



The FUSEE



Tours, clinics, an auction, a raffle, a swap meet...River City had it all

*Text and photos by
Terry Davis
PLD Superintendent
& TLR PR Director*



Some of the Prairie Lakes Division volunteers who helped make River City 2005 a success pose on the turntable at Manly, IA.

After years of planning, the first-ever joint Thousand Lakes Region-Chicago & North Western Historical Association convention is in the books. I hope you were among the 275 people (about 65 of them TLR) who were able to take in a packed "River City 2005" schedule, May 19-22.

The convention came off with only minor glitches – a true testament to the detailed planning and help by a cast of volunteers. Many of those volunteers were members of the Prairie Lakes Division, the host division for the TLR portion of River City. I'm the proud and thankful Superintendent of that division.

About the only real disappointment was the cool, cloudy, and at times, rainy weather that bothered us the first three days. Sunday was finally sunny. Committee members and volunteers see conventions from a different perspective. Duties kept many of us from experiencing some of scheduled activities. I missed only the rare trolley ride on the Iowa Traction and a slate of fascinating modeling and prototype railroad clinics Saturday afternoon. I was busy snapping photos of the TLR and C&NWSH contest winners. I feel fortunate to have been on the 2 1/2-hour Operation Lifesaver train ride behind Union Pacific diesels on the Bricelyn line that the contest judges were forced to miss.

More than half of the attendees registered late Thursday afternoon and attended the relaxing social at Music Man Square in downtown Mason City. Back at the Hanford Inn later, several C&NW veterans shared stories of their careers. We then enjoyed a PowerPoint presentation on the Mason City electric line by Thorin Marty and his father, Soph. Gordy Miller followed with a presentation on Mason City railroads.



TLR members go one-on-one with Iowa Northern Railway #3803.

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Two more Divisions multiply the model railroading fun

View from the cab *by TLR President Bruce Selb*

Thanks to Gordy Miller, his committee and the Prairie Lakes Division for their incredible help and assistance in presenting an outstanding program and convention at our combined TLR & Chicago North Western Historical Society Convention in Mason City. Everyone seems to have agreed that it was a memorable convention.

At the annual membership meeting in Mason City, the following TLR members were elected to the Board of Directors:

Lynn McCall – Vice-President
Jay Davis – Secretary
Jim Bernier – Contest Director

Congratulations to the new Board members and our thanks go to them for volunteering their time to the TLR.

Since the President missed his deadline for the By-law changes publication, the By-laws were reviewed by the Board of Directors at the Board meeting during the Convention in Mason City. The changes are published on page 9 of this issue of THE FUSEE for membership review.

To vote on the By-laws after the publication of the changes, a special general membership meeting will be held on October 1st, 2005, in Hutchinson during the Fall Board of Directors meeting. The meeting will be held at 1:00 PM during the Hutchinson train show. Please see page 9 for the address; more information on the meeting will be published in the next issue of THE FUSEE.

Till the meeting, enjoy the Summer and happy train chasing.

The Work Train

by editor Gerry Leone, MMR

Thanks... and thanks... and thanks again.

If you were one of the 60+ TLR members who was at the Mason City convention, you know what a good time it was. Huge thanks go out to Gordy Miller, Terry Davis, Jim Wetzler, and the whole Prairie Lakes Division crew. You folks did a great job and produced one winner of a convention!

As you may have read elsewhere in this issue, we have three new members on the TLR Board. On behalf of the entire membership I'd like to personally thank the three departing Board members who've put in untold hours (and miles) to keep the Region running smoothly: Vice-President Chuck Durrenberger, Secretary Lloyd Stresman, and Contest Director Tom Mauszycki. Great job! I'd also like to thank the three members who stepped forward to fill those big shoes: new Vice-President Lynn McCall, new Secretary Jay Davis, and new Contest Director Jim Bernier. Way to go, guys.

Finally, we all owe a continuing vote of thanks to those Board members who are staying on for another term: President Bruce Selb, Treasurer John Hotvet, Public Relations Director Terry Davis, and Convention Director Gordy Miller. I'm sure most TLR members don't realize how many hours the Board puts in to keep things going - I sure didn't before I got involved.

Not done yet. I'd be very remiss if I didn't personally thank TLR President Bruce Selb for choosing me to be the recipient of this year's President's Award for service to the Region. It means a lot and I surely do appreciate it.

New CD of steam recordings made by O. Winston Link is released

Listen up all you steam lovers! On April 11 of this year National Public Radio broadcasted a story about a new CD which had just been released, entitled "The Fading Giant." The CD contains recordings made by the late 1950s railroad photographer O. Winston Link. While Link is famous for the images he captured on black and white film, few knew he had made an extensive collection of tape recordings from the end of the steam era.

Using an 80-pound tape recorder hooked up to a custom power supply, Link recorded the sounds of the trains, both as they passed through towns, and from the trains themselves.

The story and audio clips from the CD can be found at:

<http://www.npr.org/templates/story/story.php?storyId=4585996> . As this issue went to press, the link still existed on NPR's website, and will hopefully remain there for several more months.

The story, and the audio recordings, are worth your time... even if you have a dial-up internet connection!

THANKS!

Contributors to this issue:

Jim Bernier
Terry Davis
Fred Headon, MMR
John Hotvet, MMR
Tom Mauszycki, DDS
Lloyd Stresman
Paul Ullrich

Next issue's deadline:

August 10, 2005

Achievement Program Update

By John R. Hotvet, MMR

We have processed two Golden Spike awards and five Achievement Certificates in the last six months.

The major news is the newest TLR Master Model Railroader – Gerry Leone of Excelsior, Minnesota, who earned his seventh certificate (Association Volunteer) in the last six months. Gerry earned his first certificate – Model Railroad Author – in 2001 and since then has earned Master Builder – Cars, Master Builder – Structures, Master Builder – Scenery, Model Railroad Engineer - Electrical, and

Model Railroad Engineer - Civil. Congrats to Gerry on becoming MMR 346 and the TLR's lucky 13th MMR.

In addition to Gerry's certificates, Tom Mauszycki of Winona, Minnesota received his Master Builder – Cars and Master Builder – Structures certificates, and Ron Einarson of Winnipeg, Manitoba has been awarded the Association Volunteer certificate.

Two modelers received the Golden Spike – Robert Sterner of St. Paul, Minnesota and Robert Sorensen of Bloomington, Minnesota.

Meet the new Board



The 2005/2006 TLR Board: (front row, L to R) Jay Davis, Gordy Miller, and Terry Davis. (Back row, L to R) Lynn McCall, Jim Bernier, John Hotvet, MMR, and Bruce Selb.

With 2004/2005 Board members Charles Durrenberger, Lloyd Stresman, and Thomas Mauszycki departing, three new members were appointed to the Thousand Lakes Region Board of Directors. They are: Lynn McCall (Vice-President), who has served in a variety of Twin Cities Division positions including his current one as Superintendent; Jay Davis (Secretary), who was Public Relations Director of the Prairie Lakes Division for a number of years; and Jim Bernier (Contest Director), who has been active in organizing and judging TLR convention model contests for the past several years.

Board members who carry over from last year are: Bruce Selb (President), John Hotvet, MMR (Treasurer), Terry Davis

(Public Relations), and Gordy Miller (Convention Director). You'll find the entire Board's contact information on page 11.

In addition, Dave Thornton was elected Central District Director for the NMRA. Under the "restructured" rules, District Directors take the place of the former Regional Trustees and the TLR falls within the Central District. Dave was elected by popular vote and will serve a three-year term. He's been an NMRA member since 1975 and has served in several positions in the NCR's Division 8. Most recently he was the NCR Trustee and is chairman for the 2007 "Great Lakes Express" national convention. He, and other District Directors, will take office in July at the National Convention.

Congratulations to the contest winners at River City 2005!

The following are the models and modelers who won awards in the model contest at the TLR's annual convention in Mason City, IA. A hearty congratulations to each of them!

Best of Show: "Two wooden buildings on a corner" – Gerry Leone, MMR

Jock Oliphant Award (*Dedicated by the Winnipeg Model RR club, for presentation to the model entered in the TLR contest that best exemplifies Jock's creative modeling vision*): M&St. L Gas-Electric – John Hotvet, MMR

Steam Locomotives, 1st Place: C&NW 4-8-4 – Alf Modine

Diesel Locomotives, 1st Place: "M&St.L. Gas-Electric – John Hotvet, MMR

Diesel Locomotives, 2nd Place: Milwaukee Road #2034 – Mark Linquist

Traction, 1st Place: CA&E #456 – Alf Modine
Passenger Cars, 1st Place: CMSt.P&P Pullman – Mark Linquist

Freight Cars, 1st Place: Milwaukee Road coil car – Mark Linquist

Freight Cars, 2nd Place: C&NW CMO Box car – Mark Linquist

Freight Cars, 3rd Place: BNSF Coil car – Ronald Peterson

On-line Structures, 1st Place: IC Depot at Cherokee, IA – Ronald Peterson

Best Kit-built Model (*Awarded by the Railway Jamboree '83 Winnipeg*): Milwaukee Road Coil Car – Mark Linquist

Model, Color Print, 1st Place: Two Caboose with Marker Lights – Gerry Leone, MMR

Model, Color Print, 2nd Place: Car waiting at wig-wag – Gerry Leone, MMR

Model, Color Print, 3rd Place: Decker Meat Plant – Doug Harding

Prototype, B&W Print, 1st Place: Mississippi St. Tower – Gary Wildung

Prototype, B&W Print, 2nd Place: Milwaukee Road #261 at Dassel, MN – Terry Davis

Prototype, B&W Print, 3rd Place: NP #105 at Dresser, MN – Terry Davis

Prototype, Color Print, 1st Place: NP Switchstand, Washington State – Gary Wildung

Prototype, Color Print, 2nd Place: GB&W #311 at Taylor, WI – Terry Davis

Prototype, Color Print, 3rd Place: Isaac Walton Lodge with Helper Station – Terry Davis

Prototype, Transparency, 1st Place: BNSF Westbound at Creston, IA – John Hotvet, MMR

Prototype, Transparency, 2nd Place: Amtrak Westbound at East Glacier, MT – John Hotvet, MMR

Prototype, Transparency, 3rd Place: ICE #5540 at Nahant, IA – Terry Davis

Prototype, Transparency, Honorable Mention: CP freight at Morant's Curve – Ted Hotvet

Modeling in 1:1 scale (or “Tweezers?? We don’t need no stinking tweezers!”)

By John Hotvet, MMR

Recently my son, who is working on his Eagle Scout rank, was trying to determine an appropriate Eagle Scout project. He wanted to do something that would benefit the Minnesota Transportation Museum.

An MTM member suggested the repainting of a boxcar, because the BNSF had



An Athearn it's not. This 50-foot former GN boxcar received a fresh coat of paint and new lettering, courtesy of Ted Hotvet's Eagle Scout project.

recently donated three ex-GN 50-foot plug door boxcars that were covered with graffiti and did not look very attractive. The local troop officials thought that would work, and on Christmas Eve the district representative gave the go-ahead for the project.

So on December 26 Ted started in on the project planning. By January 1, 2005, the boxcar was moved indoors and MTM volunteers did some basic repair work, like rewelding some damaged parts and welding some electrical outlet boxes inside the car for a future lighting system. Pre-project photos were taken to document the current BNSF lettering scheme. The sides and ends were power-washed to remove a layer of grime.

On three consecutive Sunday afternoons a horde of boy scouts descended on the car with sandpaper and scrapers. They sanded off graffiti and smoothed off the surfaces and got those areas ready for repainting.

Ted and I worked on the roof with drills

equipped with wire wheels to remove the worst of the rust on the galvanized roof and on the sides to remove the old caulk at each of the vertical side posts. I also did tracings of the dimensional data and other miscellaneous lettering, so that stencils could be created for the repainted car.

Finally the big day arrived and we could start the repainting. Since neither Ted nor I had ever used a full sized spray gun,

Eric Hopp from the MTM was gracious enough to provide some instruction, as well as several hours of spray-painting time. All three of us wore carbon filter respirators because the new coatings were some wicked stuff.

The roof primer was specially formulated to coat rusted surfaces, and we mixed the individual components together in a mixing bowl. Two and a half hours later, with about half the roof completed, we had to quit because the paint was getting too thick to spray out the gun. When Ted and I got home, we read the spec sheet for the paint and found out that it had a “pot life” of two hours. No wonder it got too thick. *Memo to self: next time have the spec sheet on hand so we don't mix up too much at once.* We were just about out of the roof primer, so another gallon was ordered.

The next night Eric finished off the roof primer, while Ted and I traded off applying primer on one side. Then the third night Eric, Ted, and I were

each using our own spray guns priming the sides and ends. Eric was using his own gun and was covering so much more area than Ted and me. So off to work I went to ask a professional painter about our efforts. In brief, he said we were using touch-up guns, when we should have been using production guns for the large area we were trying to cover. *Memo to self: use the proper equipment for the task at hand.*

Friday night Ted and I went back to finish off the primer coat. The GN Sky Blue paint had been delivered that day and I suggested that we should apply some finish paint after we were done with the prime coat. “No, Dad, I don’t want to do that.” Well, the production guns worked so smooth that when we got the primer done Ted wanted to do some of the finish paint. Three hours later we had one side completely done, along with half of the other side. It turns out that proper equipment makes the job easy and fun.

The paint job made quite an impression on the MTM Saturday work crew, because in one week the car had turned from faded BN green to shiny GN Sky Blue.

On Sunday Eric, Ted and I finished off the Sky Blue coat.

At about that same time I finished off the
“Boxcar” continued on page 8



Painters John Hotvet, Ted Hotvet, and Eric Hopp stand in front of their baby blue creation at the Minnesota Transportation Museum.



River City 2005



Three days of friendship, food and fun!

It's all over now, but the great memories of the joint convention with the TLR and C&NW Historical Society will remain for years with all the folks who attended.

Photographs by Terry Davis



The Thursday night reception was held at Music Man Square.



Friday's tours included a trip to the former Rock Island roundhouse.



The Holcim Cement Plant was another highlight of the prototype tours.



Saturday night's banquet featured plenty of great food and conversation.



Convention Chairman Gordy Miller thanks the crowd of 275 for making it a successful three days.



Dick Williams is given the Bob Dew, Sr. Award by Thousand Lakes Region President Bruce Selb.



Bruce Selb presents FUSEE editor Gerry Leone, MMR, with the annual President's Award for Service.



Guest speaker Max Jones entertained the attendees with stories of his career as C&NW Roadmaster.



Following the banquet, C&NW and TLR members took part in an exciting live auction.



The "Best of Show" modeling award went to Gerry Leone, MMR, for this detailed Off-Line Display.



John Hotvet, MMR, captured both the Jock Oliphant Award and "1st Place Diesel Locos" with this gas-electric.



The "1st Place Freight Cars" award went to Mark Linquist for his Milwaukee Road coil car.



Mark Linquist also received the "1st Place Passenger Cars" for his 8-1-2 Pullman Sleeper.



"1st Place On-Line Structures" went to Ronald Petersen for his scratch-built IC depot at Cherokee, IA.



A Sunday morning swap meet of over 70 tables gave conventioners a chance to pick up some great deals.



The TLR's annual general membership meeting on Sunday covered a wide range of Regional topics.

Improving your open top hopper and ore car loads and adding lift-outs

Drawings and text
By Fred Headon, MMR

Reprinted from the May/June issue of The Canadian, National Publication of the Canadian Association of Railway Modelers

The hopper car loads that are included with many hopper models from the factory have a number of faults. The colour is too uniform, the edges of the load are often visible and they often sit too high in the car with the edges of the load overflowing the top edge of the car. The solutions to this problem are simple and involve a little flat black paint and some filing.

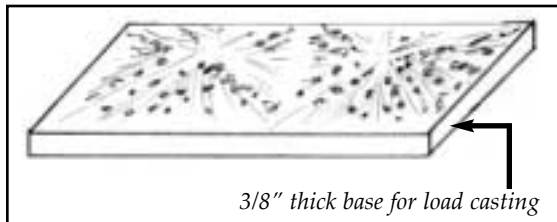


Figure 1: This shows the typical generic factory load. The square edges and overall depth of the casing cause the load to sit too high in the car.

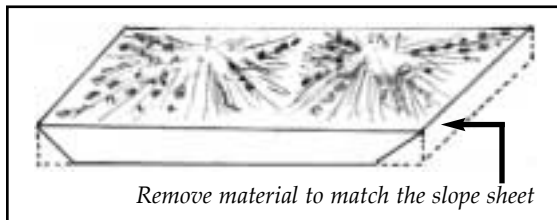
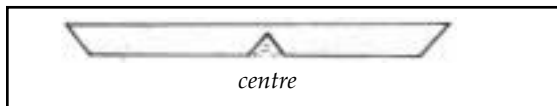
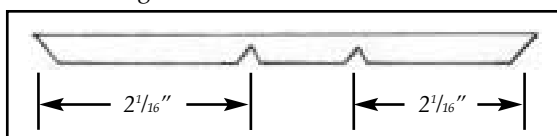


Figure 2: Touchup the loads with some flat black paint. At each end, file away material to the angle of the hopper car's slope sheet. File away a little bit from each side of the load to make it easier to put in or lift out.



Figures 3 & 4: To assist in "snuggling" the load into the car, file a notch, or expand the notch cast into the load so it clears the interior bracing of the hopper car. This will be at the center for a two bay car as shown in Figure 3 and will be about $2\frac{1}{16}$ inches in



from each end for a three bay car as shown in Figure 4. The notch should be slightly deeper for a two bay car. A little experimentation and fitting will help you find the right depth.

Easy loading and unloading of open top hopper cars

Figure 5: Draw diagonals from corner to corner. At the center drill a #63 hole that will clear a straight pin.

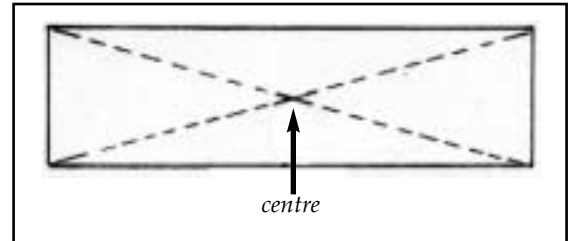


Figure 6: Insert a straight pin in the hole. Check for easy up and down movement. Bend the bottom of the pin at a 90-degree angle, leaving $\frac{3}{8}$ inches of the pin below the load. Paint the head of the pin to match the load.

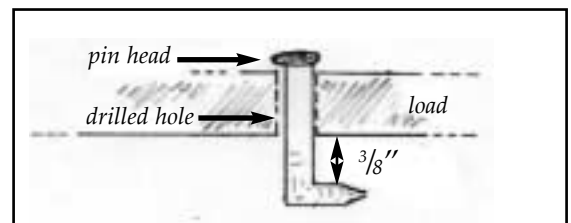


Figure 7: When sitting on a flat surface the stored loads are ready for easy pickup, due to their extended pin.

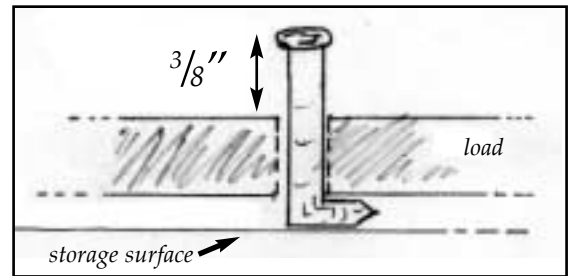


Figure 8: It is easy to place the load into a car. Lift the load with the pin head. The pin will drop into the load and be out of sight when the load rests in the car.

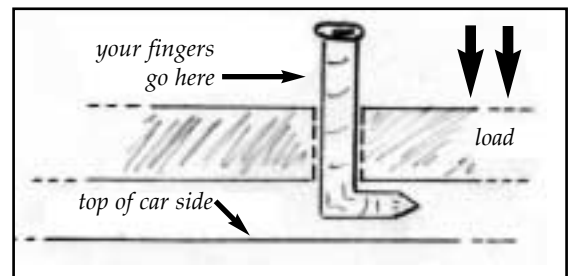
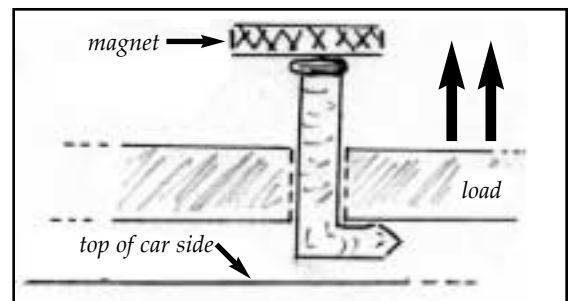


Figure 9: A magnet makes the task of lifting out loads easy. The magnet will pull the head of the pin up about $\frac{3}{8}$ inches. You can then grab the pin and lift the load clear of the car.



The Twin Cities Division finishes off its 23rd clinic season



Division members got "up close and personal" with Milwaukee Road 261 during a private "layout" tour in 2003.

By **Gerry Leone, MMR**
Editor of **THE TCD CROSSING GATE**

Geographically the Twin Cities Division is composed of modelers within the seven-county area of the Minneapolis/St. Paul area. But in reality our membership almost stretches from coast to coast.

The Division, founded in 1980 by several individuals who are still active members today, just wrapped up its 23rd season of modeling and prototype clinics. Clinics ranged in subject from slides of ore operations to a videotape of Western Canada on VIA, and from manufacturer mistakes

in kits to caboose upgrades. Last March the Division even got a sneak peek at Doug Harding's Decker Meat Packing clinic, which was presented at the TLR's River City 2005 convention, and which is slated for the NMRA's Cincinnati Limited convention this summer.

Every Division meeting features a Popular Vote contest following a specific theme, such as "Alco locos" or "Maintenance of Way Cars."

The April theme is traditionally "Whimsical railroads," and the Division also offers Merit Award judging at that meeting. Tom Mauszycki, the TLR's former Contest Director, has graciously headed-up the judging for the past several years. Winner of the evening's "Best of Show" popular vote receives a \$10 gift certificate to any Twin Cities hobby shop.

But perhaps the most well-liked feature of any Twin Cities Division meeting comes at the end of the night: the drawing for a dozen door prizes. Prizes include kits, cars, and gift certificates donated by local hobby shops. At last May's "big extravaganza" door prize drawing, members

walked home with almost 50 great prizes. We also held a silent auction for tickets to the Osceola and St. Croix Valley Railroad's family, brunch, and dinner train rides.

Besides last season's monthly meetings, Division members were treated to weekend tours of eight home layouts – three last Fall and five in the Spring. Several of these layouts will be featured at the 2006 TLR convention, which will be hosted by the Twin Cities Division. Watch the Fall FUSEE for more details.

The Twin Cities Division meets on the second Thursday of every month from October through May, at 7 p.m. in the lower level of the Maplewood Moose Lodge, at the corner of English and Frost Streets. You can get full details about upcoming clinics and presentations, local events, and back-issues of our newsletter, THE CROSSING GATE, at www.twincitiesdivision.org.

With the change in NMRA regulations coming September 1, all TLR members in the Twin Cities metro area are automatically Division members. So c'mon over and join the fun!

The Twin Cities Division will host the 2006 TLR convention, May 5-7, 2006. Watch for more details.

Prairie Lakes Division spreads the WGH message

by **Terry Davis, PLD Superintendent**

It has been full steam ahead in recent years for the 95 members of the Prairie Lakes Division. I took over as superintendent from Doug Clarke of Spirit Lake, Iowa, in April 2004. He is a tough act to follow. Doug hosted our Spring 2003 meet that featured 65 of us on a four-hour ride aboard an Alco-powered Iowa Northwestern's excursion train.

The Fall 2003 meet was hosted by the Otter Valley club at its layout on the Osceola County Fairgrounds in Sibley, Iowa.

PLD's unusual April 2004 meet took place at the former Milwaukee Road roundhouse in Sioux City, Iowa. The clinics and business meeting were in a passenger car.

The roundhouse and turntable, steam engine and center-cab diesel were open for tours. A motorcar provided rides on a short section of track.

In May 2004, the division was well-represented at the TLR's Grand Forks convention by about a dozen members and spouses.

The 2004 fall meet was at the Windom Community Center. Phil Anderson and Leo Appel organized one of the division's all-time best gatherings. There were at least seven layouts in N, HO, O (three-rail) and G scales, and about 40 flea market tables. Paid admission totaled more than 130!

The meet was previewed with a feature on member Miles Rohan in the September

issue of Discover!, an entertainment publication printed in Sheldon, Iowa. Large front-page photo-stories in the Worthington Daily News and Cottonwood County Citizen (Windom) came out after the meet. The PLD is spreading the word about the World's Greatest Hobby!

Anderson and Appel developed a division shirt. One of the first places members showed off their new, royal blue duds was the Thousand Lakes Region/Chicago & North Western Historical Society joint convention in May 2005, at Mason City, Iowa. Former PLD/TLR president Gordy Miller headed up "River City 2005." Other PLD members on the planning committee included myself, John and Jay Davis and Doug Harding. The division, led by John

"Prairie Lakes" continued on page 10

Want your Division or club featured in THE FUSEE? Write up an article and send it in! See Page 11 for details.

"Convention" continued from page 1

Friday was tour day. I especially enjoyed visiting Golden Grain Energy's new ethanol plant and the getting a picture of an Iowa Northern Geep on the turntable at the former Rock Island roundhouse in Manly. We also made drive-through visits to the UP and IC&E yards, and took pictures of the M&StL steamer 457, recently cosmetically restored.

Food was good and plentiful at the Hanford. A heavy "light" buffet Friday night was followed slide presentations by Bill Eno on the final days of the Milwaukee Road's western electric operations and Richard Steinbrenner on C&NW's Alco Line in Minnesota during the 1970s.

Following another great breakfast buffet, Saturday dawned cool, gray and raining. No one seemed to mind because we boarded six cars for a round trip Union Pacific Operation Lifesaver train ride to Bricelyn, MN. The afternoon roster of clinics included Mason City resident Clark Propst on modeling M&StL in his hometown, while Doug Harding gave his Decker Meat Packing presentation. Prototype slide shows included Dave

Murphy on the C&NW in Mason City, Steinbrenner on F-units and RS-2s on the Waseca Line, LaVerne Andreesen's vintage 8mm movies and Dennis Holmes on the M&StL. Many also rode Iowa Traction's electric trolley.

A scrumptious banquet buffet was followed by the interesting reflections a rail



TLR member Miles Rohan carefully examines his next purchase at Sunday's flea market.

career by Max Jones, supervisor of track maintenance for UP in Mason City. The annual TLR prize raffle was staged by members of the Prairie Lakes Division. The TLR/PLD and C&NWHS donated \$575 to the trolley operation.

Andreesen concluded the night with C&NWHS's spirit auction of railroad memorabilia.

Sunday was unusually busy for get-away day. Another belly-busting breakfast buffet (I must have gained five pounds in four days) preceded the announcement of TLR and C&NWHS contest winners. See the list of winners on page 3.

A 70-table flea market organized by PLD members John and Jay Davis followed and was a hit with convention attendees.

At 11 a.m., TLR members had their annual meeting. They voted to raise THE FUSEE subscription to \$10 per year. Bylaw changes made necessary by NMRA's own modifications will be voted on 1 p.m. Saturday, Oct. 1, at the Hutchinson (MN) Model Railroad Show, McLeod County Fairgrounds, 780 Century Avenue Southwest. Members are welcome to vote on the changes, as proposed page 9 of this issue.

Welcome new Vice President Lynn McCall of Brooklyn Park, MN (Twin Cities Division), Secretary Jay Davis of Everly, Iowa (Prairie Lakes Division) and Contest Director Jim Bernier of Rochester. Thanks go to retiring V.P. Charles Durrenberger of Grand Forks, Secretary Lloyd Stresman of Thunder Bay, and Tom Mauszycki of Winona for their service.

The convention finally drew to a exhausted conclusion with tours of three fine home HO scale layouts - Clark Propst's M&StL in Mason City, Bob Gretillat's Rock Island/C&NW layout with DCC, and Jim Myklestad's DCC-equipped Milwaukee Road featuring the steam-diesel transition era.

I've personally served on the C&NWHS convention committee for 28 months (including the 2004 event in St. Paul) and, frankly, I'm thankful to step back. But I know I'll soon get excited helping the Twin Cities Division to promote 2006's TLR convention, now set for May 5-7, in the Twin Cities. It should be another fun event. We'll see you there!

"Boxcar" continued from page 4

stencils for the car lettering. That effort took over twenty hours to lay everything out and cut the stencils from posterboard - a little different than using a Champ decal set. The 8-foot diameter circle with the goat was still an issue. Finally we got a four foot radius rod and scribed the circle on the car side with chalk. A grid system was laid out on the car side that matched a grid system on a scale drawing of the goat herald. Then the points where the goat edges that crossed the grid lines were transferred to the respective grid locations on the car side. The points were then connected by chalk. Adjustments were made by wiping off and redrawing the chalk until the full sized drawing matched the scale drawing. When everything looked good, out came the masking tape to edge the chalklines. The whole process took about 2½ hours to complete on one side.

Stencils were taped to the appropriate locations on the car sides, and when everything was ready white paint was sprayed through the stencils and over the taped-in goat. As soon as the paint was applied, we removed the stencils and the tape so that they would not get stuck on

the car side. The following day we repeated the taping and stencil placement on the other side and end. Spray the white paint, remove the tape and stencils, and we were done.

For a first-time effort, the car turned out really nicely. An electronic photo was sent to the BNSF, and it is now in a short article on their website dated March 5, 2005. A photo is also on the MTM website under the Osceola & St Croix Valley collections section (www.mtmuseum.org) and is in the March 8 Railway Preservation News edition (www.rypn.org) under "briefs."

Over 300 hours were spent on preparation work and repainting, quite a few magnitudes higher than a similar project in any model railroading scale. Material cost was about \$900 for paint, sandpaper, masking tape, and miscellaneous materials. Bonding time working as an equal with my son was priceless.

The project was hard work, but it had the desired result - Ted finished all his Eagle Scout requirements and will be going before a Board of Review shortly to advance to the rank of Eagle Scout.

Proposed changes to the Thousand Lakes Region By-laws

Special Meeting Called

The following are proposed word changes to the Thousand Lakes Region's By-laws to bring it into compliance with NMRA regulations. In accordance with TLR By-laws, any proposed changes must be distributed to and voted on by the entire membership.

Therefore a special membership meeting specifically for that purpose will be held on Saturday, October 1, 2005, at 1:00 pm at the 11th Annual Hutchinson Train Show, McLeod County Fair-grounds, 780 Century Ave. SW, Hutchinson, MN. Those interested in discussing these changes and voting on their adoption should attend that meeting.

For economies of space I've only reprinted sections with proposed changes. Notes on those changes are shown in italics; actual word changes are underlined. -Editor

By-Laws of the Thousand Lakes Region of the NMRA

Purpose

Old wording:

1. Membership and Dues

a. Any member of the National Model Railroad Association, Inc. may become a member of the Thousand Lakes Region, Inc. upon application to the Treasurer and payment of the current dues.

New wording:

a. Any member of the National Model Railroad Association, Inc. shall be a member of the Thousand Lakes Region, Inc (TLR). Subscription to the TLR newsletter is voluntary and available to all TLR members upon application to the Treasurer and payment of the current subscription rate.

Old wording:

b. The membership year shall be from 1 June to 31 May of the following year, except that new members applying for membership on or after 1 January shall be given a membership to 31 May of the following year.

New wording:

b. The subscription year shall be from 1 June to 31 May of the following year, except that new subscribers applying for a subscription on or after 1 January shall be given a subscription service to 31 May of the following year.

2. Annual Convention

This section will be eliminated in the proposed rewrite:

e. Additional charges may also be levied for non-members of the Region as may be determined by the Board of Directors, except that a member's immediate family accompanying the member shall not be considered to be a non-member.

Old wording and section letter:

f. Attendance at the Annual Convention shall be open to anyone paying the applicable registration fee, however, non-members shall not be admitted to the General Business Meeting nor be permitted to participate in any contest.

New wording and section letter:

e. Attendance at the Annual Convention shall be open to anyone paying the applicable registration fee, however, non-NMRA members shall not be admitted to the General Business Meeting nor be permitted to participate in any contest.

Old section letter (no wording changes):

g. Annual regional conventions or rallies may be held throughout the year as may be decided from time to time by the Board of Directors.

New section letter (no wording changes):

f. Annual regional conventions or rallies may be held throughout the year as may be decided from time to time by the Board of Directors.

5. Duties of Directors

a. President - The President shall:

- 1) Preside at all meetings of the Region and of the Board of Directors
- 2) Be an ex-officio member of all committees

This section will be eliminated in the proposed rewrite:

3) Be the official representative of the Region on the N.M.R.A. Board of Trustees. This duty shall include the annual mid-summer N.M.R.A. meeting immediately following that President's retirement from the Board of Directors

Old section number (no wording changes):

4) Perform such other duties as, by custom, devolve upon a President or are conferred upon him by the Region or the Board of Directors.

New section number (no wording changes):

3) Perform such other duties as, by custom, devolve upon a President or are conferred upon him by the Region or the Board of Directors.

9. Priority

Old wording:

No act of the Region or requirement of these By-laws shall conflict with the Constitution, By-laws or other regulations of the N.M.R.A.

New wording:

No act of the Region or requirement of these By-laws shall conflict with the Regulations, By-laws or other regulations of the N.M.R.A.

Minutes of the Mason City 2005 General Membership meeting

National Model Railroad Association
Thousand Lakes Region

Annual General Meeting, Mason City Iowa, May 22, 2005

Meeting called to order 11:08 CDT

Executives: Bruce Selb - President, Charles Durenburger - Vice-President, John Hotvet - Treasurer, Lloyd Stresman - Secretary, Terry Davis - Public Relations, Dr. Thomas Mauszycki - Contest Director, Gordon Miller - Convention Coordinator, Les Breuer - Trustee, Lynn McCall - Twin Cities Division, Gerry Leone - FUSEE Editor, Sam Sherman - Minnesota River Valley Division, Dwayne Durr - Southern Red River Valley Division

Minutes of Grand Forks North Dakota Annual General Meeting accepted as read. Motion to accept by T. Mauszycki. Seconded by Lynn McCall. Carried

Treasurer J. Hotvet provided American Treasurer report. There was no report provided by Stafford Swain on Canadian account. Motion to accept by T. Mauszycki, seconded by G. Miller. Carried. **Trustee report** presented by L. Breuer.

President's report presented by B. Selb.

Vice-President's report presented by C. Durenburger. Vice-President retiring.

Contest Chair T. Mauszycki retiring from office. Contest report to be published.

Public relations report presented by T. Davis.

An introduction to TLR to be mailed to newly identified NMRA members in Region.

Convention report presented by G. Miller. Mason City River City 2005 Convention was a successful convention.

2006 Convention slated for Minneapolis the first weekend of May by the Twin Cities Division.

Achievement Program report presented by J. Hotvet. Two Golden Spike Awards, 5 Achievement Certificates. J. Hotvet presented Gerry Leone with Master Model Railroad plaque.

Member Aid - no report. Position vacant.

Historian T. Mauszycki reported that all records are up to date. An historical record of the TLR activities will eventually be created in book form and CD.

FUSEE - Gerry Leone editor thanked all contributors to FUSEE.

Webmaster - no report.

Grand Forks Convention report - The profit of \$1000 was achieved. 53 full registered members attended. 72 were at dinner.

Division Reports:

Wild River - Sam Farlow reported difficulty in creating division. Assistance was requested from TLR to form division. J. Wetzler to assist with list of NMRA members within division boundary. TLR committee to assist.

Number 1 Northern Division - no report.

Minnesota River Valley - Sam Sherman. 200 modelers attended the Willmar show. Hutchinson Division provided club base show. Division is helping Montivideo MN Club to build layout.

Southern Red River Valley - Activities include train show in October in Fargo ND. Division members are helping Northern Pacific Historical Society in Fargo. Train show held Moorehead Library in Nov. 2004 was well attended. Members are optimistic about new member prospects.

Prairie Lakes Division - Terry Davis reported successful convention, flea market, swap meet The division is very active with 95 members.

Dakota Southeastern - no report.

Twin City Division - Lynn McCall reports meetings held September to May. They may be moving to new club facility. Newsletter is mailed to 200 members. There are 40 - 60 active members.

Elections. There were 5 positions on TLR board available. Nominations chair reported that J. Hotvet, T. Davis were standing for re-election with J. Bernier, J. Davis, and L. McCall standing for election. Nominations called from floor by G. Miller. Nominations closed moved by S. Collins, seconded by C. Durrenberger. Carried. Five positions acclaimed.

Old Business

Dues increase. L. Stresman made a motion to increase dues to \$10/year. Seconded by L. McCall. Carried.

Divisional superintendent one vote on TLR board - tabled by motion made by D. Durr, seconded by G. Welding. Carried.

Scale Rails versus Bulletin. Straw vote taken of members present indicated that *Bulletin* format preferred.

New Business

For Discussion - by-law changes in TLR must be made to conform to NMRA by-laws. By-law changes will be published. TLR board of directors will call a meeting to present the changed TLR by laws.

Service awards to be reinstated by motion made by L. Breuer, seconded by G. Leone. Carried.

Motion to adjourn made by W. Durr at 12:20 CDT.

Minutes of the May 20, 2005 Board of Directors meeting

NATIONAL MODEL RAILROAD ASSOCIATION, INC.
THOUSAND LAKES REGION
BOARD OF DIRECTORS' MEETING
MAY 20, 2005
MASON CITY, IOWA

The meeting was called to order at 9:15pm.

Present: Bruce Selb, Charles Durrenberger, Gordy Miller, John Hotvet, Terry Davis, Thomas Mauszycki, Les Breuer, Gerry Leone, Jim Wetzler, Lynn McCall, and Jay Davis

John Hotvet moved that minutes from the October 2004 Board of Directors meeting in St. Paul be approved as published in the Winter FUSEE. Tom Mauszycki seconded. Carried.

The American Treasurer's report was presented by John Hotvet, who informed the board that \$25,000 had been put into three certificates, which should reap around \$600 per year in interest. He reported that the Region spent about \$1,000 more in the last six months than it took in. Motion to accept the report was made by Chuck Durrenberger and seconded by Tom Mauszycki. Carried.

Vice-President Charles Durrenberger announced that he was stepping down from the board to become Superintendent of the North Dakota Division.

Public Relations Director Terry Davis reported that the tri-fold brochure promoting the Region was completed. It would accompany two letters, to be written by Bruce Selb: one to welcome new members to the Region, one to re-rail previous members. Davis's written report appeared, in large part, in the Winter issue of THE FUSEE.

Membership Director Jim Wetzler informed the board that as of September 1 when the NMRA rules change, the Region could expect about 400 additional members. Contest Director Tom Mauszycki announced that this was his

final Board meeting and that he was sorry to leave. He also said that he hadn't purchased any certificates, but will wait until after the plaques are made. He promised to deliver his records to the new contest director if s/he resides within 75 miles of his home. The Board had a brief discussion of whether the winner of the Jock Oliphant Award had to be a member of the TLR. Tom Mauszycki said he would check the guidelines.

Mauszycki, in his role of Regional Historian, reported that he had been saving all issues of *Scale Rails/The Bulletin*, THE FUSEE, and some Divisional newsletters.

Achievement Program Director John Hotvet handed out a written report, which has been reprinted on page 3 of this issue of THE FUSEE.

FUSEE Editor Gerry Leone publicly thanked Ron Einarson, Terry Davis and John Hotvet for their many contributions to his first two issues, and mentioned that the Summer FUSEE would be several weeks late, due to convention coverage.

Former Region Trustee Les Breuer reported that the major issues at National NMRA presently are the \$2 rebate per "new" regional member and how to fund it, whether Trustees should be allowed to run ads in publications, and the announcement of voting results of the new Directors.

Convention Director Gordy Miller reported that, as of the evening of May 20, 245 people had picked up their registration materials for River City 2005. The committee had not yet begun to figure costs. He reminded everyone that the Mason City Convention Bureau had given the TLR a \$1,000 transportation grant.

President Bruce Selb reported that Pat Walker, webmaster and coordinator of the 2006 convention in the Twin Cities, had not yet chosen a theme, however the dates of May 5, 6, and 7 had been tentatively chosen. These dates avoid the conflicts of

Memorial Day, the fishing opener, the CAORM convention, and Mother's Day. Terry Davis checked the by-laws and read aloud the section which confirmed that the suggested dates did not violate by-law directives.

Twin Cities Division Superintendent Lynn McCall announced that the Division had stepped in to take over the 2006 convention instead of the 2007 convention as originally decided. He reported that the Division had had another good 9-month season with a core group of 40 members attending meetings. The Division had raised its dues from \$5 to \$10 in the last year, and was currently talking to the Jackson St. Roundhouse as a possible meeting site.

Acting as Nominations Chair pro tem, Terry Davis reported that three members of the Board were leaving: Tom Mauszycki (Contest Director), Lloyd Stresman (Secretary), and Chuck Durrenberger (Vice-President). He also reported that four incumbents would be remaining on the Board: Bruce Selb (President), John Hotvet (Treasurer), Gordy Miller (Conventions) and himself (Public Relations). He stated that he had hoped for volunteers from Canada or other Regional areas outside of the Twin Cities but had received none. Volunteers for Board membership are Jim Bernier (Rochester, MN), Lynn McCall (Twin Cities), and Jay Davis (Hutchinson, MN).

Old business: Charles Durrenberger reported that the Grand Forks Convention had made a \$1,000 profit.

New business: the 2007 convention site was discussed. Duluth, MN was suggested as a possibility, but there are no known clubs or Divisions there. LaCrosse, WI, and Winona, MN were also mentioned as possible sites.

Bruce Selb had worked on by-law word changes to get them into compliance with the new NMRA regulations that take effect September 1. He suggested sharing the revisions with members at the General Membership meeting.

Terry Davis moved to adjourn the meeting at 10:20pm. Tom Mauszycki seconded. Carried.

Respectfully submitted by Gerry Leone, FUSEE editor, in lieu of Secretary Lloyd Stresman (in absentia).

"Prairie Lakes" continued from page 9

and Jay, put on the Sunday morning flea market that drew 70 tables of items for sale!

Mason City also was our spring meet. We raised our dues to \$5 and increased the meet expense limit to \$500.

I want to thank the 20 or so Division members who assisted throughout the convention by moving tables and chairs, helping with registration, assisting in the contest rooms and working the flea market admissions door. Great job, guys!

The current PLD board includes: new Assistant Supt. Rich Wilkinson, Spirit Lake, Iowa; Secretary Roger Sleezer, Cherokee, Iowa; new Treasurer Jerry Kellen, Lismore, Minn.; Convention Director John Davis, Emmetsburg, Iowa; Contest Director Dale Hanna, Milford, Iowa; new Public Relations Director Ron Peterson, Cherokee, Iowa; and AP Program Director Miles Rohan of Everly, Iowa. Dick Williams of Estherville edits the PLD Journal.

Our fall 2005 meet is tentatively scheduled for early October at the Clay County Fairgrounds in Spencer, in a building that houses a large model railroad.

TrainToons

by Paul Ullrich



The Thousand Lakes Region

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Paul Bunyan Division

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Terry Davis (see PR Dir.)

South Red River Valley Div.

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Twin Cities Division

Lynn McCall (see VP)

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THE FUSEE

is a quarterly publication of the Thousand Lakes Region of the National Model Railroad Association and is mailed to all members. The membership year runs from June 1 through May 31. Dues are \$10.00 per year, and can be mailed to the Treasurer.

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All contributions except advertising are considered donations. Submissions can be made by floppy disk, email, CD-ROM or hard copy, either PC or Mac. However, please do not email photos; instead send prints (will be returned) or a CD. Send materials to: Gerry Leone, 6459 Smithtown Road, Excelsior, MN 55331, or fusee@thousandlakesregion.org

If you're moving, please mail a change-of-address form to the Treasurer.

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If you're even remotely interested, contact Bruce Selb (TLR President), or Gerry Leone, MMR, the editor who already has a "Volunteer" Certificate.

FUSEE Advertising

Commercial advertising from hobby shops, manufacturers, and other businesses with a model railroading interest is accepted. Pike ads are for individual layouts, model railroad clubs, or other non-commercial groups. All ads can be run in a single issue at the rate of 35% of the annual rate.

Ad size (HxW)	Annual Comm. rate	Annual Pike ad rate
Full pg 9½" x 7½"	\$145.00	\$90.00
1/2 pg 4½" x 7½"	90.00	45.00
1/4 pg 4½" x 3½"	45.00	25.00
1/6 pg 4½" x 2½"	35.00	18.50
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1/8 pg 3½" x 2½"	25.00	15.00
1/12 pg 2½" x 2½"	18.50	10.00
1/16 pg 1½" x 3½"	15.00	7.50

All advertising should be mailed (not emailed) to THE FUSEE Editor as camera-ready artwork or electronic files (jpeg, tiff, gif, or EPS with outlined fonts). Payment must be enclosed and should be in U.S. funds, international money order, or by check drawn on U.S. Banks. Questions? Contact the Editor!

Membership & Renewal Application

I'm enclosing payment for: _____ New membership
 _____ \$10 for one year _____ Existing membership
 _____ \$20 for two years _____ Returning member

Name: _____ Scale(s): _____

Address: _____

City: _____ NMRA #: _____

State/Province: _____ Zip/Postal Code: _____

Phone: (_____) _____

Email: _____@_____

Mail to: **John Hotvet, Treasurer**
5100 Nicollet Ave. S., Minneapolis, MN 55419



THE FUSEE

P.O. Box 1113
Burnsville, MN 55337

INSIDE:

Highlights of River City

Modeling in 1:1 scale

Improving hopper loads

Train shows & events in and near the Region

Compiled by Jim Bernier (with Al Dowd & Gerry Leone)

Sunday-Saturday, 7/3-9/2005

Cincinnati Limited - The NMRA National Convention
Cincinnati, OH. Visit <http://www.cl2005.com/home.htm> for details.

Saturday, 7/9/2005 - 9 AM - 3 PM

Bandana Square Model Railroad Sale & Show,
Bandana Square, Energy Park Drive, St. Paul, MN. Admission: Free.

Saturday - Sunday, 7/16-17/2005 - 9 AM - 5 PM (Sat), 10 AM - 5 PM (Sun)

Lakes Area Model RR 2nd Annual Kid Day Train Show, Benson National Guard Armory, Benson, MN 56215. Admission: \$2 adults, children under 6 free. Contact: Randy Thoen, (320) 762-8840 or lammra@yahoo.com

Saturday, 7/23/2005 - 10 AM - 5 PM

Rail Fair, Copeland Park, La Crosse, WI. Admission: \$3.00; Children under 12 free with adult. For more information: The 400 Foundation Limited, P.O. Box 3411, La Crosse, WI 54602-3411; (608) 582-4761 or (608) 784-0036; <http://www.lacrosseshortlinerr.org>.

Friday - Sunday, 8/12-14/2005

The Milbank Trainfest, Milbank, SD. Rides on the Whetstone Valley Express all three days and a model railroad show Saturday, Aug. 13. (*Sorry... no other information is available.*)

Saturday - Sunday, 9/10-11/2005

Lakes Area Model RR 10th Annual Train Show, Central Square Cultural Center, Second Ave. Northeast, Glenwood, MN 55334. Admission: \$2, children under 6 free. Contact: Randy Thoen, (320) 762-8840 or lammra@yahoo.com

Friday - Sunday, 9/16-18/2005 - 8 AM - 5 PM

Minnesota Central Railway Open House, Stearns County Pioneer Club Grounds, Stearns County Rd. 10, Albany, MN 56307. Admission: \$7.00. Contact Tim Kummet, 320-632-2643

Saturday, 9/24/2005 - 9 AM - 3 PM

Model Railroad and Toy Train Sale and Show, Minnesota State Fairgrounds, Education Building. Admission: \$4.00; free to kids under 12; free admission to Bandana Square with hand stamp from Hobby Sale. For more information: Contact Keith Engen at (952) 473-5276.

Saturday - Sunday 9/24-25/2005 - 10 AM - 4 PM

27th Annual Model Train Show & Swap Meet, The Stelene Ice and Community Expo, Monroe, WI. Admission: \$2, children under 10 with adult, free.

Saturday, 10/1/05 - 9 AM - 4 PM

11th Annual Hutchinson Train Show and Flea Market, McLeod County Fairgrounds, Hutchinson. Admission: \$3; children 12 and under free. Contact: Charles Olesen, (320) 562-2186, ole1@hutchtel.net or <http://luceline.tripod.com>

If you're in the Thousand Lakes Region and would like your train show, swap meet, Division meeting, club meeting or other railroad/model railroad-related event listed in our calendar, please send it to Jim Bernier at jrbernier@hotmail.com by the deadline listed inside.