. Except for a brief gap during university (no money and a dorm room are not conducive to a model railroad) and when my kids were first born (ever tried to solder with only 2 hrs of sleep?) I have owned and built model railroads since I was a kid. Having a father

who was, and still is, heavily involved in the hobby probably had something to do with it. Most stories you hear or read about in the hobby press usually are some variant of "I had a Christmas set under the tree that turned into a 4x8 oval for a few months but then school/family/work got in the way, but when I retired...." or "I bought a train set for my kids and I ended up playing with it more than they did". The common thread though amongst all of these stories is that at some point in a new member's past they were exposed to the hobby of model railroading as children or young adults. And much like some viruses where the initial exposure just primes the system without showing any outward signs of infection, when these now-adult people are exposed to the hobby a second time, it takes hold and all the symptoms of Modelrailroaderitis start to show and we gain a new member.

So continue to be involved in club open houses, large train meets that are open to the public, or just showing your children and grandchildren your own trains because you're exposing those kids to model railroading and priming them to become members in the world's greatest hobby later on in their lives. And don't be disappointed that there isn't a "junior modelers" chapter in every club and division because your efforts probably won't pay off for a few decades, but they will pay off. I've seen this myself. Many of the idols I had in the TLR when I was a small child and teenager have left us or can't make it to every Convention due to various age-related issues. But the next generation of new members in their 30s, 40s or 60s who were exposed to model railroading as kids is just as strong, and the hobby is in good hands.

Thank you

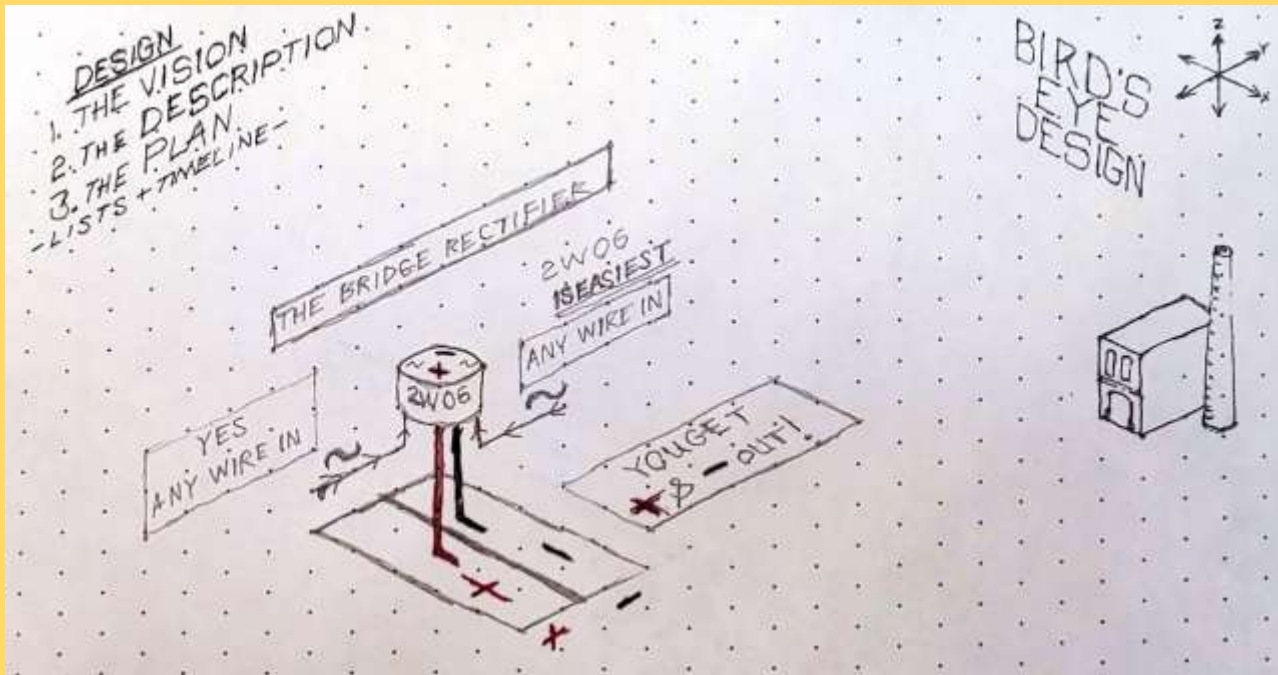
Paul



Publishing Deadlines

<u>Publishing Date</u>	<u>Submission Deadline</u>
Spring Edition	March 15
Summer Edition	June 20
Fall Edition	August 31
Winter Edition	December 15

From the Desk of Matthew Lentz - Simple Designs for Model Railroading Uses



From the TLR Historian: Matthew Lenz

The image that you see is a photo of an original Old Goat Certificate. In the archives, this award has been variously awarded to members of the TLR for 10, 15, 20, 25 years of membership in the TLR.

The award still exists and was brought back with an award to past President, Jay Manning. Now that event was several years ago. For the Division Superintendents, please examine your member list from the master list that Art sends out monthly. During the board meeting on September 15th, 2026, I will be bringing up the fact that we must establish the correct criteria for the Award.

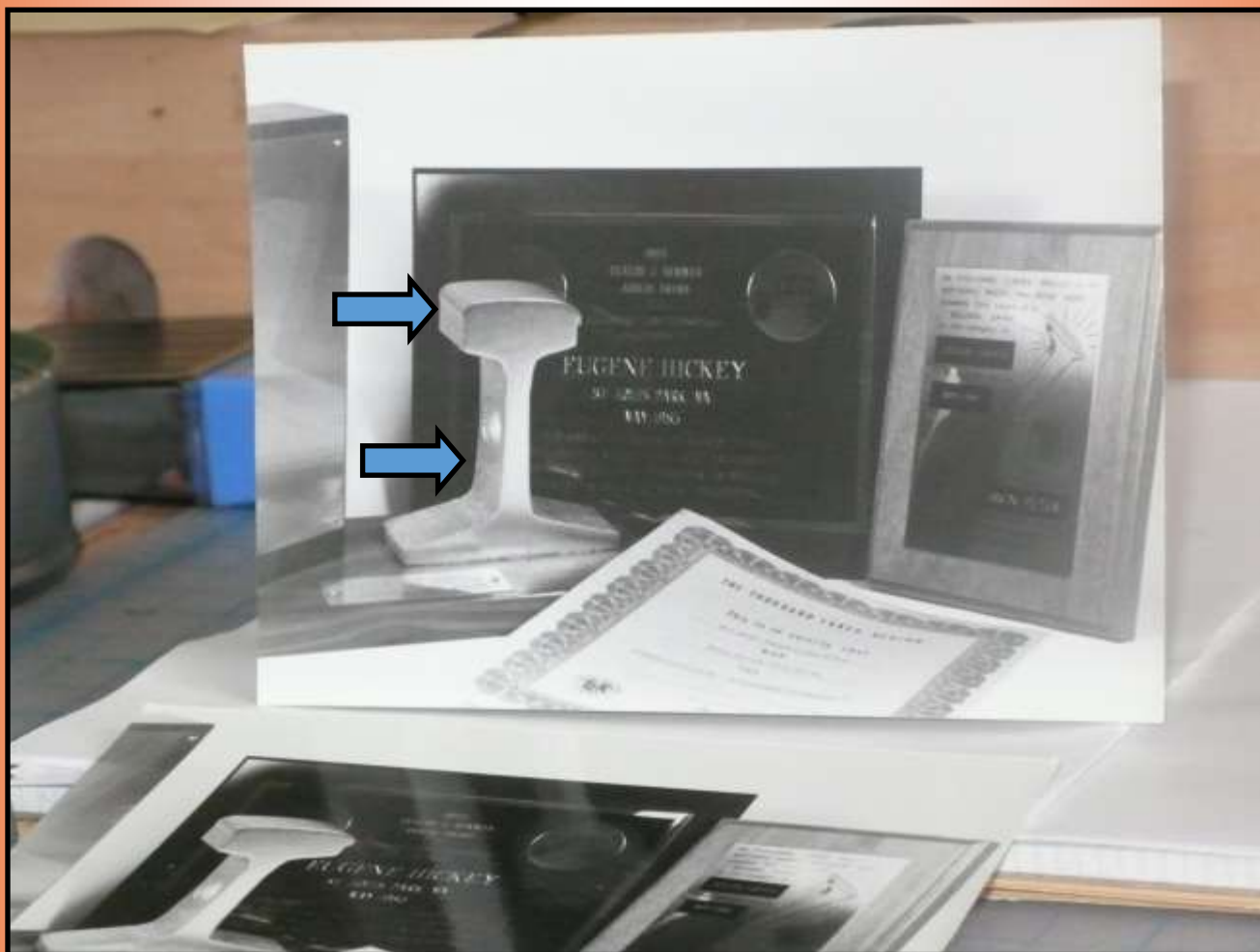
Thanks to past Vice President, Fred Hozapfel, this award now comes with a lapel pin. It's up to the Division members to identify who has earned it. No one else is, generally, checking. We should be giving this award at least every convention awards ceremony. Start working on your lists and we'll figure at the board meeting who should be sporting this lapel pin whenever we get together! Now, I also still need someone to volunteer a set of pictures that I can use to establish the foundation of a new database for our future website.



Contact me and let me know if you can help. I'm looking for a single subject of photos, around 20 pix or more, to create the first library. There actually no limit to the number of photos or number of photo libraries. If you wanted to do this, I will provide instructions about how to prepare your collection for our new database. It takes just a little bit of preparation on your part, which isn't too difficult.

NMRA

Past Vice President Fred Holzapfel is trying to locate this traveling award (Below with arrows, the piece of rail) to see if it still exists and possibly get it back. Please contact Fred (fkh1950@gmail.com) if you have any knowledge of it's existence would be greatly appreciated!



Hello everyone! My name is Dave Menard, and at the Thunder Bay TLR convention I was railroaded .. er.... VOLUNTEERED to be your new convention director ...

My job is to act as a liaison with the groups planning the upcoming TLR conventions, and I would sure like to make these conventions something all members of the TLR want to attend.

To do that, I welcome input from you, the members of the TLR, to help me accomplish this.

My email address is doggdoc@prodigy.net. Feel free to drop me a line anytime.

Speaking of conventions, the 2027 convention is in Sioux Falls, SD in May 2027. Details will be forthcoming as we get them.

They have asked me to reach out to anyone interested in putting on clinics for all to learn from. These can be on modeling techniques, Railroad History, pretty much anything related to our hobby. Let me or the SD guys know if you can put one on...

We will be announcing 2028 location very soon.

HAPPY MODELING!!!

Modeling on a Dime - Making Lemonade from a Lemon - By Dan Dossa



This installment of Model on a Dime takes a slightly different tack. I hope you enjoy it.

This missive began awhile back with me cutting in a new switch on my Minnesota Commercial Railroad so I could add the lead to the Checkerboard Elevator along the Hiawatha line in South East Minneapolis. I couldn't fit the elevator (or the

very cool diamond in the street the track has to take to reach it) but at least I could use the it as a place to spot cars for that industry. At my last op session, however, running cars through the rerouted main produced a great number of derailments. After a bit a sleuthing, I deduced that the cause of the problem could be attributed to the track crew (i.e., yours truly) who installed it.

The solution was simple enough; cut out the offending track, clear the old ballast and put in a new joint of track. With that, my cars sail through the track without derailing and I was ready to weather and ballast the new track.

But I had a thought. I could take this admittedly necessary repair to my layout, and use it as an opportunity to create a new scenic element.

As you all know, the 12 inch to the foot railroad share two things with those of us with smaller ambitions. First, they use pre-built sections of track for minor track replacement. And second, they use what they have so as to save money. In kind, I decided I could take a routine chore and use it as a spring board to create an interesting scenic element.

I started by painting my newly installed track to look, well, new. The sides of the rails were painted weathered black,

and the ties were painted a dark black/brown. The exact colors could vary, but I wanted the effect to be a joint of track that looked like it had not been subject to the ravages of time, traffic and the elements. After that I added ballast. On my layout I used Arizona Rock and Mineral pink lady ballast. I like it and to my eye it looks close enough to what I observed in my trips to the area. But for this new track, I used a light grey colored ballast I had. The different color speaks to savings of money. The real railroads aren't concerned with matching the color of existing ballast, they are concerned with its function. So what do they do? They bring out some ancient ballast hopper full of whatever ballast is handy, and dump it all over the replaced track. To add a bit more contrast between new and old, I cover most of the ties so that only bits of ties here and there are visible. Affix it with your choice of adhesive and you are good to go.

But if you want to go to eleven, you can throw in some little details including joint bars where the old track attaches to the new to emphasize the difference a bit. Pro tip: don't try and install the joint bars where the actual rail joiners are located, instead add them behind or in front of those and paint the rails up to them the color of the older rails and after the color of the newer track. It works better. You can also add a few tie plates between the rails to show where the track crew didn't pick them up and your rail crews threw them where they don't have to walk.

For little to no additional cost, depending on your available supplies, and for very little additional work, you can create a scene that reflects the passage of time on your model railroad.

Until next time, happy modeling.

Dan



A Corner of Northeast Minneapolis in HO Scale: The Zibley Model Company Factory Build - By Jeff Zibley

Model railroading has always been more than a hobby for me - it's a way to revisit the places and memories that shaped my childhood. My layout is set in the 1930s to early 1940s, a period that captures the grit, industry, and character of northeast Minneapolis. "I build in HO scale; 1930's to early 40's my rendition of northeast Minneapolis." That neighborhood is where I grew up, and where my grandfather worked as a steam locomotive mechanic at the Soo Line's Shoreham Yard. His connection to the railroad made me a Soo Line guy for life.

This article highlights one of my latest scratch built structures: a multi-story industrial building designed specifically to fit an irregular corner of my layout. It's a project that blends personal history, childhood nostalgia, and the joy of creative problem solving.



Designing a Building With a Story

The structure sits prominently near the stairs leading into our lower-level family room, so I wanted it to be memorable. I named it the Zibley Model Company (ZMC)—a playful nod to a lifetime of making things, building things, and imagining things. It's a fictional company that could have existed in the 1930s: a small but ambitious manufacturer tucked into a brick and clapboard building along the Soo Line.

In the fictional history of my layout, the Zibley Model Company has purchased the Tootsie Toy Company and moved all operations to this corner of the railroad. The building's signage reinforces both the era and my own childhood memories. Baby Ruth, Barnum & Bailey, and Lifesavers all appear on the exterior—brands that were common in the 1930s and still familiar to me decades later.

Starting With the Footprint

Because the structure needed to fit a tight, angled space, I began by laying out a precise footprint. This helped me determine how the walls would meet and where the doors and windows should go.

The first floor uses Monster Model Works brick sheets, giving the base a sturdy industrial feel. Internal bracing keeps the angles true and ensures the building stays square as additional floors rise above it.



Building Upward: Clapboard and Character

The upper three stories are clad in clapboard siding, creating a classic multi-level factory look. The contrast between brick and clapboard adds visual interest and helps the structure feel like it evolved over decades-just like real industrial buildings often do.





Inside, I added simple details, figures, desks, and machinery like clutter-because I planned to install LEDs. These aren't meant to be exact replicas, but they create convincing silhouettes when viewed through lit windows.

Lighting the Scene

Lighting transforms a structure, and this one is no exception. Once the LEDs were installed, the building took on a warm, lived in glow. The loading dock area features a five sided recessed box about 1½ inches deep, filled with barrels and miscellaneous warehouse items. Overhead lighting adds depth and realism to the scene. The illuminated signs and windows give the building personality-especially in low light operating sessions. It feels like a place where real work is happening.



The Rooftop Question

The roof remains a work in progress. I plan to add a power source—perhaps a smokestack or boiler—to support the factory's operations. The photo shows the roof without the optional brick ITLA structure – as shown in the very first photo. I'm still debating whether it belongs up there.



Closing Thoughts

This build has been a rewarding blend of personal history, creative design, and HO scale craftsmanship. It's a tribute to my grandfather, to the Soo Line, and to the Minneapolis neighborhood that shaped my early years. It's also a reminder of how model railroading lets us preserve memories-not just through trains, but through the buildings, signs, and stories that bring a layout to life.



Region Round-up

South Red River Valley Division – Matthew Lenz

Up here in the South Red River Valley, we are prepared to get the season started with a couple of things..

October 17th, in the afternoon, is the day we will hold our 3rd Annual "Check Point" event where we go through the process of conducting the Achievement Program evaluation process. Any member of the NMRA is invited to bring a model from the Judged Model categories to be evaluated. Yes you can get a merit award if you score 87 1/2 points or more.

We also like to see your works in progress to do a pre-evaluation. This event gives you feedback and you should come out of it with a list of things to do before going into the contest room or getting another evaluation. You will get guidance, feedback and answers to questions. To sweeten the deal, Tom Gay conducts an operating session from 830am to about noon before the evaluation event. Even better, we have always held it at a place that has your favorite football game on the big screens.

On Sunday, October 18th, is the 48th Annual Spud Valley Hobby Show. It's a good train show with a good turnout.

Anyone who is interested, just give me a heads up. For Tom's OP session, send him an email expressing interest. Pretty much all of you know him as the most recent Treasurer of the TLR.

If you haven't heard that the Operations Special Interest Group has lowered dues to \$10 and they have their own Achievement Program, keep that in mind. We might take a trip to Grand Forks if there is enough interest - you have to see what they've done to believe it!

One final note, Tom was awarded MMR at National this past August, so congratulate him. It was years in the making!

No 1 Northern Division - Ian Plett

The No 1 Northern FreeMo Group will be taking part in the Manitoba hobby expo October 3 and 4 2026 at the Red River Ex grounds.

This year the FreeMo Group will be joining their layout with Portage La Prairie Model railroad club (from Portage La Prairie, Manitoba) portable layout following the same guidelines as we've been using.

Dakota Southeastern Division - Scott Nesbit

The DSED has kept fairly busy this summer with shows, work on the layouts, and planning for the 2027 TLR con-

vention right here in Sioux Falls. In June we set up our traveling HO and T-trak layouts twice. First, we went to Garretson, SD to participate in Jesse James Days. This is an annual event for us and we always have a great time! After that we went to Canton, SD for their Depot Days. We set up in their restored depot with our HO layout in the huge basement room with our T-trak on the main floor. We love being in the wonderfully restored depot with many railroad artifacts and framed photos on the walls. It doesn't hurt that it's on a BNSF/D&I mainline so we occasionally see a train! July was quiet other than our regular monthly meeting. In August we once again made the trek to North Platte, NE for their Railroad Days. This also has become an annual event that the membership looks forward to as it is a three day event which means more train running time! Also a great town for rail fanning at the huge UP Bailey Yard and the Golden Spike Tower. And lastly we recently enjoyed our annual picnic, this year held at the Sioux City, IA Railroad Museum. They have a wonderful museum complex there complete with a roundhouse and turntable and a grand scale train ride. I highly recommend you check it out if you're in the area. Work continues on or Ttrak layout to add a accessory power buss to the layout for lighting and animated scenes. Our convention committee is hard at work to bring you a fantastic 2027 TLR convention. As a little teaser, I will tell you that as of right now it looks like we will be having a train ride on the D&I railroad in their former Milwaukee Road commuter cars! Lots of other great programming in the works for you also! Look for more details as we get closer.

On a final note, the DSED is having a model railroad open house tour on Saturday, September 26th from 10am to 5pm. Nine area layouts will be open. For more information go to our website, www.dakotasoutheastern.org or our Facebook page: Dakota Southeastern Division of NMRA

Clinicians are needed for 2027 TLR Convention

The 2027 TLR Convention will be taking place in Sioux Falls, SD May 20 – 23, with clinics primarily occurring on Friday May 21. More convention details will follow, but for now: We're seeking clinicians. While it is yet early, we would really appreciate you reaching out to Richard Dahl at richdahl@gmail.com with your thoughts and start a conversation. A clinic will last 45 minutes including Q&A, etc. We'd also appreciate anyone being willing to have a back-up clinic to cover for anyone that may not make it. Hope to hear from you!

Prairie Lakes Division - Jay Davis

Mark your calendars for the 5th annual PLD meet in Spencer, Iowa at the Clay County Regional Events Center on Saturday, October 3. This event will celebrate our 40th anniversary of the PLD.

We have around 50 vendor tables sold. I have

Region Round-up

three wonderful clinics lined up for our fall event. John Koskovitch's clinic is called This & That. Dennis Jergens's clinic is titled Upgrading Tyco Freight Cars. John Galstad will be talking about some of the train pictures he has taken over the years.

After the meet, we will have layout tours. Tim Tilber's HO scale Milwaukee Road Railroad depicts the line across the top of Iowa from the Mississippi River to the South Dakota border in the 1970s. My HO scale Chicago & Northwestern is set in the early 1940s from Milwaukee to Oshkosh, Wisconsin. I also have two staging yards depicting Green Bay and Chicago. The layout is about 80% scenic. At 5 PM we will head over to the Ranch restaurant for supper in Everly to celebrate our 40th anniversary with some surprises to be revealed at the event. I hope you can join us for the day and evening too!

Happy modeling! Jay

Twin Cities Division - Damian Kostron MMR©



The past few months have gone by quickly. As I continue to settle into my new role as Superintendent, I have had the opportunity to see firsthand the energy, enthusiasm, and dedication that make the TCD such a special organization.

We've had a busy and enjoyable summer filled with activities and learning opportunities. At our June meeting, Dave Peterson presented a unique O-Gauge live steam locomotive that had been converted to electric motor drive. It was a fascinating one-of-a-kind model that retained many elements of its original live steam system. In July, members gathered for our annual social and rail-fanning picnic. While the weather was warm, the shade of the park pavilion made for a comfortable afternoon filled with great conversation, fellowship, and train watching.

Our August meeting featured a presentation by Joe Binish, who introduced members to the world of airbrushing. Joe discussed the many options available to modelers, and the audience was highly engaged, asking thoughtful questions throughout the presentation. We also held a Skills Day led by Tom Gasior, who shared his knowledge of dispatching with track warrants and demonstrated how those practices can be applied to model railroading operations.

Looking ahead, we have several exciting events planned. Meetings are scheduled for September 16, October 21,

and November 18. In addition to a brief business meeting, each gathering will include show-and-tell opportunities and an informative presentation. We are also working to include modeling techniques and skills that members can apply toward Achievement Program certificates.

The TCD Fall Layout Tours are scheduled for September 26, with five layouts currently on the tour roster. The annual Holiday Party will follow in December, providing another opportunity for members to gather and celebrate the season.

The Twin Cities Model Railroad Museum's Fall Flea Market will take place on September 19. The TCD will once again have an operating switching layout and an information table at the event. If you attend, please stop by and say hello.

Current information on all TCD meetings, events, and activities can be found on the TCD website.

Finally, I would like to extend my sincere thanks to our Board members, Event Masters, and the many volunteers who generously contribute their time and talents throughout the year. The members of the TCD continue to bring new ideas, enthusiasm, and creativity to our organization. Their efforts help make the TCD a welcoming place to learn, share, and enjoy the model railroading hobby.

I look forward to seeing many of you at upcoming events.

Warm regards,

Damian Kostron

The TCD webpage (TCDNMRA.org) is full of updates so make sure to check it out!

No Updates from the Following Division Superintendents:

- **Southeastern**

Activities Happening Around the Twin Cities Division

TCD 2026/2027 Activities Schedule



Great News! The NMRA Basic Membership rate is only 50.00 per year. Yes, this is a great low price however more important is that your Twin Cities Division is continuing to add more activities to bring more value to your membership investment. No matter how great the value is, you still need to show up and take advantage of it. We are looking forward to seeing you at a meeting or event. You are the NMRA!

September 16. The Twin Cities Division Monthly Membership meeting will be held Sept 16th at The Augsburg Park Library 7100 Nicollet Ave in Richfield. Room available at 5:00 to eat and socialize. The meeting starts at 6:00, we will clean up at 7:45 as the library closes at 8:00. Show and tell will be locomotives and the presentation will be by Ken Borowski on modules.

September 19. Twin Cities Model Railroad Flea Market

9:00 AM to 2:00 PM Education Building, State Fair Grounds. The Twin Cities Division will be there, come visit with us.

September 26. Fall Layout Tours. TCD-NMRA Fall Layout Tours

October 21. TCD Monthly Membership Meeting. The Twin Cities Division Monthly Membership meeting will be held Sept 16th at The Augsburg Park Library 7100 Nicollet Ave in Richfield. Room available at 5:00 to eat and socialize. The meeting starts at 6:00, we will clean up at 7:45 as the library closes at 8:00. Show and tell will be gondolas/ Covered Hoppers, presentation to be announced.

November 7-8. NMRA Trainfest. This great two day event is held in Milwaukee. There are currently two Amtrak trains serving Milwaukee so there are options to see the show and ride the train at the same time.

Trainfest Features:

- Dozens of major model railroad manufacturers. Plan some time to meet the manufacturers!
- Product Announcements
- Clinics
- Train dealers from across the country with amazing show specials
- 50+ operating model train displays in many different sizes and scales
- Over 250 booths filling over 500 tables of the industry's leading manufacturers and retailers
- FREE riding train for kids

November 18. TCD Monthly Membership Meeting. The Twin Cities Division Monthly Membership meeting will be held Nov 18th at The Augsburg Park Library 7100 Nicollet Ave in Richfield. Room available at 5:00 to eat and socialize. The meeting starts at 6:00, we will clean up at 7:45 as the library closes at 8:00. Show and tell will be Maintenance of Way cars and the presentation will be announced.

December ____. The Annual TCD NMRA Holiday Party. While there will be no Monthly Meeting in December, we will hold our Annual Holiday Party. Watch this space for details.

May 20-23 2027. Thousand Lakes Region Convention.

The Dakota South Eastern Division of the TIR will be hosting our annual convention at the Best Western Plus Ramkota Hotel in Sioux Falls. Richard Dahl, Clinic Coordinator is scheduling clinics now. If you have a clinic idea, reach out to Richard at richdahl@gmail.com or call him at 612-720-5850. Add this event to your 2027 calendar. It will be a great time.

Notice to all Divisions in the Thousand Lakes Region. Please send your calendars and announcements to Ken Zieska at info@tcdnmra.org for inclusion in our newsletter. If you have elected new officers for the coming year, please share that also.

Have you read the latest issue of the Thousand Lakes Region Fusee? A new one is being produced and will be in your inbox soon, full of great content! It is easy to submit your photos, news and ideas to the Fusee. Contact Neil at nsmaide@yahoo.com

The TCD webpage (TCDNMRA.org) is full of updates so make sure to check it out!

Activities Happening Around the Twin Cities Division Announcement from Jay Bickford



Greetings Everyone,

I am excited to announce our TCD-NMRA Fall Layout Tours for this year, which will be held on Saturday, September 26th, 2026.

And since it has been working out well, we are going to use the same type of schedule that we used for our last two Layout Tours.

We are breaking the tours into two separate time blocks corresponding to the area of town where the layouts are located. The morning block is from 10 am until 1 pm and includes 2 layouts in the Northeast Metro Area. The afternoon block is from 12 noon until 3 pm, and includes the 3 layouts in the Eastern Metro Area.

The layout hosts are as follows:

Northeast Metro Area
10:00 am - 1:00 pm

Peaceable Hill Railroad
HO - John Stenz

Duluth, North Shore and Ontario
HO - Kevin Foley

Eastern Metro Area
12:00 noon - 3:00 pm

Missabe Valley
N - Damian Kostron

Newport Model Railroad Club
HO

RGS/D&RGW, Ridgway - Durango
HOn3 - Scott McLeod

If you would like to attend the TCD-NMRA Fall Layout Tours, please send me an email at tours@tcdnmra.org to register. After I have recorded your registration, I will send you a list of the layout addresses along with any special instructions.

Also, when registering, please indicate which layouts you intend on visiting so we can give the layout owners a reasonably accurate headcount for the number of people who are planning on attending.

Best Regards,

Jay

Activities Happening Around the Twin Cities Division

July division meeting on one very hot and smoky evening
at Kaposia Landing in South St Paul

(Photos by Ken Borowski MMR©)



Activities Happening Around the Twin Cities Division

Skills day 8/22/26 - Dispatching (by Tom Gasior MMR©)

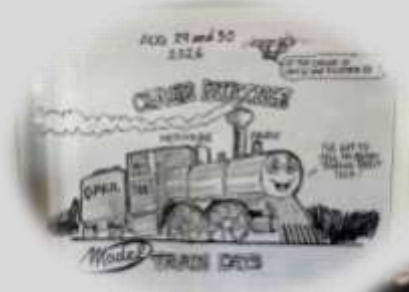
(Photos by Damian Kostron MMR©)



Activities Happening Around Thunder Bay

Thunder Bay Area Model Railroaders - Oliver Paipoonge Heritage Park

(Photos by Brian Martyniuk)



2026 National Narrow Gauge Convention Coverage - Photos by Keith Pashina



Dave Vos's Cumberland Northern Railroad (The Layout) - Tribute by Ken Zieska (Photos Provided by Author)

On the Cumberland Northern Railway, switching, relaxation and fun are emphasized. We tried a fast clock, and got rid of it. Too much tension. There is some easy switching, some complex switching and some stuff in between!



The regular schedule consists of an AM and PM session. Eight staged mainline trains enter the railroad at the appropriate time within that cycle. There is a local passenger train that runs on a schedule in each session; additionally, there are five locals trains, five mine runs, and two transfers that run as extras.



In the DC days, the railroad was divided into 28 electrical blocks for multiple train operation and ran with home-made transistors throttles built using the circuitry published in The January 1970 issue of Model Railroader.

This system served well for many years. The Cumberland Northern switched to DigiTrax DCC prior to the 1999 NMRA National Convention held in the Twin Cities. The control panels that held the 28 blocks rotary switches were retained; this makes for easy trouble shooting. The Cumberland Northern crews now use both corded and wireless throttle for operations. The railroad currently has 17 steam locomotives on the roster and all are sound equipped. There are also 3 diesel sets serving the Cumberland Northern, two of which are sound equipped.



There are 125 turnouts on the railroad and operations usually require 121 of these to be used each session, the others on occasion. The railroad was built originally with handmade and hand laid turnouts. More recently, railroad management has been using Peco brand switches because they like the way trains look passing through them and they are reliable. Considering all of the turnouts, only nine are powered because of their remote locations. Manual turnouts use a combination of actuation systems including the famous Vos popsicle stick turnout throw.

Early in the CNO's history a card order system was adopted for operations. While this system is similar to that used by many model railroaders. Modifications were made by two local modelers to give the system a more realistic feel. One of the unique CNO features is that while you might expect the shuffling and routing of coal cars to be pretty mundane, the card system reflects the complexity that comes from different types of coal, different destinations (export vs industry) and interchange. The Cumberland Northern has many stories that influence operations. The story about the hopper cars with the yellow



balls painted on the side is one of the more interesting ones which will be covered in depth in a follow up article. The handling of these cars adds considerable switching interest at the Summerlee coal preparation plant.

The CNO has a rich history. While visiting the area, Dave fell in love with coal hauling railroading in the Appalachian region. His first inclination was to model the C&O because he liked the rugged look of their steam locomotives with the air pumps on the smoke box front. On another trip, Dave saw the N&W steamers, heard, and fell in love with the fantastic “hooter” whistles. When seeing photos of the beautiful Southern Railway locomotives Dave liked the classic look of their steam engines. He was convinced he did not want to be tied to one railroad so the Cumberland Northern was born. All the locomotives on the CNO have a family look that reflects the features Dave liked during his visits.

The Cumberland Northern respects and reflects its Appalachian roots. The geographic names and the town names were carefully researched and whimsically applied. This same care went into researching where the traffic will flow; cross country, the next town or the next holler? Many trips to the Appalachian area created this setting for better operations.

Dave loves names and nowhere will you see this better displayed than in the names used for places, and things. The prototype railroads had names for almost everything from spurs, switches, tracks, humps or bumps in the trackside scenery. Names give the Cumberland Northern character and life. Most of the names you will see are places, towns, creeks or rivers in Virginia, West Virginia or Kentucky. The rigors, hardships, and fun of that country's early history gave us many rich and delightful names. A few of the more colorful names that can be shared are; Grundy, Pea Patch, Bear Wal-low Hollow, Turnhole Knob, Salt Lick Creek, Muddlety. Notable places such as Murphy's Bar and Brushytop School; branch lines include Dry Fork Branch, Rum Creek Branch Wolfpen Branch and Stillhouse Branch. Some names, although prototypical, are omitted because model railroaders might attach tawdry meanings to them.



When management found out the B&O had a train named the “Dirty Shirt” how could they not give that name to one of their mine runs? Same with the Scarlet Shifter from the C&O. This history is still in the bones of the Cumberland Northern. The town of Maybeury was originally built on Dave and Diane's kitchen table when they were first married in 1957. The Tug Fork Yard was started in 1957 and finished in 1959. The track plan is based on the former Boom Island Yard of the Chicago Great Western in Minneapolis. Over 65 years later this model yard still keeps traf-fic moving on the Cumberland Northern.

The Cumberland Northern has been in continuous operations for over 50 years. The crew has evolved from Dave, his son and a few local kids to now include many of the legends of local model railroad operations. Dave has a rigorous maintenance schedule that keeps wheels and track clean and locomotives running “flawlessly”? While Dave operates weekly (weakly?), he opens his layout for visitors and NMRA events at other times.



Modeling Time - By Dan Dossa

"Can a man cross the same river twice, or even once?" Common restatement of the Greek philosopher Heraclitus.

"Time may change me, but I can't trace time." "Changes," by David Bowie

Fall is here. The leaves are turning and dropping. The days grow shorter. And the air feels crisp, dry and cool. I don't know about the rest of you, but I sleep better and feel a resurgence of energy to tackle those omnipresent yard and garden chores. Beneath it all lies a magical feeling, a mix of anticipation and excitement, if you will. For fall always brings with it this thought; "Model railroading season has begun." It's modeling time and in the spirit of the season, I want to reflect a bit about modeling time. So grab a comfy chair, something to drink, feel the sun and breeze, and let's chat a bit.

Those words, "modeling time" can be taken as two meanings. The first relates to the season. Fall is when I become re-energized to work on my trains, to host and participate in op sessions, and to see more of my model railroad pals.

Yet there is another meaning; and that refers to the modeling of time. How are model train layouts anchored to, not just a place, but a time? How then do we convey, in our modeling, this sense of time, of the past, the present and, perhaps, even a foreshadowing of the future?

A constant in all our lives is change. Change, the inexorable consequence of the passage of time. We can't see time, but yet we are surrounded by it. Each passing year I am increasingly aware of how time continually reshapes and changes our world. To quote one of our brethren in the hobby, Mr. Neil Young, "Rust never sleeps."

I recently took a trip back to my home town of Berea, Ohio. While there, I was struck by the contrast between what was, and what is. My eyes searched for glimpses of a past I remember layered under what now is the present. As a child I loved when my dad would point out to me places that had once been something entirely different. He showed me the remains of once thriving sandstone quarries in the area, the right of way of long abandoned interurbans and tracks that once carried steam trains. We looked at rail bridges no longer in service, the remains of rail lines which served the, also long gone, quarries. He taught me to look, observe, to search and to find the tantalizing clues of a distant and buried past. While back home, I drove past the famous Berea Depot and interlocking plant, where once over a hundred NYC trains thundered through each day, linking the East Coast with the gateway midwestern giants of Chicago and Saint Louis. Today, things look different. The tower is shuttered, the depot, which sat unused for many years was renovated and became a restaurant. The interlocking trackage remains, now shared by the NS and CSX. Gone are the trains which once plied those rails: the Big Four, New York Central, Penn Central and Conrail. Time beats the drum of change, carrying us along in its wake.

What does this have to do with model railroading? Model railroad hobbyists hold a fascination with things that once were. We are a peculiar breed of historians, constructing miniature worlds as we strive to depict that which was. We construct not just with wood, wire and track, but also memories and things we learn and discover. Sometimes this love of the past, personal or broader, becomes the entire basis of our model railroad empires. Delving deep into the rabbit holes of what once was can become its own passion as well as our inspiration.

To say it more succinctly, the footprints of the passage of time are inscribed on virtually every model railroad. Sometimes it shows in very specific and deliberate ways. Other times it is implied or even unintended. But it is always there. Thus, as the annual return to modeling time is upon us, I would like to share my thoughts on modeling this unseen, yet omnipresent, fourth dimension of our railroad empires: time.

But modeling time is a bit different from modeling a place. We model structures, landscape, locomotives and rolling stock. But time isn't directly modeled. We, instead, use our knowledge and skills to model the "effects" of time. I invite you to consider the impact of this point.

What I am describing is a mind set to plant your railroad, not just in a place, but in the ever moving current of time. Doing so involves being aware and mindful to our layout's temporal place in that flow, of what came be-

fore and how it led to what is.

When I look at my own railroad, I am struck by this thought: "Everything I model was once different." My layout is set in circa 2000, and the reality of the passage of time and its impact on my railroad is inescapable. Am I attempting to recreate, in miniature, a place? Yes, absolutely. But, also, a place within a point in time! The locale I model, the trains I model, the streets I model, all have history. They weren't always like they were in 2000, and the way they were in 2000 isn't how they are in 2026. So, hang on with me while I share some ways I and others model the unique histories of our layouts. As I previously alluded, don't fret. The ways I approach this are easy, relatively inexpensive and a whole lot of fun. How deep you want to go in your own modeling is entirely your choice. Fair warning though, you might find you delve deeper than you intended. I know I did.

In this issue's Modeling on a Dime column, I showed how I modeled a section of newly replaced track. It's an example of modeling time. It implies an earlier change (i.e. damaged track) and the more recent repair leading to the present. In this article, I hope to whet your appetite, to the idea of taking a look your layout with fresh eyes, to fire up your creative juices and to sharpen your editorial skills. Let's dive in.

Do you remember the magazine "Highlights?" As children it was a fixture in our doctors' and dentists' waiting rooms. One feature I remember well was spotting differences between similar drawings. In a similar vein, take a look at the following pictures from my layout. Notice the differences. The first is filled with inconsistencies in time and era, while the second corrected those. How many can you find?



Pic 1: Incongruent details



Pic 2: Congruent details

Let's take a look at the first picture. It is wrong in a number of ways. The reefer is clearly from a far earlier time than my layout. Vehicles are both too early and too modern for my circa 2000 era. The train crew is also out of date.

In the second picture I corrected those errors substituting an era-appropriate freight car, newer (but not too new) vehicles and appropriately attired train crew.

When I look at both pictures the differences in details is obvious. There is also a conceptual change, however, and that underlies and provides a reason for the changes. What I am looking to create is a layout that reflects consistency between different aspects of my modeling and the time period in which it all fits. And, creating consistency within the passage of time, improves what we model.

One thing I do most every fall is wander down and give my layout a long look. Sometimes in doing so I will see things I need to fix or repair, and sometimes things that don't fit within my era. Each fall, I try to self-critique what I have accomplished to date and find things that detract, or are incongruous with what I am trying to model. We all, I suspect, go through a similar process of changing and refining our layouts. Applying this to the passage of time and my layout's era, I look for things that could be changed and reflect those better. Commonly, I do what a lot of modelers do, use something, even if it isn't right, until I find something better. No harm, no foul, we all do it. However, sometimes we get used to how something looks and we simply leave it.

This point leads to an easy and inexpensive way to more accurately model time on our layouts: remove that which doesn't belong. Or in other words, EDIT. Modeling time involves creating a scene that depicts the present on a model railroad along with its past. A layout's past might include things which recently occurred, or things which go back further. Reflecting on which is which and where things belong in relation to our layout's present begins with our mindset. A willingness to take a fresh look, observe what we have done and to look for what needs to be removed or changed is the first step. Editing is the discipline it takes to implement changes.

And I'll be honest, sometimes we just don't want to. We like a particular item, a particular vehicle, a particular sign, etc. It can be tough to relegate those to a tub under or layout, or, even more terrifying, to the "for sale" bin. But another, perhaps, softer approach is to remove something that isn't right and see how that impacts a particular scene. Leave it off your layout, give it a few days and let your mind get used to it. Ask the opinions of friends. Remember, sometimes, less is more.

If you ventured this far into the subject, let's turn from removing things, to adding or changing your railroad, here are a few areas (most certainly not a comprehensive listing) that can be used to better model time.

Research: A lot of you have heard my line, “Everything I learned in life I learned in graduate school. Well, here I go again. One of those lessons was that, sometimes, the most important work we do doesn’t produce visible or tangible results. In the context of this article, I take this to mean that to model the past as though it is the present, I want to see what it actually looked like. Maps, photos, books and other reference materials are invaluable tools to help us in our efforts. I have, more times than I care to admit, thought about modeling some particular scene or structure, and begin with my memory as compass and guide. Later, (why is it always later?) I discover that what I remembered wasn’t right, or was only partly right. Let’s take an easy example. Greg Dahl built a wonderful mid-1980s era railroad. I love how he models the time frame he selected. A billboard advertises the now infamous “New Coke.” A sign in front of a closed business stands broken and disused. He is planning to have a video store. These features are products of his research into how things were back in the mid 1980s. Greg’s attention to the era he models makes his layout just feel spot on!



From Greg Dahl’s Missouri Northern. New Coke anyone?

Signs: This is another easy way to model time. Businesses from the past may have closed and new ones taken their place. Ergo a new business, ergo a new sign. Downtowns change. Advertisements change. Industries change. Building methods change. Cars and trucks change. Modern parking lots have signs for handicapped parking. Downloading and creating era-correct signage is simple. Anyone with a printer and some scissors can create era-specific signs. So why settle for ones that aren’t correct?



My circa 2000 era billboard.

Motive power and rolling stock: Some modelers are of the “I run what I want” school of thought. That’s OK with me. Others try to make their fleet of locomotives and cars more in keeping with a specific time frame. For the later group this is another way to model time. Obviously we can research which equipment was used during a particular era. Beyond that, updating (e.g., newer trucks, removing roof walks, lowering brake wheels, revised paint schemes, removing foot boards, etc.) to update our fleet to more modern times pro-

vides both a nod to the past and that consistency with the present I discussed. Certain trains, more than others can really reflect the passage of time. On my layout, I sometimes backdate operation from 2000 to mid 1990s. I run ex-Milwaukee Road bandit schemes locomotives on my Hiawatha line while running Minnesota Commercial locomotives on the Hennepin Line.



A bandit in the slot.

And what's on your train's tail? Maybe you love a nice caboose, and let's face it, who doesn't? Still if, like me, your layout is in the 2000s you best be thinking shoving platforms and FREDs. For my Prototype Models AP Certificate I was in a real fix. Prior to the most recent changes in requirements, a caboose was required. The Commercial owned never owned a caboose. But as I learned, the SOO Line/CP, the former operators of the Hiawatha Line, had a few ex-Milwaukee Road cabooses they painted in the iconic bandit scheme. I painted one up from my on-line research and, at least as far as time, everything was jake.



An ex-Milwaukee Road Caboose re-lettered by the SOO Line.

Out of service and removed track: This one is a real attention grabber and appeals to the railroad anthropologist in us all. Sidings to industries no longer rail served, partially dismantled turnouts, abandoned lines, weed and tree choked tracks, remains of grade crossings and street track all reflect that our railroad and the surrounding terrain

once were different. Pro tip: keep these subtle and remember, the newer the change the more obvious and apparent it will appear. The further back, though, the less apparent. For example, a newly removed track might require no more at a grade crossing than the track being cut, the railheads rusted and a sign saying "EXEMPT" on the crossing signals. An earlier version might just show a different color of pavement where a crossing once was.



Out of service track leading to the overhead door at Eureka Recycling.

Repaired and replaced trackwork: Take a look at my column in this edition's Fusee. I replaced a section of track out of necessity, but detailed it to look like one the railroad had recently replaced. It's a nod to the history of my line and reflects ongoing maintenance of the railroad's physical plant.

Repurposed and closed buildings: When I think of my home town, Berea, my mind's eye sees how it looked in the 1960s and 70s. Fast forward (too fast IMHO) to 2026, and darn near everything has changed. The original fire station (which would be a masterpiece on any layout set in the 1960s or earlier, the bus garage (a former interurban shed), the hardware store, my beloved Army Navy Surplus store, the Ben Franklin five and dime, the hobby store (famous for its electric train in the window with pushbuttons at different heights for younger and older kids to activate), the Optometry shop we visited for new glasses every year, the shoe store and so many more are now just memories. In fact, blocks of downtown buildings were torn down and newer ones built in their place. Those original buildings still remaining are filled with newer businesses. There is a haunting familiarity to the town center as the past is slowly eclipsed by the present. Just glimpses of what had been still remain.

Similarly, around the country, rail buildings were torn down, shuttered or repurposed for MOW or non-rail business use. We may lament those changes, yet they provide us the opportunity to more realistically mark where within the passage of time our layouts exist. The changes can be a little as new signs (previously noted), different paint and/or include physical additions or alterations to buildings. Then there are those buildings that have a signature profile (for example, KFC), but house new businesses. In Robbinsdale, Minnesota, there is a wonderful Thai restaurant. One look at the building it inhabits, however, and its roots as a Mr. Steak are undeniable.

Of course, not all buildings remain in use. Closed and boarded up buildings, maybe with the ever optimistic, "For lease" or "For sale" sign posted, abound. One type of building closure I especially like are freight transfer and others buildings which were partitioned for smaller businesses. The result can be an interesting mix of a portions of the building closed, and others open.



A closed commercial space.



Former Milwaukee Road yard office still used by the Minnesota Commercial.

Patched and re-lettered rolling stock and locomotives: Our beloved railroads were also subject to the vicissitudes of time. Mergers resulted in locomotives and rolling stock being re-lettered, repainted, or used as they were in albeit often deteriorating conditions. My first attempt to model this was with a former BN locomotive, a General Electric C30-7. Originally numbered 5509, the Commercial renumbered it 55 by just blanking out the last two numbers in the number boards. They painted a square of red paint on the sides of the cab and stenciled MNNR on it. Rolling stock also show the tale of time with condition, paint and markings displaying changes across time. Can't part with a beloved train car that no longer fits your era? There may still be ways to use them. Consider options like MOW service. MOW cars do not need upgrading to interchange standards and can hang around in rail yards or on work trains for a very long time. I recently located an HO ballast hopper of the type the Commercial owns. The original was part of a group purchased by the SP in 1953, and not only is it still around, but the Southern Pacific lettering is still easily visible! Cars that I observed at the Nokomis Mill on the Hiawatha line included covered hoppers which were former UP cars, now patched and renumbered for the Commercial. I regularly see cars in service from the Rock Island, CNW, Milwaukee Road, SOO Line and many more plying the rails with their original paint schemes, if not intact, readily discernable. Railroads aren't in a hurry to repaint them. As my good friend Thomas Gasior, MMR said about locomotives, "paint don't pull."



Newly rostered MNNR 55, still displaying its BN heritage, pulling a heavily weathered scrap gon.

Tagging and graffiti: Looking for a fight? Mention graffiti! Nothing seems to enrage model railroaders more. But love it, tolerate it or hate it, graffiti is part of the modern landscape, be it on trains, bridges, retaining

walls and buildings, it's everywhere. You don't have to add it if you really despise it, and, sleep well friends, the model railroad police won't arrest you and haul you away. But in defense of its inclusion, it does reflect the passage of time. Earlier examples that come to mind include the famous "Kilroy was here" and hearts enshrining the love of some couple whose relationship may have lasted minutes, weeks or even lifetimes. And it wasn't always paint that was the medium. Again, where I grew up, down in the shadow of massive railroad bridges visitors to the area carved their names, their loves and more into the exposed sandstone along Rocky River, in an area known simply as "The Rocks." In the 1970s graffiti seemed comprised of cruder and angrier scribbles. But as we moved into the early 2000s it evolved further. Admittedly some was urban street gangs marking their territory, some still professions of love, but more and more, fairly complex, and, dare I have the temerity to utter such blasphemy, art. In Europe graffiti became an accepted and even prized form of street art. Much of what I see these days on rail cars is similar. I noticed more recently that so long as the people tagging cars avoid defacing reporting marks on train cars, the railroads seem to turn an indifferent eye. I suppose I am fortunate as my railroad is set slightly before the graffiti explosion, so a little goes a long way.



A "nicely" tagged car by Thomas Gasior, MMR.

Weathering and urban blight: I like my railroad to reflect the area I model, and that calls for some grime and grit. For me, nothing captures the passage of time so clearly. That may seem a contradiction as most of my motive power and rolling stock aren't weathered. That isn't a matter of choice, only that weathering my fleet awaits my development of the requisite skills and confidence to get going. That said, I weather other things such as streets, buildings, retaining walls and my scenery in general. I have a personal love of areas where there is scrub vegetation; neglected areas of weeds, patches of dirt, softwood trees like cottonwoods and poplars (I think of them as the weeds of the tree world) and discarded bits of trash. Dirt and weathering on my buildings is based on what I observe of the areas I model. Some are fairly clean while others rather unkept. Likewise, surrounding ground areas may be more or less free of dirt and refuse. I try not to overdo this, but I think it adds the flavor of neglected places where the railroads run. They are less well maintained than other areas and they suggest that time is moving forwards, sometimes just in the accumulation of trash and the effects of nature struggling to reclaim the land.



Urban blight

Vehicles and people: Beyond trains, the stars of our layouts, the supporting cast also merits attention.

When I was a kid, my matchbox cars worked just fine on my HO railroad and I was pretty indifferent to inconsistencies of scale, lack of detail and incorrect era. As I became more discriminating, I paid much more attention to the people and vehicles that populate my model railroad. Lance Mindheim sagely observed that in more modern times, most automobiles are white, black or silver in color. Take a look at a parking lot some time, I did, and he is spot on. I understand that HO and N scale vehicles can be expensive (the only place where S and O scales have us beat). Personally, I would rather have fewer vehicles than ones that don't belong. When I started to populate my streets with vehicles, I realized I had some that were too old and some that were too new. It was time for me to edit. I started with photos I could find of the late 1990s and early 2000s. I studied the vehicles in the photos. What I learned from doing this was that there were a few very new vehicles (year modeled to maybe two years prior) and a much larger number of vehicles that were somewhat older, say three to maybe ten or eleven years. Finally, there were still fewer vehicles beyond that. Not none, just fewer and fewer were still in service. It helped me as I selected which cars and trucks made the cut. I may not have gotten them all correct, but I can always go back and cull the herd again.

I do love vintage and classic cars and I wish I could include them on my layout. The good news is there are ways to do this that still keep our layouts consistent with their time frame. Here are some ideas I came up with. A vintage car could be in a garage, peaking out or sitting in a driveway being washed. Rather than having a local restaurant looking like a scene from Happy Days, one or two antiques or classics could be there with people clustered around enjoying the view. As I already mentioned, less is more, a little bit can go a long way.



A 1977 Pinto Cruising Wagon: a "classic" being trucked.

Figures also help depict time. Like vehicles, era-appropriate people anchor the time frame of a layout. We might slide a bit on some of our background figures, but our rail crews and railroad workers are ones I recommend being especially careful with. Modeling 2000, my railroaders need orange safety vests.



A modern railroad worker with his safety vest.

Details: The devil may very well reside among the details, but dang it all, so does the sizzle. Details can make or break any scene on your layout. And yet, these are also easy to edit and correct. Some of you may recall my Modeling on a Dime column about creating trash bags ([The Fusee](#), Volume 72, Number 3). The reason for that column, besides my legendary cheapness, is my layout's era. In 2000, trash bags were everywhere. Dumpsters were filled with them and often they littered the surrounding ground. They were discarded along road and trackside. They are common features of modern times. On the other hand, traditional metal trash cans, not much around anymore. Again, those annoying bags help to anchor my layout in time. Similarly, plastic refuse containers and dumpsters convey a layout set closer to the present. Something I notice on layouts are loading docks, specifically, what is on them. Wooden crates, maybe in the past, but in newer times mostly I see cardboard boxes. This problem has an easy and inexpensive edit for more modern era modelers. Cover the miniature wooden crates with brown wrapping paper and reinstall them on pallets. Or, wrap rectangular or cube shaped pieces of wood or styrene with brown wrapping paper. Viola! Modern era packages now populate the dock.

While the mechanics of doing these types of edits are simple, sometimes they require removing something we like. I had a cute little telephone booth in my box of detail parts. The problem was, it was out of place in my era and would, at least to me, have screamed in shocking neon colors "WRONG!" On the other hand, a detail I did add on my layout was a cell phone tower. Within the era I model and beyond, they are common features of the skyline. A bit of thought into what was or is present in a particular time is key.

We've covered vehicles previously, but the roads, streets, alleys and highways those vehicles traverse are a detail which can also reflect the passage of time. I needed streets that show the effects of fading, mid-western weather, road salt and deterioration. On my layout, I try to ensure my roads show the passage of time and the deferred maintenance that is found in more industrial areas. Barriers, bumpers and guard rails have also undergone evolution and change. Thomas Gasior just installed a style of barrier that I remember from the 1960s on his Split Rock Mining Railroad set in 1969. It looks spot on. In my era, that type of barrier is no longer used. So instead, I use what was common in the 2000s, barricades of corrugated steel.

Fences are everywhere in industrial and commercial areas. But what types were common in your time period? Factory kits from companies like Kibri or Pola sometimes come with decorative iron fences. If you are modeling the early 20th century those look good. But moving forward, fences are more likely to be chain link.

When I look at scenes from earlier times, I am drawn to two little features that are almost universal in real life, but less often modeled. Taller buildings in the early to mid 20th century had outside fire escapes. Homes in the 50s, 60s and even 70s had one feature that was virtually universal, but is almost never modeled. Take a guess. I'll put the answer at the end of this article.

Correct details fade into a background of scenery which looks and feels normal, even a bit boring. But incorrect details can be discordant and distracting.

Summing this all up, if your goal is modeling a specific time, attention to your details can help.



Modern era trash in garbage bags in and around a dumpster. Note the chain link fence as well.

Concluding thoughts:

I am one of those guys who enjoys looking for ways to improve and refine my railroad. I value the feedback friends who visit and operate my layout share. I think my modeling is better as a result. Sometimes we all discover, to our chagrin, we didn't know what we didn't know. It's not a sin and I've been told that the model railroad police are the stuff of urban legend. It's just how we learn and how we improve. A story, if you will on that very point. My layout is filled with the refuge of the urban environment in which it exists. In my efforts to duplicate this I happily placed discarded items around my layout and patted myself on the back about the level of detail I was adding. My pal, Thomas Gasior, MMR, having the benefit of seeing more real railroad track than most of us, took one look and told me that railroad crews move trash away from areas where they walk. And that is why, if you look closely at the repaired track section in this issue's Modeling on a Dime Column, you will notice, almost all of the discarded tie plates around the replaced track are laying between the rails, not beside the track. I guess the pros don't much care for stubbing their toes or falling on their faces. Who knew?

In truth, we all model time. It is unseen, yet its effects are inescapable. Time, history, the past and the present all interwoven within the tapestry of terrain, structures, locomotives, rolling stock, people and details which populate our model railroads. The question isn't if we model time but, rather, how far down this rabbit hole we choose to go. In my own efforts to model time, I learned this lesson: what we omit is every bit as important as what we include.

I'll continue to refine and edit my layout, modeling, as best I can, the intersection between my layout's past and present. I do this, not for any other reason than this. As the weather grows cooler, the shadows of evening grow longer and the leaves change color, my old bones know, with absolute certainty, it's modeling time. And when I model time well, my time is well spent.

Happy modeling friends,

Dan

PS: Did you guess that common house detail? Rooftop television antennas!

The Brass Hat and the NMRA Prototype AP - Greg Terhaar

The Brass Hat had convinced himself this would be simple.

After all, how difficult could it possibly be to build a small scene of the Moose Jaw Co-operative stockyard and satisfy the NMRA Prototype Modeler Achievement Program? A little scenery here, a few stock pens there, a weathered steam locomotive puffing gently beneath the Saskatchewan sky. Easy work for a seasoned railroad executive of the miniature variety.

Then he read the AP requirements.

At that moment, the project ceased to be a model railroad and became a federally mandated Army Corp of Engineering project disguised as a hobby.

The culprit behind all this madness was the photography of Everett Baker. His color photographs of Moose Jaw, Saskatchewan, taken on April 28, 1947, had ambushed the Brass Hat the previous winter while online searching suitable modeling candidates for the AP. Unlike polished publicity photos, Baker's repository of 10,000 images taken in the 40's, 50's and 60's of rural Canada pointed to scores of opportunities. The bovine scene at Moose Jaw rose to the top prospect.

Naturally, the Brass Hat couldn't resist and decided he needed to recreate all of it in miniature. "Close enough" would not cut it, in the Brass Hat's mind. No, the AP judges would expect "documentation." That word haunted and bristled. This project would demand his best effort, and he felt determined and up for the task.

The Brass Hat began with the benchwork, a modest 2 x 5-foot module already occupying valuable real estate in the train room. He viewed it the way a railroad president viewed a struggling branch line: undersized, inconvenient, but potentially useful if managed correctly. Onto it went Peco Code 70 track, carefully glued down because track nails, in his opinion, looked like railroad spikes installed by blind giants.

He studied Baker's photographs relentlessly. The stockyard track lacked traditional ballast, so fine Arizona Rock & Mineral industrial dirt became the answer. Not because normal ballast wouldn't work, mind you, but because someday, an AP judge squinting at the Baker photos would see what Brass Hat had observed and mutter, "Hmm... this looks suspiciously like granite."

The Brass Hat would not give them the satisfaction.

Terrain soon became another battlefield. NMRA judging awarded thirty-five points for scenery, which the Brass Hat considered both reasonable and mildly terrifying. Moose Jaw is no scenic wonder. To maximize points, he spent evenings debating the proper ratio of dead spring grass to barely awakening prairie growth. Woodland Scenics static grass in four colors and three lengths soon covered the layout.

The Brass Hat's patient wife would innocently ask, "What are you working on?"

"Seasonal transition," he would answer gravely.

Structures were the true campaign.

The Southern Saskatchewan Co-Operative Office had to be scratchbuilt because the AP rules required sacrifice, and the chosen scene might as well be any old stockyard without it. It was the anchor of the whole thing, and Brass Hat knew how much rested on it. Evergreen styrene, Noch brick sheets, Tichy windows, Plastruct shingles, assembled under self-imposed deadlines resembling wartime conditions. The Brass Hat didn't have much

previous scratch building experience and found himself bungling strips of this, and bits of that while muttering language unsuitable for publication in the NMRA Magazine.

Not all structures required scratch building. The stock pens themselves were constructed by throwing away the instructions and cobbling together three Walthers kits. Every fence line was compared against Baker's photographs. Every loading platform was scrutinized. The project required some "cropping" to fit the space, but Brass Hat determined that it would not be held against him. At one point, the Brass Hat spent nearly forty-five minutes studying whether overhead gate supports were in the shape of a rectangle or a triangle.

This is what the AP does to people.

Meanwhile, motive power arrived in the form of a pro-weathered Rapido Canadian Pacific 4-6-0 Ten-Wheeler. The locomotive transformed the scene completely. Steam hissed, bells chimed, and the horn bellowed. A Broadway Limited stockcar equipped with sound added another layer. The Brass Hat stood proudly in the train room listening to tiny cows complain in digital stereo and considered this entirely rational adult behavior.

Lighting followed. Three light sources were required by AP standards. Three! The Brass Hat installed stockyard lamps, illuminated an upstairs office room, and added a Woodland Scenic truck with working headlights. Mesmerized and neck deep in stringing faux wire between poles, Brass Hat was unaware that the classic song spilled from his lips, "I am a lineman for the county..., searching in the sun for another overload... I can see you in the wire... I can hear you in the whine...".

Then came documentation. Oh... the bane of many a modeler.

The AP judges, it seemed, would desire proof of everything short of blood samples. The Brass Hat assembled Baker photographs, aerial imagery, historic references, and construction photos into organized files worthy of a criminal investigation. Every modeling decision required justification, and supporting evidence. A materials list. Techniques applied. By this point, he had stopped casually "building a layout" and had instead become curator of the Moose Jaw Historical Livestock Recreation society.

And yet, as evaluation day approached, the Brass Hat discovered something unexpected beneath the AP requirements and self-imposed task list. The project had connected him to other modelers. Between the bull sessions, constructive feedback and shared techniques, friendships formed. The little stockyard scene had become something more. It became a time machine and a shared experience between Brass Hat and those that coached and encouraged him to achieve a higher degree of excellence in the hobby they all loved.

April 28, 1947, lived again. Not perfectly, of course. The Brass Hat wisely rejected his brief consideration of introducing authentic livestock odors into the judging environment. Even he recognized there were limits to prototype fidelity.

Still, when the lights dimmed and the little 4-6-0 drifted past the pens beneath the backdrop crafted from a Baker photo, the scene no longer felt miniature. It felt real.

And somewhere in the distance, the Brass Hat could almost hear the AP judges approaching with clipboards. He straightened his tie, adjusted a freight car position by one-eighth of an inch, and prepared for inspection.

Model Railroading Primer - Glue Types & Uses Tables - Dan Cohen (Photos by Author)

Excellent information Dan put together I thought worth repeating in this issue - Editor

Solvent-Welders (Styrene Cements)

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Styrene Cement		Tamiya Extra Thin, Testors Liquid Cement, Revell Contacta	10–40 sec	5-10 min for handling 24 hrs full cure	Best for styrene kits, structures, rolling stock. Creates a true weld.
MEK / Hot Solvents		Pure MEK, Micro-Mark Same-Stuff	10 sec to 1 min	2-8 hrs for handling 24 hrs full cure	Very thin, fast, aggressive weld for large seams.
Plastruct Plastic Weld		Plastruct Bondene, Plastic Weld	5–15 sec	10-30 min for handling 12-24 hrs full cure	Works on ABS and styrene.

Cyanoacrylates (CA / Super Glue)

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Thin CA		Bob Smith Industries, Zap CA, Starbond	1-5 sec	2-24 hrs	Wicks into cracks; ideal for detail parts.
Medium CA		BSI Insta-Cure+, Zap-A-Gap	5–20 sec	3-24 hrs	Good all-purpose CA.
Thick CA / Gel		Gorilla Gel CA, BSI Maxi-Cure	10–45 sec	3-24 hrs	Gap-filling; good for uneven surfaces.
CA Accelerator		BSI Accelerator, Zap Kicker	Instant	1 hr	Forces instant bonding.

Two-Part Epoxies

Glue Type		Brands	Initial Cure	Full Cure	Notes
5-Minute Epoxy		Devcon, J-B Weld, ClearWeld, Gorilla 5-Minute	3–5 min	1 hr	Strong, gap-filling; great for weights and motor mounts.
15–30 Minute Epoxy		Devcon 30-min, Bob Smith 30-min	30 min	12-24 hrs	Stronger bond with more working time.

PVA (White & Yellow Glues)

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
White Glue (PVA)		Elmer's Glue-All, Woodland Scenics Scenic Cement	30 min–2 hrs	24 hrs	Best for ballast, scenery, paper.
Yellow Carpenter's Glue		Titebond II, Titebond III	30–69 min (clamped)	24 hrs	Stronger than white glue; ideal for benchwork.
Mod Podge		Mod Podge Matte/Gloss	Varies with thickness but most instructions state 15-20 minutes before adding another coat.	3-4 weeks but less for model railroad scenery projects. Depends on thickness.	Sealer + glue; good for water effects.

Rubber-Based Adhesives

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Walther's Goo		Walther's	2 min	2 min	Flexible, strong; great for windows, weights, clear parts.
E6000		E6000 Industrial Strength	2 min	24–72 hrs	Excellent for LEDs, wiring, accessories.
Pliobond		Pliobond 20, Pliobond 30	15 min–24 hrs	24 hrs (see msds for drying methods that can speed up cure time)	Good for metal-to-wood and trackwork.

Polyurethane & Construction Adhesives

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Gorilla Glue (Polyurethane)		Gorilla Glue Original	1–2 hrs, clamped	24 hrs	Expands as it cures; great for foam, wood, terrain bases.
Liquid Nails		LN-601 Projects, LN-903 Heavy Duty, Fuze-It	24 hrs	24 hrs	Excellent for foam-to-wood, benchwork, subroadbed, fascia, scenery shells.

Other Hobby Glue Types

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Thermoplastic Hot Glue		Surebonder, Gorilla Hot Glue	30-60 sec	1-5 min for handling 24 hrs full cure	Good for temporary scenery and wire routing.
Glue Sticks		Elmer's CraftBond, UHU Stic	30 sec-5 min	5-10 min for handling 24 hrs full cure	Good for paper mockups.
Spray Adhesive		3M Super 77, Krylon Easy-Tac	15 sec-15 min	30 min-3 hrs	Ideal for backdrops, grass mats, photo laminates.
Caulk		DAP, Flex Seal, Tool Bench Hardware	*Check packaging as there are multiple materials resulting in different initial cure times.	*Check packaging as there are multiple materials resulting in different initial cure times. Generally, this ranges from 23-48 ours with exceptions.	Multiple base materials, such as acrylic latex, silicone, and more. Multiple initial cure times Used as a gap filler and sealer. Has been used for gluing down track.



2027 NMRA National Convention – Tacoma, WA

August 10 - 15, 2027

Website coming soon!

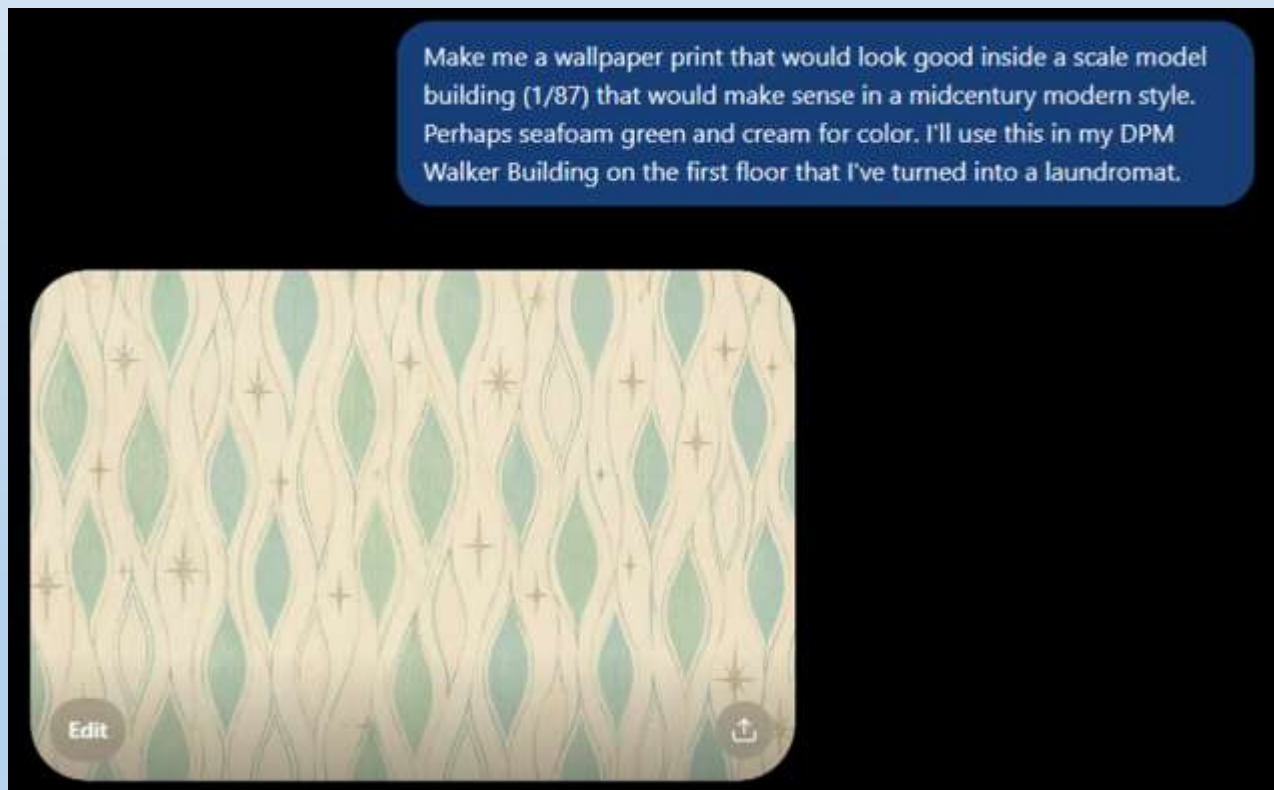


“Cheap & Nothing Wasted” - Jimmy Anderson

Another Free Tool in the Toolbox

Artificial intelligence has become a popular topic lately, and it has found its way into model railroading as well. There is plenty of discussion about AI-generated artwork and whether it is replacing human creativity. That's not really what I'm interested in. I see AI as another tool that can help me save time with aspects of the hobby I'm not as skilled or interested in.

I recently used ChatGPT to make wallpaper for the interior of a building. I gave it some basic parameters, including the scale, colors, era and type of business, and it created a repeating pattern that I could manipulate, print and install. It took considerably less time than designing a pattern myself, and certainly less time than trying to paint a convincing pattern on the walls.





“Cheap & Nothing Wasted” - Jimmy Anderson

A simple text prompt with a basic description yielded the swell wallpaper for my laundromat.

There are plenty of other possibilities. If you need a sign, advertisement or other printed detail for a structure, AI can create a starting point based on the era, location and type of business. I can ask for several different ideas and then choose one to modify and print. The same approach can work for wallpaper, flooring, posters and other details that can be surprisingly time-consuming to create from scratch.

I like building old DPM kits but the doors look strange to me without doorknobs or pulls. I have a 3D printer but I don't have enough skills yet to make my own CAD drawings for parts I want. I generally have good luck finding an existing file on the web but could not find a door pull file. I put ChatGPT to work to make an .stl file of some turn of the century style door pulls that I then 3D printed. I still decided what I wanted and selected the result I liked. It simply saved me some time.



AI created the tile file for the door pulls after I uploaded a few pictures and a brief description of what I wanted.

AI can also be useful when doing research. Suppose you're modeling a particular railroad depot or locomotive. You can ask AI to help you learn about its history, identify features to look for in photographs, or suggest other information that might be useful for an accurate model. You might even ask it what questions you should be asking about the prototype.

This is one area where some caution is needed. AI can be confidently wrong, especially when it comes to historical information. I would use it to point me in the right direction, but I would still verify important details with photographs, maps, railroad records, historical societies or other reliable sources.

To examine the creative side of AI I uploaded a photo of my unfinished scene and requested it be turned into a watercolor painting. I also wanted it to fill in the empty green space with a little city park and it produced an acceptable rendering of the layout. It took some liberties moving the Lincoln in the foreground and some trees in the background.





“Cheap & Nothing Wasted” - Jimmy Anderson



Left: the photo from my phone. Right: the watercolor image ChatGPT produced.

These are just a couple of examples of how I use AI. You don't need to become an expert in artificial intelligence to make use of it. Start with a modeling problem that you have and ask whether AI might be able to help. If the answer isn't useful, try asking the question a different way. You may be surprised at what it can do.

I don't see AI as a replacement for the creativity involved in model railroading. The fun is still in deciding what to build, figuring out how to build it and making it look the way I want. But if a computer can save me an hour of tedious work, I'm happy to let it do that.

Like any other tool, AI has its place in the toolbox. A 10-pound maul is great for knocking down a prototype wall; just don't use it to set an N scale track spike.



What's on Your Workbench?

If you have anything on your work bench just take a quick picture and send it to me with a brief description and I'll be happy to publish here. Sharing your projects is a great way to inspire others and it can help you stay focused on getting your own projects done too.

Consider sending me something for the next issue of the Fusee! [Fusee Editor](#)

I recently gave Lester Breuer a vintage Woodland Scenics pewter kit of an abandon cabin and he took it further and made it into a usable structure (albeit run down) and created a nice mini scene on his layout. [Fusee Editor](#)



Limited Time Offer (Until they are gone or I get bored with them)

Hey, for all you nostalgia buffs there are a few decal sets from the 1999 National (O, HO/N) and 1998 Regional (HO Scale only) conventions left that can yours! (From past TLR president Jim Wetzler) If you are interested send me an email with your name and mailing address and I'll send a set of your choice to you. [Fusee Editor](#)



Offer From Northern Utah Division - Still Looks Like This Is Available To Purchase (As of 9/14/26)



Add this superb, one of a kind, historical tank car to your collection. The Northern Utah Division of the NMRA is selling a series of HO scale Utah Oil Company (UTOCO) tank cars manufactured by Intermountain Railway. The cars feature a build date of 8/45 and a test date of 9/28/51.

Originally intended to be the convention cars for the 2019 NMRA convention in Salt Lake City, supply chain issues prevented the cars from arriving on time. Offered in six road numbers, the cars have metal wheelsets and Kadee couplers. Priced at \$45.00 each with free shipping, you can get your very own historical tank car before this limited edition is sold out, go to either:

www.northernutahnmra.org/club-car or

<http://northern-utah-division-nmra.square.site/>



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TLR Celebrates 75 Years (Still Some Available)

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

Decal sets are still available in N, HO, S and O scales.

Decals are \$6.00 which includes postage.

Contact Ken Zieska at (mhry19@gmail.com) if you would like to purchase a set.



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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>.

2026 - 2027 Region Roundup - model railroad-related events in and around the TLR

Sept 19	Twin Cities MRR Museum Show	MN Fairgrounds, St Paul, MN
Oct 3	Prairie Lakes Division Event	Clay Cty Fairgrounds, Spencer, IA
Oct 9-10	Eau Claire Train Show	YMCA Sports Ctr, Eau Claire, WI
Oct 10-11	Great Train Show	Shakopee, MN
Oct 16-17	Chicagoland RPM Meet	Naperville, IL
Oct 17	Newport Model RR Club – Woodbury Flea-Market	Woodbury, MN
Oct 24	La Crosse & 3 Rivers MRR Show	Omni Ctr, La Crosse, WI
Nov 7-8	Trainfest	Milwaukee, WI
Nov 14	Granite City Train Show	St Cloud, MN
Nov 21-22	Greater Sioux Falls Model Train Show	Convention Center, Sioux Falls, SD
Nov 21	Greater Upper Midwest Train Show	Century College, Oakdale, MN
Jan 9	Newport Model RR Club – Woodbury Flea-Market	Woodbury, MN
Jan 30-31	Railroad Hobby Show (2027)	Amherst, MA
Feb 20-21	Mad City MRR Show (2027)	Madison, WI
March 6	Newport Model RR Club – Woodbury Flea-Market	Woodbury, MN
March 20-21	Randolph Railroad Days	
April TBD	Silvis Train Day	
May 20-23	2027 TLR Convention	Sioux Falls, SD
Aug 10-15	NMRA National Convention (2027)	Tacoma, WA
Sept 24-26	MinnRail 2027	

Podcast and You Tube Channels (Other Social Media)

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

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Railroad ads are for individual layouts, model railroad clubs,

Ad size (HxW)	Annual Business Rate	One-Time Business Rate	Annual Railroad Ad Rate
Full pg 9 5/8 x 7 1/8"	\$145.00	\$50.75	N/A
1/2 pg 4 3/4 x 7 1/8"	\$90.00	\$31.50	N/A
1/4 pg 4 3/4 x 3 1/2"	\$45.00	\$15.75	N/A
1/6 pg 4 3/4 x 2 1/4"	\$35.00	\$12.25	N/A
1/8 pg 3 3/4 x 2 1/4"	\$25.00	\$8.75	Free
1/12 pg 2 3/8 x 2 1/4"	\$18.50	\$6.50	Free
1/16 pg 1 1/8 x 3 1/2"	\$15.00	\$5.25	Free