

The Crossing Gate

Summer
2007

Vol. 26, No. 2



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

Changes Proposed for the Twin Cities Division

The Board of Directors met on July 19th at the American Legion Club in Golden Valley. A number of items were discussed, but the majority of items surrounded the financial position of the TCD. Revenues are not expected to cover expenses, and the Board sought to find ways to balance the budget for this and future years.

Revenues are down. The Division's revenue stream comes from subscriptions to the Crossing Gate, purchase of door prize tickets, donations and the auction, and the sale of division assets. Declining membership has been chipping away at the bottom line for years. At this juncture, there are approximately 103 subscribers to the TCD's Crossing Gate, and 25 people have allowed their subscriptions to lapse since the start of 2007. Past research has shown that most of the people who lapse simply have not realized that they needed to renew. As clinic attendance has increased at the new location, door prize ticket sales have remained steady, but this auction netted significantly less than the first year. The television received a full-price offer and was sold.

On the expense side, the biggest item is this newsletter. Increased printing costs and postage have driven the cost of disseminating the Crossing Gate upward. Rent at the new Mill City Museum clinic location, though favorably received, is more rent than we had been paying in Maplewood. The Board also considered changing the site of clinics to a less costly one, but felt that the new location was worth the additional cost and unanimously reaffirmed that we should continue holding our clinics at the Mill City Museum.

One of the proposals to save money that received a lot of attention at the Board meeting was to disseminate the Crossing Gate to the membership electronically. Discussion in the Yahoo group for editors indicates that many regions and divisions have gone to e-mailing their newsletters. The TCD like other regions and divisions would need to address some of the inherent problems and benefits of such a change in the way in which newsletter would be sent out. Among these problems would be that because not all members have the capability of receiving the newsletter in an electronic format, even if the change were implemented, there would still be printing and postage costs. Members would also need to take responsibility for making sure that the Paymaster had their current e-mail address which are likely to be in need of updating. [Note: Considering that the web page had been down and therefore most Board member e-mail addresses were non-functional, the irony of these changes did not go unnoticed. The problem was addressed and at least temporarily solved by the new Paymaster's willingness to supply an alternate e-mail address --see below. The web site should be back on line in August.] On the other hand, the Crossing Gate could return to being a color production for the electronic copies without incurring additional expenses which was seen as an increase in member benefits.

The Board wants you hear from you on the subject of electronic delivery. Please e-mail your thoughts to: tcdpaymaster@peremarquette.net or mail them to: **Twin Cities Division, TLR, NMRA 4476 Mason Ave NE, St. Michael, MN 55376**. The subject will also be opened for discussion at the October 11th clinic.

Continued on page 5

Twin Cities Division
Board & Officers

For all Division business or questions:

Superintendent

Ron Bodin
super@twincitiesdivision.org

To volunteer to give a clinic:

Assistant Superintendent

Bill Gisch
asuper@twincitiesdivision.org

To volunteer for a train show or "Timetable" entries:

Chief Clerk

Dave Hohle
clerk@twincitiesdivision.org

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subscription or address problems, or website issues:

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Eric Boone
tcdpaymaster@peremarquette.net

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For Golden Spike or NMRA Certificate questions:

NMRA Achievement Program

Dave Hamilton
763-449-0058
ap@twincitiesdivision.org

To volunteer your layout for a tour, or suggest one:

Layout Tour Coordinator

Bill Schimmelman & Arthur Hill
tours@twincitiesdivision.org

For hobby shop or door prize questions:

Public Relations

Don Smith
pr@twincitiesdivision.org

Director at Large

Bruce Notman
assistant@twincitiesdivision.org

Education Director

Bruce Selb
ed@twincitiesdivision.org

Popular Vote Contest Chairperson

Pam Notman

NMRA Contest Chairman

position open

VOLUME 26, NUMBER 2, SUMMER 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

To members,

As you may have already read, we are considering going to e-mail with the Crossing Gate. I think this will be a great move in saving money and moving to the electronic age. Many regions and divisions have done this already. There are many advantages, but the one that I see as having the greatest benefit is that this change could give us more funds for other needs when they arise. Examples might include starting a scholarship fund, traveling to other venues, or a banquet.

We have looked at a number of ways to reduce costs. We looked at another meeting place (American Legion of Golden Valley), but we found it too small and too much noise.

On a different note, if you liked the April Clinic, then you'll like the October clinic. Neil Hovind is coming back for another double clinic with more information on techniques for modeling buildings.

Well, as usual the summer has been rather light model railroading wise, so that is all for now. I would like to remind you to support your hobby shops and keep building neat setups in whatever your chosen scale happens to be.

---Ron Bodin, Superintendent

Contributors to this issue:
Jim Bernier, John Darlington, Terry Davis, Dave Hohle, Gerry Leone, & Don Smith.
THANKS!
Deadline for next issue:
September 15, 2007



From the Editor

As we enter our second quarter century, I see some great things going on to further our hobby and make belonging to the Twin Cities Division more worthwhile. There has been an infusion of new blood into the membership and among the people taking an active role in the operation of the TCD. I am hopeful that these new people will breathe new life into the organization, open their doors to home layout tours, and put together clinics and/or articles to share their knowledge of the hobby with the rest of us. That is not to say that the many members of the old guard are exempt from reinvigorating the TCD. Those who have been with us for a long time have knowledge and skills from which the rest of the membership could benefit.

So, whether you are a recently added member or are of long standing, I'd like to challenge you to reevaluate what you have done lately for the TCD, and what you might be able to do in the near future. Have you got a layout that we haven't seen in a while or ever? Did you take a trip that included railroading (prototype or model) that left some great memories for you and that other members may want to include in a future trip? Have you honed a skill or experimented in a technique from which other modelers could benefit? Do you have memories from childhood or young adulthood that would offer a unique perspective on railroad history or operations? All of these are the types of things that make for great contributions. Collectively, we can do a lot more to keep the hobby interesting and informative. As a veteran teacher of 29 years, it never ceased to amaze me that I had knowledge that others had never heard or seen. It is as true for fellow modelers, as it was for my high school students. So search your memory banks and take a renewed look at your modeling efforts and experiences. **Share a little of what you know!**

-----Dennis Rogers, Ed.



Journey to the National Railway Museum

by John Darlington

Editor's note: This article [with minor editing] appeared in The Bantrack Newsletter in November 2004 and The Local in November-December 2005 and is reprinted with permission from the author. The Bantrack is the newsletter of the Baltimore area N-Trak Club and The Local is the newsletter of the Mid-Eastern Region of the NMRA.



It has been my objective to visit the National Railway Museum of York, England ever since the mid-eighties when I read an article about the NRM in a periodical on British Railroads. As many of you know, the world's first organized railroad began in England in 1825, a good five years before they became a reality here in the United States: in Baltimore no less. Additionally, the two cities between which this first railroad ran were Stockton and Darlington, a city that sprang from my ancestor's land holdings beginning shortly after the Norman invasion of Britain in 1066 AD. With this "ancestral connection" to the first railroad coupled with my fascination in British railroads in general, I was naturally interested in seeing what is called the finest and largest railway museum in the world. My eager anticipation of seeing it first hand was finally satisfied on Wednesday, October 20, 2004 when the family and I took a two-hour train ride from Kings Cross Station in London to York.



Kings Cross Station in London

We arrived about 11:30 AM, and after some discussion, we split up with my daughter and son-in-law who headed for the city of York while my wife, grandson and I headed for the NRM. We were surprised to find that the Museum was just

across the tracks from the station. The weather was overcast with periods of rain, but nothing was going to dampen my enjoyment of the day.

The main entrance was somewhat inauspicious lying behind the building in the front building which is used as the general offices. As you enter the museum, you



The National Railway Museum Entrance

pass through an extensive gift shop (good marketing) full of railroad memorabilia, tapes, records, clothing and model trains. You go through the shop and enter the Station Hall (see diagram on page 4) that is full of early engines, rolling stock and support equipment. One is struck by the unbelievable setting and condition of the exhibits. Everything looks as if it is brand new. You can tell that the engines and rolling stock have been painstakingly preserved and not just given a coat of paint to hide the rust like many museums I have seen in the U.S.

The interior of the engine cabs were unbelievable with shined up brass piping and controls. In this first building I found many



Great Western 2-4-2

of the legendary roads that made up the English and Scottish Railways during the 1800' and 1900's, i.e. LNER (London & Northeastern Railway), GWR (Great Western Railway), and LSER (London & Southeastern Railway). An example of this is the SE&CR (South, Eastern & Central Railway) painted in a shiny green and black livery. Another good example is the 4-2-4 engine of the GWR.

The exhibits were not just limited to engines, as a couple of wagons (boxcars) painted in universal color red did attest. Of note was the difference in the door arrangements. An earlier car had hinged doors while a later version had the sliding door with which we are more familiar.

After spending an hour or so, we decided to grab some refreshment. A Victorian-style dining area was provided right in the center of the museum which offered a large variety of hot and cold dishes along with the proverbial English tea and coffee.



The Dining Area

After we finished, we strolled over to see the numerous fine first class passenger coaches of the 1880-1910 era, many of which reminded the onlooker of a period drawing room out of someone's home. There were overstuffed chairs and settees, fine hardwood furniture and other opulent furnishings. However, these were nothing compared to the coaches belonging to the Duchess of Hamilton or the Royal Train belonging to Queen Victoria and her successors. These carriages are reminiscent of the rigid and unfortunate

**Continued on page 4
Journey to the National RR Museum**

**Journey to the National RR Museum
Continued from page 3**

class system that was so prevalent in England until the end of WWII. The difference between the "Haves" and the "Have Nots" is striking.



The Royal Carriages

We next moved over to the Great Hall and Shops Building that housed newer engines and rolling stock as well as the museum's hopes where they restore these remarkable machines for display. When you enter this building you come face to face with one of the most famous steam engines in history-the Mallard.



This Engine Holds the World Speed Record For Steam Engines at 126 MPH

The Mallard

The Mallard for those who are a little weak on railroad history, has the distinction of holding the world speed record for a steam engine at 126 miles per hour set on July 3, 1938.

Back in the early '30's when National Socialism was coming into power, Germany boasted having the most powerful and fastest steam engines in the world. In fact, their BR 01 engine previously held the steam engine speed record at 122 miles per hour. During this time in history, Germany and Great Britain were rivals in all kinds of areas. One of the fiercest rivalries involved warships. Knowing they could not really compete with Britain's navy, Germany sought to highlight their achievements under National Socialism by competing in activities involving speed. Germany had the fastest race and production cars (Mercedes 500K), and they

naturally wanted other speed records as well. This is why the British decided to challenge Germany's speed record for steam engines, and the Mallard took the prize.

Before the Germans could attempt to surpass the Mallard's record, World War II broke out and more important issues were at stake. You will note that the Mallard was a main line engine used by the LNER (London Northeastern Railway) which took it out of regular service just prior to the outbreak of hostilities. By then, the railways were nationalized by the British government and dropped their colorful livery in favor of less attractive, but more practical dull coats of brown and gray.

As we walked towards the interior of the Great Hall, we found many examples of heavy steam engines of the post war era as well as more modern diesel engines that were in service up to the late 1980's. Towards the center of the Great Hall was a turntable showing an array of both steam and diesel engines.



The Great Hall

It was now about 1430 and time for lunch. We met my daughter and son-in-law at the station and proceeded into York to find a pub. (One of the greatest experiences you will have visiting the UK is to go "pubing". There seems to be one around every corner with its own collection of local beers. I must have visited 20 or so during my stay, and I don't think I drank the same brand twice!) After beef pie and a pint, I headed back to the Museum while the rest went "exploring," meaning shopping in town.

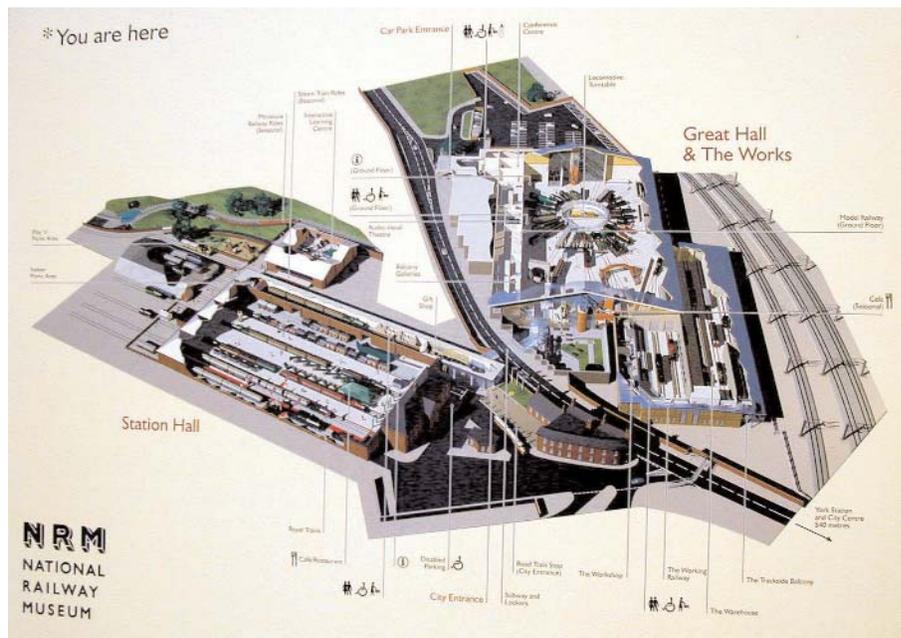
There was one last section of the NRM that I wanted to see-the repair shops. I was kind of glad that I did not have any company to rush my enjoyment. I cannot say what I expected, but I was amazed at the facility's extensive equipment and its cleanliness.



The Servicing Pits

You may think that this is just a "display" area for visitors, but after checking with one of the staff and seeing one of the engines going through a wheel set overhaul, it was obvious that this area was used for actual service and repair. I must

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admit that I stayed around this area for quite some time. I even had a demonstration of their signaling and train control equipment by one of the staff.

It was now about 5 PM and the Museum was about to close. I was disappointed because I wanted to go back over some of the exhibits and maybe take a few more photographs.

After some Bangers and Mash (sausage and potatoes) and another pint, we walked onto the platform to catch our train back to London. While we were waiting, I happened to notice a plaque on the station's wall mentioning the damage it sustained during WWII. It is hard to picture the devastation of this beautiful and peaceful area, and it brought me back to the realization that in the scheme of things, trains are not really that important as some other things. We boarded our train, and I promptly dozed off. I was really pooped. Before I shut my eyes though, I replayed my day at the NRM, and I was happy that I had accomplished my goal set so many years ago.



Our Train back to London



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Summer 2007

Changes for the TCD Continued from page 1

Also as an economizing effort, it was decided that the post office box for the Division would be dropped. The new address is:
Twin Cities Division, TLR, NMRA
4476 Mason Ave NE
St. Michael, MN 55376

Other topics discussed included changes to improve the modeling contests. Requests have been made to Bill Gisch to increase the variety

of themes and to make the themes less specific so as to encourage greater participation. Because the modeling efforts often require significant advance work, the list of themes will be published well in advance of the relevant clinic. Suggested themes included: steam engines, kit-bashes, buildings, diesels, dioramas, modular layout, and whole consists. Also, Pam Notman and Dennis Rogers agreed to work to provide better recognition for the efforts of participants by publishing more photos and the names of winners.

Annual Business Meeting Minutes

by Dave Hohle, Chief Clerk

May 9, 2007

- I. Called to order at 7:55 pm. Meeting held at Old Spaghetti Factory, Minneapolis.
- II. Chief Clerk read minutes of October 12, 2006; October 26, 2006; January 11, 2007; February 8, 2007. M/S/C To approve all minutes.
- III. Superintendent's Report.
 - Ron introduced past presidents.
 - Members queried on approval of meeting at Mill City. General approval.
 - Question of cost? - \$75 per night.
 - St. Louis Park Legion is possible future location.
 - Disappointed in hot food selection. Denny is checking options.
 - Crossing Gates being archived for possible future check-out.
 - Discussion of numbers of members, possible show venues.
 - Communication to tour hosts was questioned - Dave Zuhn was told ahead of time about times that layout tours would occur. Estimated tour attendance of 40 to 50.
 - Division email does not appear to be working.
- III. Assistant Superintendent not in attendance - no report.
- IV. Secretary - no report.
- V. Paymaster - expected new paymaster not in attendance lately
 - A. Statement passed out.
 - B. 40 to 50 members not renewed for less income
 - C. Postage increase
 - D. Hall rental increase
 - D. M/S/C To approve Treasurer's Report.
- VI. Member at Large Report
 - ticket sales down slightly
- VII. Public Relations - support dealers and let them know you are NMRA/TCD member.
- VIII. Crossing Gate Editor - new software is available for board to consider purchasing.
- IX. Elections:
 - Vice President - Nominate Bill Gisch (in absentia)
 - Bill Dredge agreed to act as back-up
 - M/S/C for Bill Gisch
 - Director-at-Large - no nominations (Bruce Notman continues per By-Laws)
- X. Unfinished Business - None
- XI. New Business
 - A. Don Smith gave computer to Division for Paymaster and clinic use.
 - M/S/C to give Don a 2-year complimentary Division Membership.
 - B. To establish an equipment rental center and position of equipment rental manager.
 - Receive, maintain, check out modeling tools
 - Donations by members for use/repair
 - People leave cost of item as deposit
 - M/S/NC
 - C. Getting membership numbers up.
 - Find new clinic material/field trips
 - Get word out to non-member
 - Something they can get only as a member
 - Other Divisions have quarterly or bi-annual meetings
 - Have table at train shows/flea markets to market TCD and have list of upcoming clinic/events
- XII. M/S/C Adjournment at 9:20 pm.

Followed by door prize drawing.



Modeling Tips & Tricks

A Cure for Dirty Trackage

By Don Smith

I received an E-mail from Loy Spurlock (Loy's Toys) that he was retiring and had a real gem of info regarding keeping the rails clean by using Automatic Transmission fluid. I figured he'd lost his marbles. Well he was not crazy and had something I worth trying.

All of us have suffered from dirty track at some time or another and used everything from alcohol to sand paper to "Goo Gone" to track erasers all of which worked to some extent for a short time. When I received the E-mail from Loy, I knew he had more knowledge and experience with model railroading than I will ever have so I'd give it a try. Now I had not run my layout for some time

and even then there were a few challenging sections where my locos would hang up. I had no idea how to apply the "trany" fluid nor how much to put on. So I stuck my finger into the bottle and applied it to a loop of track that was a problem area. WOW- the loco ran perfectly. I have since coated all of the rails and have been very impressed with the results. I have been using it now for over a month and there is no build up of "crud" on the wheels or the tracks nor does the 'trany" fluid seem to reduce the traction. On the contrary it improves the traction going up hills.

Why does it work? Your guess is as good as mine but here are a couple of ideas.

1. Automatic Transmission fluid is designed not to lubricate but to clean and coat everything in the transmission with a non slippery protective coating-- when applied to the rails it cleans and prevents oxidation.
2. When it dries it does not leave a sticky gooey residue-clean rails
3. I suspect the fluid supplied for track cleaning cars is Automatic Trany Fluid the only difference is they charge way more than your local automotive supply store does. Try it you will be impressed as much as I was.



TCD Timetable

THURSDAY, Oct. 11, 2007 6:45 pm
MODELING (double session)--
Neil Hovind--The Building Guy
POPULAR VOTE MODEL CONTEST -- Back
by Popular Demand--*Steam Engines*
PROTOTYPE -- none

THURSDAY, Nov. 8, 2007 6:45 pm
MODELING -- Programming Decoder with
JMRI by Walter Thompson
POPULAR VOTE MODEL CONTEST -- To be
determined, see front page article.
MODELING -- Lok Sound Clinic by Dave
Hamilton
PROTOTYPE -- none

THURSDAY, Dec. 13, 2007 6:45 pm
AUCTION NIGHT

THURSDAY, Jan. 10, 2008 6:45 pm
MODELING -- Magazine Resource and Storage
by Bruce Selb
POPULAR VOTE MODEL CONTEST -- To be
determined, see front page article.
PROTOTYPE -- To be announced

THURSDAY, Feb. 21, 2008 6:45 pm
**NOTE: Date change to 3rd Thursday so
as not to conflict with Valentines Day.**
Your Board has your backside covered.
MODELING -- To be announced
POPULAR VOTE MODEL CONTEST -- To be
determined, see front page article.
PROTOTYPE -- To be announced

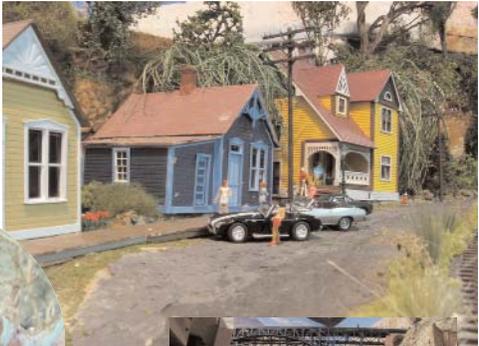
THURSDAY, Mar. 13, 2008 6:45 pm
MODELING -- To be announced
POPULAR VOTE MODEL CONTEST -- To be
determined, see front page article.
PROTOTYPE -- To be announced

THURSDAY, Apr. 10, 2008 6:45 pm
MODELING -- To be announced
POPULAR VOTE MODEL CONTEST --
Whimsical Railroads & NMRA Merit Point
Judging
PROTOTYPE -- To be announced

THURSDAY, May. 8, 2008 6:45 pm
ANNUAL BUSINESS MEETING
**For updates, visit our website
at:
www.twincitiesdivision.org**

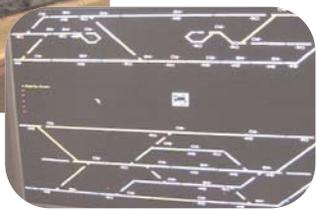
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Arthur Hill's Layout



Dave Zuhn's Layout

Walter Thompson, Dave Zuhn and Arthur Hill opened their homes for our members to enjoy tours of their modeling skills and interests. Walter is heavily into electronics, Dave into operations, and Arthur into scenery, so the tour included a variety of interests. The TCD wishes to thank these members for a great tour.



Walter Thompson's Layout

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 St. Michael, MN 55376

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Railfan & Hobby Show CALL BOARD

COMPILED BY GERRY LEONE, JIM BERNIER, AND TERRY DAVIS

Saturday October 6, 2007 - **Prairie Lakes Division and Chicago & Northwestern Historical Society Joint Meet**, 8-10, Admission: \$3, banquet: \$12, Location: Heritage Acres Main Implement Building, Lake Avenue, Fairmont, MN, Clinics, slide shows, videos, food raffles, prizes, vendors, and flea market. Layout and industrial tours, model and photo contests. For more information contact Don Oechsle at 507-238-5026 or dystrophies@bevcomm.net.

Saturday October 13, 2007 - **13th Hutchinson Model Railroad Show**, 9-4, Admission: \$3, kids under 12 free, Location: McLeod Co. Fairgrounds, 7780 Century Ave. SW, Hutchinson, MN, Hosted by Luce Line Railroad Club, Inc. and the Minnesota Valley Division. One dozen operating layouts, clinics, large flea market, popular vote model contest. For more information contact Bruce Crosby at abcrosby@hutchtel.net.

Saturday and Sunday October 13-14, 2007 - **6th Annual Indianhead Model Railroad Club Train Show**, 10-5 Sat. and 10-3 Sun., Admission: \$4, kids under 12 free. Location: Regis High School, 2100 Fenwick Ave., Eau Claire, WI. Sellers, displays, operating layouts. For more information contact Andrew (715) 559-0380 or awdoney@sbcglobal.net.

Sunday October 28, 2007 - **29th Annual Spud Valley Hobby Show**, 9-3. Admission: \$4, kids under 12 free with paid adult. Location: Ramada Plaza Suites - Crystal Ballroom, 1635 42nd St. South, Fargo, ND. For more information contact Gerald (701) 799-0534.

THE CROSSING GATE

Twin Cities Division, TLR, NMRA
4476 Mason Ave NE, St. Michael, MN 55376

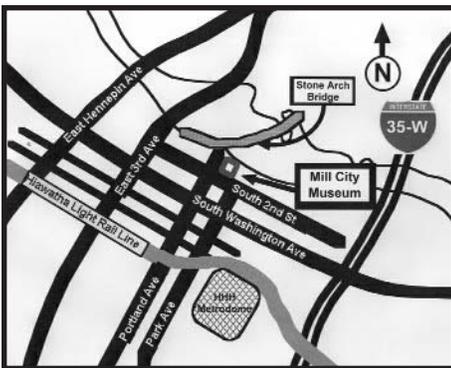
tcdpaymaster@peremarquette.net

Next meeting:

Thursday October 11, 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

Historic Rail
121 5th Ave NW
New Brighton, MN 55112
(651) 635-0100
<http://www.historicrail.com>

Hobbytown USA
7916 Brooklyn Park Blvd.
Brooklyn Park, MN 55445
(763) 424-5900
http://www.hobbytown.com/zcl/detail.html?zcl_info_id=14

Hobbytown USA
11319 Highway 7
Minnetonka, MN 55305
(952) 931-2262
http://www.hobbytown.com/zcl/detail.html?zcl_info_id=15

Hobbytown USA
1750 Weir Drive
Woodbury, MN 55125
(651) 702-0355
http://www.hobbytown.com/zcl/detail.html?zcl_info_id=73

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>

KDC Model Trains
915 Hopkins Ctr.
Hopkins, MN 55343
(952) 938 - 5456
<http://www.KDC-Trains.com>

King Kong Hobbies
5390 260th St.
Wyoming, MN 55092
(651) 408-8408
<http://www.kingkonghobbies.com>

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/>

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>