

The Crossing Gate



Newsletter of the Twin Cities Division, Thousand Lakes Region, National Model Railroad Association • www.twincitiesdivision.org

Movin' on Down the Line: The TCD Meetings are moving to the Mill City Museum

Big changes are in store for the TCD beginning on February 8, 2007. We are moving to a new location; we are starting at a new time, and we are restoring the tradition of having a time for a meal together prior to the clinics.

Monthly clinics will now be held at the **Mill City Museum** in the Historic Milling District of Minneapolis (**704 Second Street South**) next to James J. Hill's Great Northern Railroad Stone Arch Bridge and Falls of St. Anthony where Minneapolis began. The museum is housed in the ruins of the Washburn 'A' Mill, a National Historic Landmark. This flour mill was the origin of the company that grew to become known as General Mills. Another company also got its start within the walls of the mill...a pioneer in radio station began broadcasting from the mill building and took its call letters from the name of the mill's owner-the Washburn-Crosby Company. You may know it better as WCCO. So, our new location has great historic significance.

Our clinics will begin at a new time. Because our clinics sometimes run past 9 PM and because the museum closes at that time, the starting time for the clinics will also change. They will now **begin at 6:45 PM** (15 minutes earlier than before).

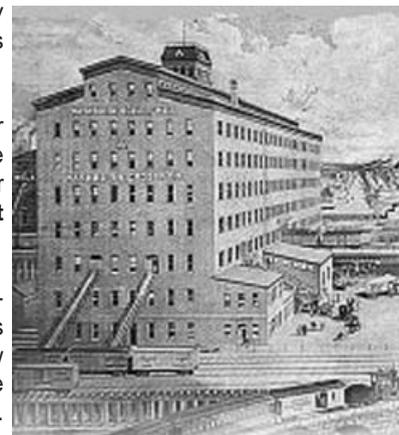
We are also going to be able to restore a TCD tradition of having a meal/social period before the clinics begin. For those who want to learn from fellow model railroaders or just want to exchange lies, we will meet for a meal in the hour preceding the clinics.

The Mill City Museum Café is located on the main floor of the museum and is managed by D'Amico and Sons catering, so you know the food is good. Their menu includes reasonably priced salads, sandwiches, soups and daily hot entrées. For a change of pace on some occasions, we may meet at other nearby restaurants which include The Old Spaghetti Factory, Sawatdee, and the Cue and Target Café at the new Guthrie Theater all within a block of the museum.

In addition to all the aforementioned changes, we encourage you to come an hour or two early and take the museum tour, or walk or rent a Segway (those two-wheeled battery powered contraptions) to explore the St. Anthony Falls Heritage Trail. After the clinics, migrate over to the Guthrie or Old Spaghetti Factory for an adult beverage and more fellowship. There are lots of options.

Public transportation is now a much better option for getting to TCD clinics. The Hiawatha Light Rail Line runs only four blocks west of the Mill City Museum, and the Number 7 Route bus line runs only one block west on Washington Avenue South.

For those who drive, meeting times are such that the traffic is headed out of downtown,



**Continued on page 4
New Location**

Twin Cities Division
Board & Officers

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NMRA Contest Chairman
position open

VOLUME 25, NUMBER 4, WINTER 2007

THE CROSSING GATE is published quarterly by the Twin Cities Division of the Thousand Lakes Region of the National Model Railroad Association. Material may be reprinted with permission.

Articles, photos, tips, or ideas are heartily encouraged and will be enthusiastically accepted in any format (PC or Mac; Word, Simple Text, typed, handwritten, scribbled on the back of a bar napkin, etc.). Send it to your editor by regular mail to THE CROSSING GATE, 9677 Able Street NE, Blaine, MN 55434, by email to editor@twincitiesdivision.org, or hand it to him at the next Division meeting.

Be part of the Division! If you're an NMRA member, become a Regular member of the Division (you get a year's subscription to THE CROSSING GATE, plus voting privileges) for only \$10 per year. If you're not an NMRA member, become a Subscriber (you get a year's subscription to THE CROSSING GATE) for only \$10 per year.



From the Superintendent

Thank you to all members who elected me to Superintendent.

Model railroading has been my hobby for over 15 years. My favorite scale is "N" gauge, and I am in the process of taking over the basement of my house. During the day I'm a FedEx driver. I've been married to my wife for 31 years. I have two beautiful daughters and three wonderful grandchildren that I spend as much time with as I can. This past weekend I took my grandson to Walthers in Milwaukee, (maybe he will follow in Grandpa's footsteps).

I hope to fulfill your expectations, but I'm going to challenge you also. As superintendent, I intend to go to meetings of all railroad clubs in the Twin Cities area to invite their members to our meetings, in turn, I ask you to invite people who love trains, or anyone who has an interest to our meetings. I would also ask you to invite Scouts to get them interested in trains for their model railroad merit badge.

Please feel free to call me anytime with comments or questions.

Last, remember to show your membership card at area hobby stores for a 10% discount (sometimes you have to ask) and thank the owners for their support of our organization.

Your Superintendent
Ron Bodin

*Contributors to this issue:
Lester Breuer, Jeff Otto, Jim Bernier,
and Leone & Tom Mauszycki*

THANKS!

*Deadline for next issue:
March 19, 2007*



From the Editor

Again my apologies. This time to the subject of my "The Home Road: One of Our Own" article whose name (despite my knowledge to the contrary) was misspelled. But Les Breuer is a consummate gentleman, and he has contributed an article to this issue of the **Crossing Gate** in spite of his awareness that the editor is far too capable of goof-ups. That having been said, you may notice a suffix behind Les' byline. Mr. Breuer completed the final requirement (Master Car Builder) and became only the seventh NMRA Master Model Railroader (MMR) in Twin Cities Division history. But, he is not alone; Tom Mauszycki of Winona also achieved the MMR title recently, and is also a contributor to this issue.

Other MMRs associated with TCD are or were: Eugene E. Hickey (24), Larry Schreiber (92), Gayle M. Olson (113), John D. Whitlock (140), Robert O'Brien (217), John R. Hotvet (259) and Gerry Leone (346). Congratulations to our newest MMRs, Les (387) and Tom (388)!!!

While on the subject of the NMRA Achievement Program, one of the possible Certificates of Achievement can be earned for being an author. While there are many ways to earn this certificate, contributing articles to the **Crossing Gate** earns achievement points. So, add that to the reasons for submitting an article to your divisional newsletter.

This month, articles have been submitted by a number of people, but whether you are an F. Scott Fitzgerald or a budding author who is looking to get published we are waiting to hear from you.



Dream Engine Performance is a Reality!

by Jeff Otto

Editor's Note: This is the introductory article of a two part series. An article describing the "how-to's" of back-emf on model railroad engine performance will appear in the Spring 2007 issue of the Crossing Gate.

We roll back out of the roundhouse and clank onto the turntable at a steady 1 scale mph. When lined to the outbound track, we ease into motion and glide off the turntable, edging up to 2 mph before drifting to a very smooth stop precisely at the water spout to top off the tender. With spout lifted back up and tender hatch clanked shut, the side rods slowly respond to a brief throttle tug and we cruise to the departure track at a comfortable walking speed, enjoying the soft steady sound of steam awakening.

Little Johnny is at his usual after-school spot, mesmerized by the slow, steady rise and fall of the side rods following the eccentric crank's lazy circle. We see we have heavy tonnage today as we back onto our train, so we bunch the slack and see each car start to move in turn as we nudge back to the waycar. We get our highball and start moving forward, now watching each car start again in turn as the slack runs out. We hold to a steady 1 mph while stretching out or we'll hear the boss yelp from hot coffee spilled on his shirt even from nearly a mile back. Stretched now, we edge up to walking speed until our heavy engine creaks through the crossover on to the main, then pick up the pace to a steady 10 mph until our waycar clears the crossover and we are on our way.

Model railroad dream? Performance available only to craftsman tinkerers with special motors and changed gearing? Not any more! Unfortunately, the key to dramatically improved engine performance has been the most poorly marketed and misunderstood technical feature in the hobby. But it offers us superb low-speed control with a prototypical steadiness that mass-produced models almost never achieve with motors, flywheels and gearing alone. This feature is usually

referred to as "back-emf", but has also been marketed with names like speed stabilization and speed control.

Let's talk about why this really is a very good thing.

What is it?

Back-emf as a decoder feature refers to the capability of the decoder to sense how fast the motor is turning and automatically adjust the voltage to the motor to keep it running steadily at whatever speed you currently have set by your throttle (controller). For the curious, emf stands for electro-motive force, the scientific term for what is more commonly referred to as electrical voltage. As you know, a motor



can also act as a generator if you rotate the motor shaft. Even when you apply electricity to a motor so it runs, it generates a small amount of back voltage (back-emf) out of the motor. The amount of voltage is directly proportional to the speed of rotation of the motor. So a smart device can measure this back voltage and "know" when the motor is slowing down or speeding up, which can be used to send more or less voltage to the motor to keep it at a steady speed like a governor or the cruise control in your car.

Okay, so why use it?

"But I want to have the feel of the throttle to have to speed up to go up a hill or ease up when going down hill." Please reconsider!

Think about trying to run your favorite engine to the fueling spot or water spout, drifting along at one scale mph. It wants

to stall, so you advance the throttle and it lunges ahead at 5 mph, bad behavior. So you reduce the throttle, trying to guess how much to avoid a stall. Maybe you get 2 mph, maybe it stalls, but you keep jockeying the throttle because your engine can't stay at a steady one mph.

Do you really want that kind of throttle feel, which has nothing in common with handling one or more 200-ton locomotives, not to mention with 5,000 to 20,000 tons of train attached.? Or do you simply want your engine to perform prototypically slow and steadily without bad behavior?

Think about what was just described. The engine did something we didn't want, so

we reacted to compensate to get better behavior. Sometimes we guess right, sometimes, we over- or under-compensate and have to adjust again after we realize it's still not what we wanted. We react because we see bad behavior, but then it's already too late. The undesired behavior has already happened. We can't see inside the motor - we can

only react when the engine changes speed enough to notice - game over.

What if our motor controller could see bad behavior much more quickly and sensitively, then react to fix it with the speed of light (and electricity!)? If it was fast enough and sensitive enough, it could correct the bad behavior before we humans could see or sense the bad behavior. Instead of the engine speeding up from 1 to 5 mph before we rein it in, what if our decoder could catch the engine at 1.1 mph and get it back to 1.0 mph, then catch a potential stall at 0.9 mph and restore it to 1 mph? We humans would see it simply being very smooth 99% of the time - and at 1 scale mph, not just at 5! THAT is what back-emf can do for us - and all our favorite engines.

**Continued on page 4
Dream Engine Performance**



Modeling Tips & Tricks

Foreground Trees Help Improve Backdrop

By Lester J. Breuer, MMR

Upgrading boxcars in the Minneapolis & Northland Railroad Company (M & N) car shops is ongoing. An example of an upgrade is replacing molded on stirrup steps with wire stirrup steps. For some car upgrades the M&N car shop has the Company photographer take before and after photos of the boxcar for Company records. For the photos shown here, the location of the photos was a wooded backdrop section in Minneapolis between IB Fine Woolen and the Great Northern interchange.

When the photo of box car 5007, shown here, was reviewed by the Company photographer, he felt the photo would be much better if the backdrop was improved. The M&N scenery crew was consulted and came to the same conclusion. What could be done to improve the backdrop before the Company photographer took more photos?

The scenery crew quickly realized the background trees (cut from a travel poster and glued to foam board with white glue) had a rather hard edge. The best way to soften that edge was to plant foreground trees in front of the existing background trav-

el poster trees. The tree variety chosen for the planting was the "sedum" elm.

MinWax wood finish stain markers purchased at the home improvement store. After stain is dry, trunks are weathered with dirty paint thinner.

Sedum flower heads are sprayed with Design Master, Flowertool floral paints, available in spray cans, purchased at the craft store. Colors I use are Basil for the base color and Fresh Green for the highlights. An excellent article to produce Sedum trees, "Build realistic trees" by Richard McQuade appeared in the September 2003 issue of Model Railroader.

Once the scenery crew finished planting the foreground sedum elm trees, the Company photography took the after photo of box car 5012 included here. He is of the opinion, the added sedum trees are a great improvement to the background scenery. Of course, the M&N car shop people think the car improvements look good too.



Box Car 5007 before backdrop improvement

The "sedum" elm is a tree made from the perennial plant, Sedum, or



Box Car 5007 after enhancement of the backdrop

Sedum spectabile, grown in my flower garden. Once picked and dried, stems/trunks are stained with

Dream Engine Performance Continued from page 3

Back-emf is especially good for steam engines, where we have more visual and sound evidence of excessive speed variation. Plus, steam engines with long wheel-bases are more susceptible to binding in sharp turnouts and curves, making them slow down more than a typical diesel might.

Model railroad grades and curves are generally much more severe than on the prototype. This makes friction and train resistance relatively much more severe in the model world than the 1:1 world. Our ounces and pounds of engine and train will greatly overreact to those influences, resulting in much faster and more severe

speed changes than hundreds or thousands of tons of prototype. Back-emf will eliminate most of this overreaction, so



now a train will roll through sharp curves and turnouts as steady as, well, hundreds or thousands of tons in motion. Our back-

emf controlled model hits a grade - and barrels right into it like it's not on a grade yet. That's what happens when engines have several thousand tons of train behind them. Only as a reasonable percentage of the train is on the grade does the speed start to diminish noticeably (and yes, in part because the prototype engineer has also been opening his throttle to full power). So we modelers have not had to fuss and guess to get the entrance to the grade right, and now we can smoothly throttle back to represent the more prototypical slowing further into the grade.

Plus, if you do operate through a hidden helix, it's nice to know your train isn't running away downhill or stalling uphill. It will come out predictably. But that is the tip of the iceberg. The real benefit is superb steadiness at switching speeds under 5 scale mph. It is that steadiness that makes our models look like they have the momentum of tons of steel in motion.

How do we get the most out of Back-EMF?

In the article in the Spring Crossing Gate, we'll walk through the steps to fine-tune the back-emf motor control of a SoundTraxx Tsunami decoder, whose back-emf configuration is nearly identical to LokSound, Digitrax, and Zimo back-emf decoders. And for simpler setup and better performance in some respects, check out a Lenz Gold or Silver back-emf decoders, too.



TCD Timetable

THURSDAY, Feb. 8, 2007 6:45 pm

MODELING CLINIC - *Building Pine Trees from Scratch* by Eric Boone
PROTO PRESENTATION - *2006 National Rail Historical Society Convention Highlights* by Bill Dredge
POPULAR VOTE MODEL CONTEST - *Oversized flat car loads (more than one car)*

THURSDAY, Mar. 9, 2007 6:45 pm

MODELING CLINIC - *Modern Rail Fanning* by Lynn McCall
PROTO PRESENTATION - *CB&Q Part #2 Slide Show* by Cy Svobodny
POPULAR VOTE MODEL CONTEST - *Shay's Engines—all types*

THURSDAY, Apr. 12, 2007 6:45 pm

SHOW AND TELL DISPLAYS-(Train Projects)
POPULAR VOTE MODEL CONTEST - *Whimsical Railroads / NMRA Merit Point Judging*

THURSDAY, May 10, 2007 6:45 pm

ANNUAL BUSINESS MEETING.

*For updates, visit our website
at:
www.twincitiesdivision.org*

New Location

Continued from page 1

and parking is available for a fairly nominal amount (or higher if there is a Twins, Vikings or Guthrie event). The Mill Quarter Ramp is located directly across Second Street South from the Mill City Museum for \$2-\$4 for all evening, or there is a surface lot next to the Old Spaghetti Factory on Washington Avenue South that takes credit cards for about \$1.50 for two hours. There are also limited on-street metered parking spots, but be advised that the meters are enforced until 10 PM. If paying for parking sticks in your craw, try car pooling. It's cheaper and more

environmentally friendly.

The new location was a result of a great deal of hard work by a number of your fellow members including Bob Clarkson, Les Breuer, Steve Nitti, Denny Rogers, Dave Hamilton, and Ron Bodin. The decision to move to this location was made by the Board of Directors after visiting the finalists in a search involving nearly two dozen possibilities. In the end the decision to make the Mill City Museum our new home appeared to be the clear choice. Many of the old timers in the TCD remember the great times jawing with other modelers over a meal at the Countryside Restaurant

and later at the Evert McClay VFW Post, so we are hoping that reviving that tradition of camaraderie increases the value of belonging to the TCD. We really want to make going to TCD clinics a worthwhile event. Our new Superintendent, Ron Bodin, has other things in store for us that should be good for the membership. He will be announcing at upcoming clinics. And, if you have ideas to improve the TCD, let a Board member know.

If you haven't been to a clinic in a while or if you have been a regular at the clinics, come check out the new digs!!!!!! We hope you'll find the new location to be a big improvement.

STEAMIN' TO WINONA:



2007 TLR Convention

by Leone J. Mauszycki and Thomas E. Mauszycki, MMR

It's never too early to start thinking about next Spring's TLR convention. So we thought we'd bring you an overview of some of the proposed events. Note that many of these are still in the planning stages, and details haven't been nailed down yet.

Thursday, June 7 (Optional)

This is an optional "bonus" day in which you supply your own transportation. We'll begin at 1 pm with a photo op of present and past railroads. The tour starts in Stockton, MN, at the beginning of the C&NW's ascent up Stockton Hill via the many stone bridges. Along the way we'll hopefully get a chance to see a DM&E train transversing the right of way.

We'll then continue through Goodview and into Winona to view the rail-to-barge facilities, as well as sites of the C&NW and CB&Q bridges.

In Trempealeau, WI, we'll have a chance to shoot the BNSF's St. Croix Subdivision's fast moving double track, along with Lock and Dam No. 6 on the Mississippi. Dinner will feature views of the rail traffic on both the Minnesota and Wisconsin sides of the Mississippi.

Friday, June 8, 2007 - Regular

At 9:45 a.m. we'll have a great opportunity to photograph Amtrak Train #8. With the sun at our backs, every shot will be a winner.

At 12:45 to 3:00 p.m. we'll tour the Biesanz Stone Company's production line where 10'x24' panels of Minnesota dolomite limestone and steel are fabricated for large architectural structures. We can then take another look at the rail-to-barge facilities.

While returning to the Holiday Inn you can visit Winona's well-stocked model railroad shop. All convention members will receive a sub-

stantial discount all weekend long.

The convention's actual registration begins at 6 p.m. with a social hour on the Holiday Inn's covered patio. A full menu will be available.

Contest models and photographs will be registered in the fully secured Rivers Room. Entrants are encouraged to register their models early. The "Steaming To Winona" convention committee encourages model and prototype photos to include figures depicting employment and life on the railroad.

Clinics will be held that evening, followed by the TLR Board of Directors meeting at 9:00 p.m.

Saturday, June 9th, 2007 - Regular

You're on your own for breakfast and lunch.

Clinics featuring electronic and steam era operations, as well as the role railroads played in Winona's development, will begin at 8:00 a.m. and continue through mid-afternoon.

The evening banquet will be aboard the steam powered paddle wheeler "Julia Belle Swain." The convention committee encourages banquet attendees to "wear something related to their status as early railroad tycoons." The Mississippi River landing site is about two miles from the hotel, and boarding begins at 5:00, giving you an hour to view and photograph the

steam propulsion system.

At 6 p.m. we'll weigh the anchor and travel upstream into the Winona Commercial Harbor with its vast agricultural loading facilities. Turning and continuing South, we'll try to meet the Amtrak #7 at 7:45 P.M. near Homer, MN, as it speeds along the Minnesota shore line.

On our return, everyone will have a chance to view the contest models and photographs until 10:30 p.m. when they can be picked up by their owners.

Included among the proposed six non-rail activities for Saturday is a bus tour of selected architectural sites.

Sunday, June 10th, 2007 - Regular

The TLR's General Meeting will be held in the Sun Room of the Holiday Inn. A breakfast buffet will be available, and all are invited to attend. Following the meeting we'll be presenting the TLR Awards, and will hold a Chinese Auction. Auction items will be on display all morning.

Model railroad tours begin at 1:00 P.M. and continue throughout the afternoon. Some of the tours will be located in outlying areas, so you can visit them on your way home.

Registration forms are pending

Location: Holiday Inn Hotel and Suites
Convention Chairpersons:
Leone J. And Thomas E. Mauszycki
E-mail: tmauszycki@charter.net
Telephone: 507-454-3800



<http://www.juliabelle.com/cruises.htm>



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Railfan & Hobby Show CALL BOARD

COMPILED BY JIM BERNIER

January 20, 2007 - **Newport Club - Woodbury Flea Market**, 10-3, \$4. Location: Woodbury Senior High School Woodbury, MN For More Info: Stan Whitingham 952-200-9729

January 27-28, 2007 - **The Great River Valley System Train Show**, 9:30-5:30 Sat & 11-4 Sun, Admission: FREE, Location: Northland Mall, Forest Lake, MN, For more info - Steve Nitti at (651) 433-3039

January 27, 2007 - **Great Tri-State Rail Sale**, 9-3, Admission: \$3.00/ under 12 free with paid adult, Location: La Crosse Center, La Crosse, WI, For more info - 608-784-0036 or 608-582-4761, trainmaster@lacsreshortlinerr.org

February 3, 2007 - **Greater Upper Midwest Train Show, 9-2**, Admission: \$4.00, Location: Century College, 3300 Century Ave N, White Bear Lake, MN, For more info - Tom Jefferson 651-429-2885

February 17-18, 2007 - **Mad City Train Show**, 9-5 both days, Admission: \$8.00/under 12 - \$2.00, Location: Alliant Energy Center, Madison, WI, For more info - Art Dawson nkp284@yahoo.com

February 17-18, 2007 - **The Great River Valley System Train Show**, 9:30-5:30 Sat & 11-4 Sun, Admission: FREE, Location: Oakdale Center Mall, 10th Avenue @ I-694, Oakdale, MN, For more info - Steve Nitti at (651) 433-3039

March 17-18, 2007 - **La Crosse & Three Rivers Train Show**, 10-6 Sat & 10-4 Sun, Location: La Crosse Center, La Crosse, WI, For more information - Karilyn Klawitter (507) 894-4787 or Shane Lambert (608) 780-2356

March 31, 2007 - **Greater Upper Midwest Train Show, 9-2**, Admission: \$4.00, Location: Century College, 3300 Century Ave N, White Bear Lake, MN, For more info - Tom Jefferson 651-429-2885

April 14, 2007 - **Newport Club - Woodbury Flea Market**, 10-3, \$4. Location: Woodbury Senior High School Woodbury, MN For More Info: Stan Whitingham 952-200-9729

May 18-20, 2007 - **C&NW Historical Society Convention**, Location: Huron Event Center and Crossroads Hotel, Huron, ND, For More Info: www.cnwhs.org

May 20, 2007 - **C&NW Historical Society Flea Market**, Admission: \$2 - General Public, \$10 - Tables, Location: Huron Event Center and Crossroads Hotel, Huron, ND, For More Info: Terry Davis (320) 587-7820 www.ptdavis@hutchtel.net

May 19, 2007 - **Twin City Model RR Museum Hobby Sale**, 9-3, Admission: \$4.50, Location: Minnesota State Fair Grounds Education Building

June 8-10, 2007 - **Steamin' to Winona (NMRA-TLR Convention)**, Location: Holiday Inn Hotel & Suites, Winona, MN. For more information: Tom Mauszcki (507) 454-3800

July 21, 2007 - **Great Tri-State Rail Fair**, Admission: \$3.00/ under 12 free, Location: Copeland Park, La Crosse, WI, For more info - (608) 582-4761 or (608) 784-0036, www.lacsreshortlinerr.org

July 7, 2007 - **Fourth Annual Kid Day Train Show**, 11-4, Admission: \$2.50, Location: National Guard Armory, Benson, MN. For more information: Randy Thoen (320) 762-8840 or lanrra@yahoo.com

July 28-29, 2007 - **Lakes Area Greater Minnesota Train Show & Sale**, 9-5 Sat, 10-4 Sun, Location: Central Square Cultural Center, Glenwood, MN For more information: Randy Thoen (320) 762-8840 or lanrra@yahoo.com

A Meet

I've been attending TCD clinics since the early 1980s, but I still only know a hand full of people. How about you--do you know many members? One of the objectives of our new Superintendent, Ron Bodin, is to make the TCD more user friendly. So, in an effort to satisfy that objective, we are starting this month by introducing members of the Board of Directors.



G



H



I

Match the photo with the person:

1. _____ Superintendent, Ron Bodin
2. _____ TLR President & Education Director, Bruce Selb
3. _____ Popular Vote Contest Chairperson, Pam Notman
4. _____ Crossing Gate Editor, Dennis Rogers
5. _____ Public Relations, Don Smith
6. _____ Chief Clerk, Dave Hohle
7. _____ Assistant Superintendent, Bill Gisch
8. _____ Director at Large, Bruce Notman
9. _____ Layout Tour Coordinator



A



B



C



D



E



F

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THE CROSSING GATE

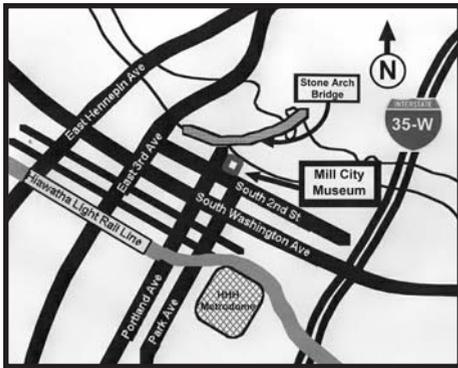
Twin Cities Division, TLR, NMRA
PO Box 2065
Maple Grove, MN 55311

Next meeting:

February 8, 2007 at
6:45 pm.

Where:

Mill City Museum
704 South Second Street
Minneapolis, MN 55401
612-341-7555
millcitymuseum.org



Local Twin Cities hobby shops & sponsors

The listings in bold are sponsors of the Twin Cities Division. Show them your support!

Beaumont's Quality Tools
3539 West 44th Street
Minneapolis, MN 55410
(612) 922-1954

Becker's Model Railroad Supply
2166 Silver Lake Road
New Brighton, MN 55112
(651) 635-9480
<http://members.aol.com/wcbecker>

Choo Choo Bob's
2050 Marshall Avenue
Saint Paul, MN 55104
(651) 646-5252

Dad's Trains
2647 Co Rd 22 NW
Alexandria, MN 56308
(320) 763-6545
bryants4@rea-alp.com

Douglas Designs
4120 Yosemite Ave. S.
St. Louis Park, MN 55416
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Brooklyn Park, MN 55445
(763) 424-5900
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(651) 905-9523
<http://hobbyzone.com>

Hub Hobby Center
82 Minnesota Ave.
Little Canada, MN 55117
(651) 490-1675
<http://hubhobbycenter.com>

Hub Hobby Center
6416 Penn Avenue S
Richfield, MN 55423
(612) 866-9575
<http://hubhobby.com>

Ill Rail Trains
535 Northdale Blvd. NW
Coon Rapids, MN 55448
(763) 767-9545

Minnesota Transportation
Museum
193 Pennsylvania Ave. E.
St. Paul, MN 55101
(651) 228-0263
<http://www.mtmuseum.org>

The N Shop
3956 Lyndale Avenue N
Minneapolis, MN 55412
(612) 521-8909

Northern Scale Models
PO Box 27354
Minneapolis, MN 55427
(763) 475-0647
<http://www.northernscale.com/>

Only Trains
7780 State Highway 55
Rockford, MN 55373
(763) 477-6186 or (800) 789-5738

**Osceola & St. Croix Valley
Railway**
P.O. Box 176
114 Depot RD
Osceola, WI 54020
715-755-3570
<http://www.trainride.org>

Osseo Train World
340 Central Avenue
Osseo, MN 55369
(763) 425-7171

Prairie Works Productions
6300 Sequoia Circle
Eden Prairie, MN 55346
<http://www.prairie-works.com>

Scale Model Supplies
458 Lexington Parkway
Saint Paul, MN 55104
(651) 646-7781
<http://www.scalemodelsupplies.com>