



The FUSEE



The NMRA National Convention just got over - Let's take a nostalgic look back 40 years ago at a past convention that was held in the TLR!



Relive moments from Winnipeg's 1983 Railway Jamboree NMRA National Convention - by Paul Ullrich

Frances Andrusiak, widow of longtime member Nick Andrusiak, recently came across some photos taken at Railway Jamboree, the 1983 NMRA national convention held in Winnipeg. Nick, Stafford Swain, Hilt Friesen and Wolfgang von Thuelen were the organizers of this convention. It was the only NMRA national convention ever to be held in Winnipeg.

Francis said that the convention consumed the lives of the Andrusiak family for four years, starting from the time of the bid, which was held at the 1979 NMRA national convention in Calgary. The Andrusiak children had to have supper on a blanket on the kitchen floor many times when the executive planning committee was meeting at their home.

Winnipeg was one of the smallest cities to submit a bid to hold an NMRA national convention. The Winnipeg Model Railroad Club (which was the No. 1 Northern Division until NMRA regulations required the No. 1 Northern Division become a separate entity in 2008) had about 250 members at the time. It was one of the smallest divisions in the smallest NMRA region to attempt to organize a convention. Winnipeg was a small market, not close to any major population centers. They had an uphill battle to convince the NMRA executive to let them hold a convention.

The committee marketed the city as a place with three percent of all MMRs at the time (Jock Oliphant, Stafford Swain and Moe Smith). Francis said that the delegation had corned beef sandwiches flown in from Winnipeg and delivered to the convention just as their

presentation was completing at lunch time. Small touches like that won the hearts and minds of the NMRA executive and helped the Winnipeg Delegation land the bid to hold the convention.

The convention was a resounding success, with over 11,000 admissions. It was the most profitable convention in the NMRA's history at the time. Winnipeg's bid and organization structure became a template for other conventions. Nick's creation of a handbook and time table was very popular. Everything was well laid out, and it was small enough to fit in your pocket. This format is still being used 40 years later.

Most of the attendees had never visited Winnipeg before, and the city reviewed many compliments on how clean and safe it was. However, the convention was the victim of one of the most bizarre incidents of petty crime in the city's history the na thief went into the convention centre parking lot and stole many of the conventioners out-of-town license plates. The culprit was never found.

In 2008 Nick organized a reunion was a reunion on the 25th anniversary of the convention. It was planned as an informal lunch at the Winnipeg Convention Centre cafeteria, but when the cafeteria staff heard they were coming they set up tables with white tablecloths and provided table service. The reunion was marred by the absence of Hilt Friesen, who while getting ready to attend the reunion, suffered a fatal stroke.

Long time NMRA member Roger Kiendl had recorded parts of the convention on VHS with one of the very first commercially available portable video cameras. Roger worked for a firm that distributed Panasonic electronic equipment, and he was able to bring one of them to the convention.

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View from the Cab

President Art Suel

Wow, summer is almost over, and many will be getting back to their model railroads with cooler temperatures arriving. Others spent the summer in their layout rooms escaping the hot weather. That

would be me. I am writing this article while in Dallas Texas for the NMRA National Convention. I thought it was hot in Minnesota when it is in the 90's, try the heat in Texas. It was 110 on Sunday August 20th when I arrived at the convention hotel. The host hotel, Gaylord Texan Hotel and Resort was just fantastic.

I enjoy conventions for the reasons I get to visit with modeler friends from all over the USA. The Thousand Lakes Region was well represented at the convention too. Whether seeing old friends or meeting new friends, it's a great way to exchange ideas or methods on model railroads. Another reason is to deplete my wallet on Friday at the National Train Show.

The clinics were splendid and informational. Great way to obtain different viewpoints on how to do items. I sat in Matt Lentz, Superintendent of the South Red River Valley division, clinic "Design in a Birdseye View". Matt is very knowledgeable in this subject. He teaches you how to draw a plan for scratch building using not graph paper but

isometric dot paper. I hope he is receptive to presenting this at the Thousand Lakes Regional Convention in Eau Claire next May.

I found two clinics, one focused on Cotton Operations in the South and the clinic on MoPac Mail and Express trains interesting. Even though I will not model these operations on my model railroads, I love to learn about history of an area or how railroads handled cargo.

On a serious note, we need to get our new members involved in Division and Regional activities. One idea I have thought of is for Divisional Superintendents to assign an existing active member near the new member(s) to get them to activities. Many new members would like to try operations but have no idea how to get on layout operations crew. Maybe if a layout owner is near a new member, invite that newbie over and have them operate with a veteran assign to assist during operations. We need to get in the habit of introducing ourselves to new members. After I retired and starting to go to the Twin City Division meetings, at the first meeting Ken Zieska introduce himself. From that meeting on, I felt I was part of the group and had made a new friend. Let's put this method to practice from now on.

Well, that's all for now. I need to get back to attending clinics and chatting with old friends and make new friends here in Dallas.

Art



Neil's Nuggets - Feedback to Improve the Fusee

I hope you all are having a fantastic summer and are enjoying your favorite outdoor activities during our short warm season here in Minnesota!

You will probably get bored or maybe mildly annoyed with me for persisting looking for ideas on how to improve the Fusee. I really see myself as the messenger delivering the news and information **you** want to see and hear about in the Fusee. Given we live in this fabulous digital age trying new ideas out is quick and easy to do. Plus it really doesn't cost anything to give "stuff" a try and if we don't like it it is also easy to do it.

With that being said please feel free to reach out to me with your ideas and/or comments on what you feel works or doesn't work right now. I created a brain storming list of ideas in the Summer 2023 Fusee, feel free to check them

out (I re-published them on page 29, in this issue) and give me your feedback.

I agree with Art, we all need to reach out and do a better job of welcoming new members to the NMRA and encourage their participation (Actually all of our member's participation).

As a thought for the Fusee how about we do some sort of "Meet New Members" column where we can share a short bio and maybe a picture of them. Heck, we could even do this for old members who would like to introduce themselves. Thoughts?

Lastly, a quick show of hands, have you checked out the NMRA interchange yet? Give it a try there is ton of neat stuff out there to explore.

Neil

612 940 0757 (Voice and Text ok)

[Fusee Editor](#)

In 1983 the only way someone who was not working for a film crew or a television news team could record something was to use an 8mm or a 16mm camera with no sound. Possessing a video camera that recorded sound and image on a cassette was considered a miracle of modern media.

The unit consisted of a video camera was attached to a battery pack by a cable. The battery pack was in a large canvas satchel with a shoulder strap. All together, the unit weighed about 40 pounds. It was so heavy that Roger had someone else carry the battery pack for him while he operated the camera all over the convention, including visits to the CP and CN rail-cards in the blistering July heat.

The video was uploaded onto YouTube in 2022. The video contains rare footage of first- and second-

generation diesel power at the CP Weston Shops and the CN Transcona Yards. Roger also took his camera into the convention's public train show at the Winnipeg Convention Centre. Check out the awesome N scale iron ore loading dock!

You can view the video by clicking the link here: <https://youtu.be/jvIJ39zLzGs>

Check this video out, it's about 30 mins long and has some really neat footage of prototype and modeling activities at the convention. Neil



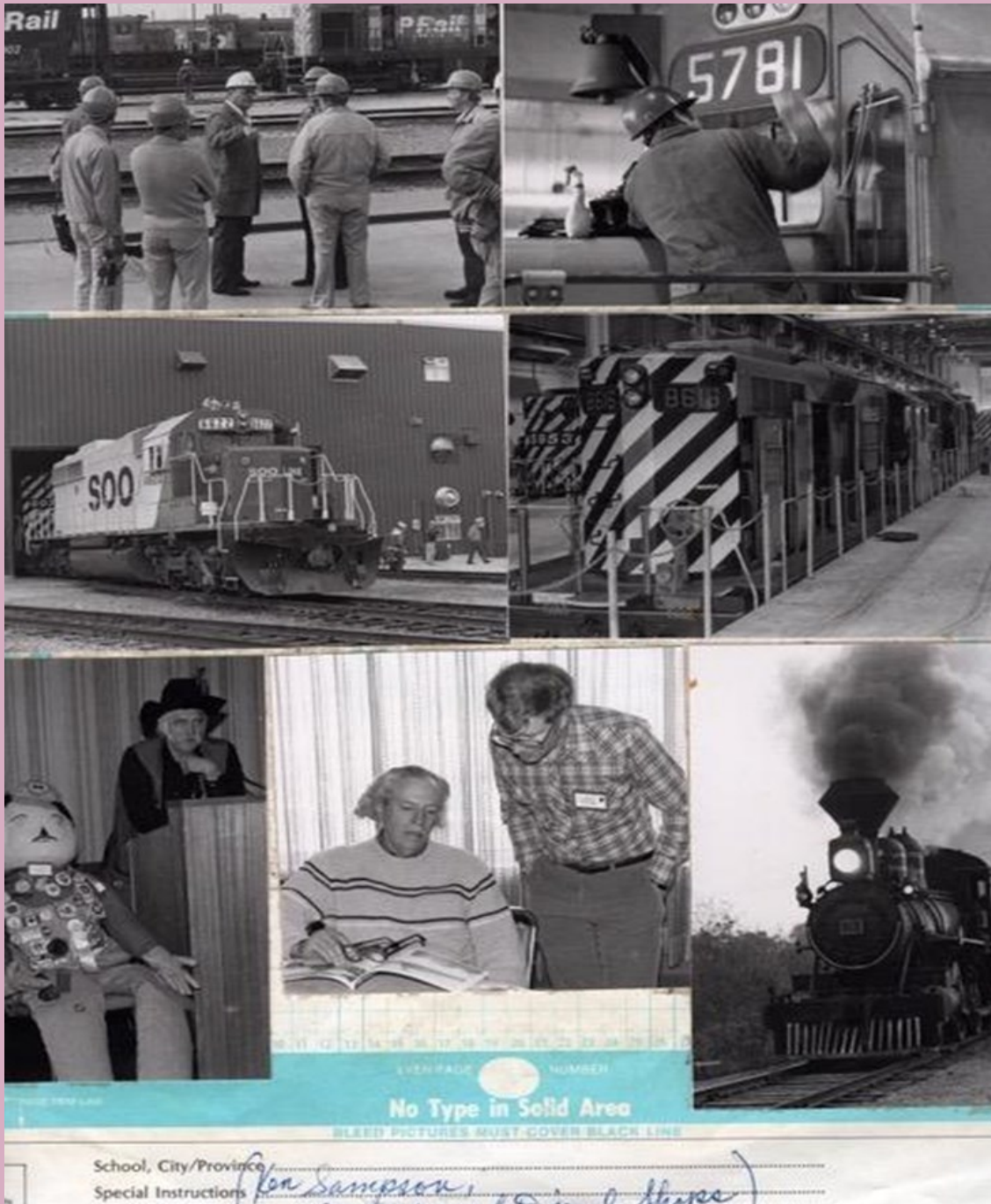
Bill Taylor and Moe Smith sell "arm's length" raffle tickets. Nick Andrusiak invented this gimmick, which is still being used at the WMRC's annual AGM and banquet.



Bill Norrie, Winnipeg's mayor at the time, is seen with convention chair Stafford Swain. Norrie is in crutches because he ran over his foot with a lawnmower.



Nick Andrusiak and Bill Taylor are seen on a CN caboose. Convention attendees were given the opportunity to visit the CP yards and the CN Transcona shops during the convention. Due to security concerns this courtesy has long been abandoned by the railways.



A photo montage ready for publication, possibly for *The Lantern*. Note that the photos were pasted on a grid sheet used for school publications. Nick Andrusiak was a High School Teacher. Hilt Friesen is shown on the photo on the lower left. Stafford Swain is shown on the photo next to him.

A Modern Industry for Any Siding

By Jay Davis - Photos by Author

Here in Everly, Iowa we have a normal one track siding like you would expect to see in a small Midwestern town. We have an elevator, but it hasn't seen a grain car in many years. In recent years, the siding has seen a boom in traffic because of new wind turbines being built in our area. During this time, the little siding received a total rebuild because of that surge in use. It has seen several multi-truck depressed center flat cars with huge transformers on them. The biggest user of the siding has been gondolas and two-bay covered hoppers filled with rock and gravel needed for everything from footings, bases, and roads to access the turbines. The one summer we received over 1200 car loads! The gondolas of small boulders or rip rap sized rocks are unloaded by a tracked excavator that drives up on to the cars and goes car to car unloading them. The covered hoppers aren't that easy. (Not that driving a 20-ton excavator on top of the sides of a gondola isn't tricky!)

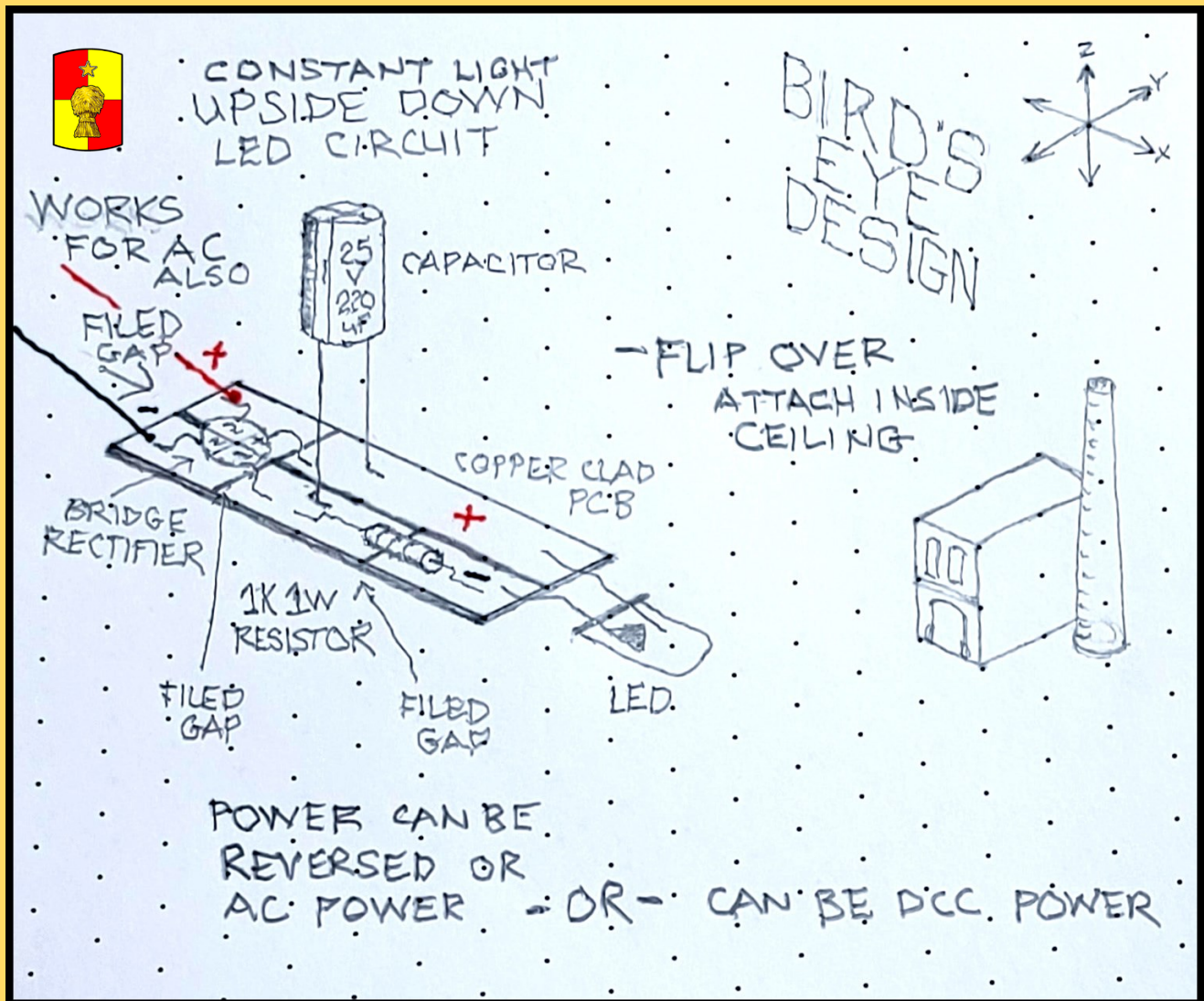
The whole area next to the tracks has been built up about two feet. This was done to help with the unloading and to make a good base to load side dump semi-trailers. Then the excavator dug a ten foot trench 90 degrees to the track to install a conveyer to unload the cars. The conveyer has a retractable portion that sits on top of the rails. It needs to be retracted each time the next car is moved. The construction company rented a track mobile to position the car bays onto the conveyer. At the end of the car conveyer is another larger conveyer which makes the giant piles. I saw up to four different piles of different grades or sizes of the same type of rock. The semis were loaded with a front-end loader. This year they are still unloading cars but it is unclear what this rock material are used for, as the wind turbines are all complete in this area. I assume it is other construction projects in the area. See the photos I've included here. This could be a compact mini industry on your layout!



From the Desk of Matt Lentz - Structure Lighting Fixture

Matt shares a quick and easy design to build a constant (brightness) lighting fixture that can be installed in a variety of structures .

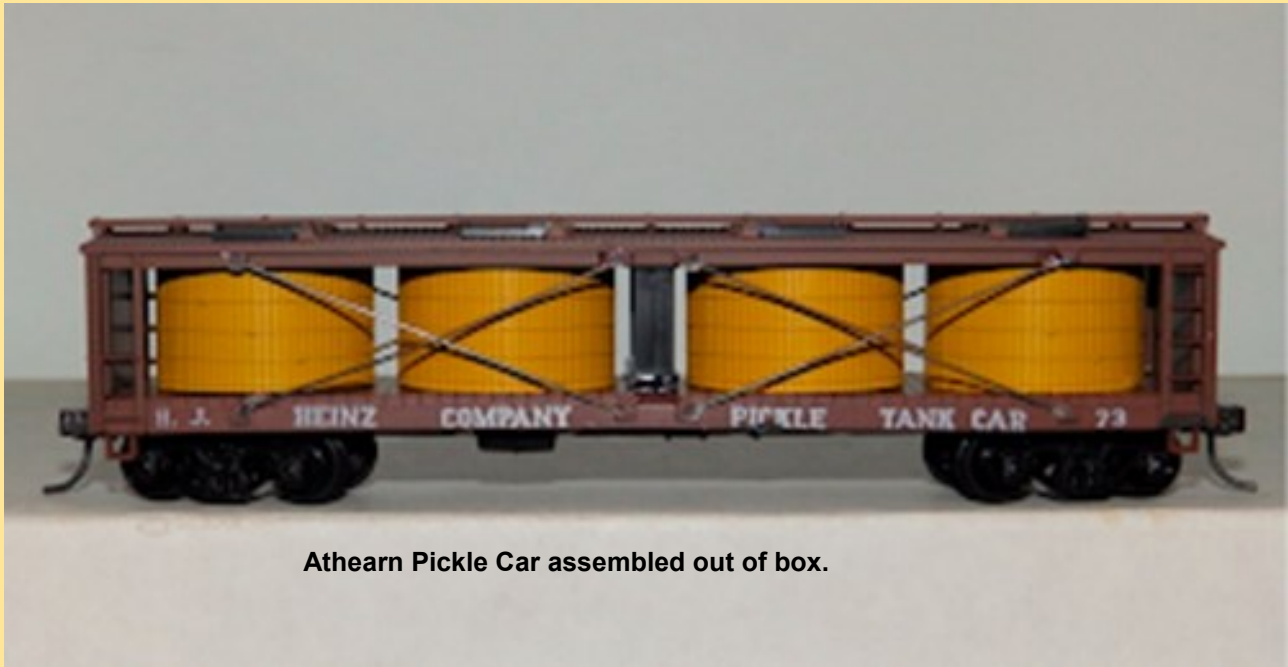
The sketch below pretty much has all information you need and the construction technique to build one for yourself. I'm sure if you have any questions you can reach out to Matt and he'd be happy to give you some guidance. (His contact info is on page 31)



Drawing by Matt Lentz

HJ Heinz Pickle Car 77 - by Lester Breuer (Photos by Author)

After putting HJ Heinz Pickle closed side cars 73 and 78 back into service after another upgrade, I decided I should rename and upgrade Minneapolis & Northland Railroad Company (M&N) pickle tank car open side visible tank car 4933 back into a HJ Heinz pickle car. When I purchased the Athearn open side visible tank car, kit 1475, in 1974 I knew after some research that it was not a reasonable match for a HJ Heinz pickle car. At the time I felt it was too much work and not sure I had the skills to modify it into a reasonable HJ Heinz pickle car. Therefore, when I acquired HJ Heinz coffin car, number 73, I changed the number to 78 and eventually changed the reporting marks to M&N and number to 4933.



Athearn Pickle Car assembled out of box.

When reviewing photos for the upgrade of coffin cars 73 and 78, specifically HJ Heinz open side visible tank cars numbered 75 and 77, I decided my modeling skills developed over the years since I had acquired Athearn pickle 73, now M&N pickle tank 4933, were good enough to put it back into a HJ Heinz pickle car, specifically number 77.



Internet photo of HJHX 77

The prototype HJ Heinz Pickle Tank Cars assigned to series 70 to 80, A.A.R. Class TW, were built in 1925 by General American Company. The eleven closed side cars had wood sides and ends. Cars built with open sides with visible four round wood tanks were also placed into the 70 to 80 series with a number replacing one of the original closed side car taken out of service. These cars did have the typical roof hatches.

I have not found the specific history of HJ Heinz car 77 which shows a build date of "Built 8-25". A photo of a similar, almost identical, looking open side visible four tank pickle car with number 75 and build date of "New 8-52" can be found in the excellent book *Pickle and Vinegar Makers of the Midwest* (David J. Leider, 2015). I can only guess a transposition in the stenciled build date when "New" changed to "Built". The January 1953 Official Railway Equipment Register (ORER) has eleven (11) cars listed consisting of a mix of the coffin cars and open side visible tank cars.

After the purchase of the Athearn pickle open side visible tank car Kadee No. 5 couplers were installed and Kadee .015" fiber washers were installed on the kingpins to gain proper coupler height using a Kadee couple gauge. And, the car was weighted to 4 ounces (above NMRA recommended weight) with electrical outlet box punch-outs. The car was in operation until 2002 when removed from service and moved to the M&N Shop to make upgrade changes to the car as follows.

- Molded on grab irons, sill steps, brake housing and running board removed.
- HJ Heinz lettering was removed with 91% isopropyl alcohol.
- Running board fabricated from Evergreen #8106, 1" x 6" strip styrene installed.
- Brake step (platform) extended with Evergreen #8204, 2" x 4' strip styrene.
- Brake shaft cut from Detail Associates brass wire installed.
- Brake wheel, Grandt Line #5067, Lovsted 15" brake wheel installed.
- A-Line sill steps, #29000, style A, installed.
- Grab irons fabricated, Detail Associates #2504, .012" brass wire and installed.
- Roof grab iron corner legs, Detail Associate SYS2206, eye bolts.
- AB brake components predrilled for piping and installed in proper location.
- Train line, Evergreen .020" diameter plastic rod, installed.
- Brake system piping and brake rods fabricated from Detail Associates .012" brass wire.
- Hatches were painted with a mix of Floquil Boxcar Red #94 and Reefer White #11.
- Underframe was painted Floquil Grimy Black #1
 - Car body sprayed Floquil Glaze #5 for decal base.
- Champ Private Name Decals provided reporting marks and number
- Car sprayed with Floquil Flat Finish #15
 - Car weathered with powdered chalk.



M&N 4933 with new upgrade started.

Pickle car M&N 4933 went into service and remained in service until moved to the M&N Shops June and July of 2023 to be rebuilt into HJ Heinz 77. The modification and upgrade continued on car body and underbody as described below.

Sides

Kit angle wires on side removed and molded on mounts carved off. Molded on ladder rungs removed and ladders shortened to match prototype photo. Channels, Evergreen #262, .080" strip styrene installed on sides. Angles, Plastruct #90501, 3/64" styrene angle, were installed.



Channels and angles installed.

Plates behind center channel and ladders at bottom were cut from Evergreen #126, .020" x .125" strip styrene and installed. Top plates behind channel and ladders were cut from Evergreen #8206, 2" x 6" strip styrene. I used prototype photos to determine width and length. On the prototype the plates appear to be boxes rather than plates. Not having a car diagram for sizing the boxes and the Athearn car floor above side sill would not allow the box to match the prototype. Therefore, I made and used the plates instead to achieve prototype look.

At this point, I began to look for a paint match to the Athearn yellow. My first attempt was to hand brush the above side installed details with PollyScale Reefer Yellow F414122. While the paint was drying I installed new ladder rungs, Tichy Train Group (Tichy) #1101, .010" diameter phosphor bronze wire (PBW).



Ladder rungs installed and Reefer Yellow paint.

Next the ladders were hand brushed with Vallejo/MicroMark Model Air Undercoat Light Gray #29013X2. The blue painters tape you see on the roof in this and other photos was placed there to keep the hatches from opening while working on the car.



Ladders painted Undercoat Light Gray.

Ends

On the ends I removed the running board extension brackets and installed new brackets cut from Plastruct #90501, 3/64" angle to best match prototype.



Running board extension

After running board brackets were installed, all previous molded on or installed details from previous upgrade were removed. Cuts to remove the end panels to open the ends were made with a very fine saw blade mounted on a mandrel mounted in a Dremel tool. I do not know the teeth per inch (tpi) of the saw blade.

If you use a Dremel tool with a saw blade you need to let the saw do the cutting and not attempt to push it as this could cause a kickback causing severe injury. Eye protection should be used. If you are not comfortable using an open blade, a safety cover can be purchased from MicroMark.



Saw blade on Dremel Tool to cut out

First the vertical cuts on the ends were made. A .040" strip of end material (material showing boards) was left next to the side posts to serve as a backing for styrene to be added to create the flat plate look of the prototype.



Vertical cuts have been made.

The "X" cuts to form triangles to be removed were made next.



Saw X cuts have been made

After the X cuts were made, the side created triangles are easily removed. Now the top and bottom of the remaining triangles were cut with a #11 Xacto blade. A needle nose pliers was used to push each triangle inward to break it off creating the needed end openings. The openings were finished using Xacto with #11 blade and nail emery boards for sanding.



Rough openings are made.

Hand brushing of the created openings with Vallejo/MicroMark Model Air Undercoat Light Gray #29013X2 followed.



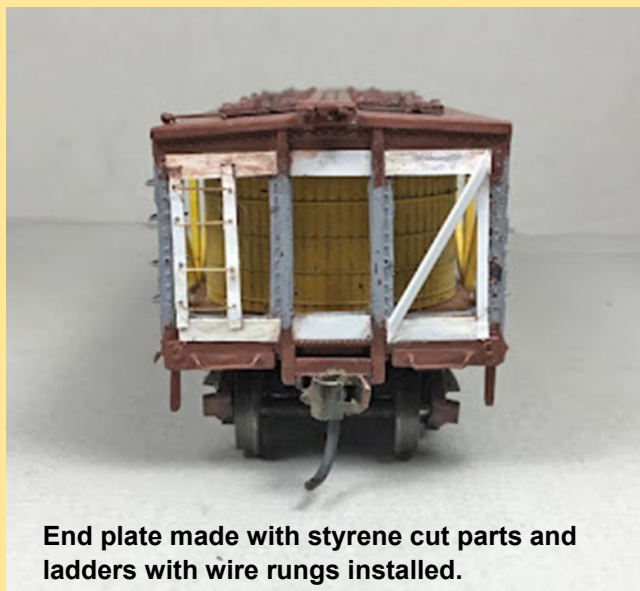
Openings painted Undercoat Light

A piece of Evergreen #142, .040" x .040" strip styrene was cut and installed flush in the left opening to create the back of the face styrene to be added to form new ladder stile.



Note styrene mounted in back

Now Evergreen .005" sheet styrene was cut to make strips .040" wide. The cut strips were installed over the .040" side material left when the cuts were made to create end posts and the flush mounted .040" x .040" strip styrene to create ladder stile. Top and bottom plate sections were fabricated with Evergreen .005" sheet styrene strips cut into 1.00" or 9 scale inches wide sections and installed. The plate sections were installed using too much MEK that resulted in some distortion in the styrene added plates. An angle cut from Plastruct #90501, 3/64" styrene angle, was installed on the left side to match the prototype. Ladder rungs, Tichy #1101, .010" diameter PBW were installed on the ladder matching rung spacing of ladders on side.



End plate made with styrene cut parts and ladders with wire rungs installed.

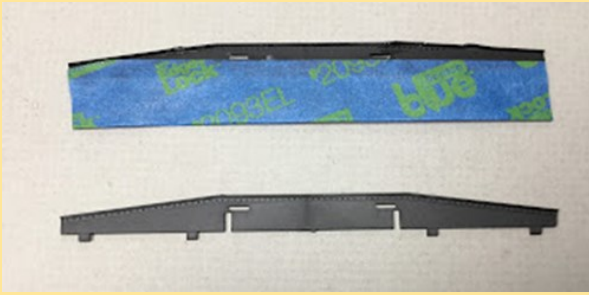
With the end plate and ladders fabricated a brake housing, brake housing chain, brake step (platform), brake step bracket, retainer valve, and bell crank all from Tichy AB set #3013 were installed. A brake rod, Tichy #1102, .015" diameter PBW with Tichy turnbuckle #8021 for mounting clevis on bell crank was installed. A retainer line, Tichy #1100 .008" diameter PBW, was installed. And, a Kadee Universal brake wheel, #2023, was installed.



Detail parts on B end installed.

Underbody

After removing all previous underbody installed upgraded parts on the underframe the four center cross members were removed and only three were reinstalled to match the car diagram ([car diagram can be viewed in HJ Heinz Pickle Car 73 & 78](#) blog post) of underbody for closed side pickle cars. The fish belly center sill was fabricated by adding Accurail fish belly center sill sides cut with portion below cut outs for brake levers cut off. MEK Goop was used to fill and gaps and sanded smooth being careful not to destroy the center sill flanges or rivets.



Only portion above blue tape used to



Fishbelly piece cut from Accurail center

After letting the new center sill install sit overnight, I installed an AB brake system on HJHX 77. Tichy and Sunshine Models brake components were drilled for piping and installed. Tichy brake cylinder was mounted with Tichy bracket (both AB set #3013), Tichy air reservoir (AB set #3013) was installed with cut off sill steps from a plastic car used for brackets and Sunshine Models resin cast AB were installed. Now the following brake system details were installed:

- Train line, .018" flora wire
- Brake cylinder lever, , Evergreen #8108, 1" x 8" strip styrene
- Brake floating lever, Evergreen #8106, 1" x 6" strip styrene
- Piping from air reservoir to control valve Tichy #1101 .010" diameter PBW
- Piping from brake cylinder to control valve Tichy #1106 .0125" diameter PBW
- Dirt collector, resin cast in M&N Shops (Tichy #3013 could be used)
- Brake rods, Tichy #1106, .0125" diameter PBW
- Clevises are made with MEK Goop
- Chain, A-Line #29219 black 40 links per inch

The final part installed was the center sill cover plate cut from Evergreen .005" sheet styrene. A RB Productions rivet tool was used to add the rivets.



RB Productions rivet tool.

After brake system parts, piping and brake rods and center sill plate, were installed the new underbody added parts were hand painted with Vallejo/MicroMark Model Air Undercoat Light Gray #29013X2. Once dry the underbody was again hand painted Vallejo Model Color Black Grey 70.862.



Under body with center sill plate installed and

Paint

With the underbody finished and painted Vallejo Model Color Black Grey 70.862 the car body final paint and lettering was done. If not already, all rebuilt sections and parts installed were hand brushed with Vallejo/MicroMark Undercoat Light Grey X29013X2. Box Car Red sections as the sills or parts installed were hand painted PollyScale Box Car Red F414281 which I still have in paint inventory; however, if I did not have it I would have used Vallejo/MicroMark Box Car Red #29015X2. Yellow sections and parts were hand painted Vallejo/MicroMark Reefer Yellow #29028X2. The Reefer Yellow color still too bright so yellow areas were hand painted again with Vallejo/MicroMark Depot Buff #29027X2. My eyes told me with the Depot Buff over the Reefer Yellow was better match for the Athearn applied yellow to the tanks. The sills were hand brushed with Future Floor Finish for a gloss decal base.



Car body ready for decals

Lettering

Decals were made for the car with Woodland Scenics dry transfers applied to decal paper and coated with Microscale Liquid Decal Film. Reporting marks were made with RR Gothic - White 1/8", set DT 507, and numbers with set DT512. Car data was made with Box Car Data - Gothic set DT602. If you prefer not to make decals Tichy does have a decal set available to letter this pickle car.

Decals were soaked off in distilled water and applied to the car body where Microscale Micro Set had been applied with a brush. After the decal was applied in the Micro Set and positioned the edges had Microscale Micro Sol applied. Any excess solution was sucked away with the torn edge of a paper towel. Again when dry, sills with decals were hand brushed with Model Master Acryl, #4638, Gloss Clear to better hide edges of decals and protect decals during handling. Again when dry, the car body sills were hand brushed with Model Master Acryl, #4636, Flat Clear to protect decals and provide a flat finish for weathering when applied.



Decals applied

Weathering

Before putting HJ Heinz Company car HJHX 77 into service the car was weathered with eye shadow makeup, Pan Pastels, Bradgon Powders and Number 2 pencil. The yellow Bradgon Powders was applied over the entire yellow car areas. A dark brown eye shadow color was applied over entire car body. Pan Pastels Red Iron Oxide Extra Dark 380.1 was applied over the sill reporting marks and numbers to tone them down. Paynes Grey Extra Dark 840.1 was used on the roof and lightly over safety appliances on car body. A number 2 pencil was used to go over the tank bands to enable them to stand out from the wood tanks.



Weathering applied.

HJ Heinz Company pickle car HJHX 77 was ready for service on the Minneapolis & Northland Railroad Company, The Lakeland Route, "Serving today, Shaping tomorrow." A car card was made for HJHX 77, the final step to put the a car in service on the Minneapolis & Northland Railroad Company Railroad.

Pickle car HJHX 77 is not an a perfect match to the prototype; however, it will as closed side HJ HJHX 73 and HJHX 78, continue in service on my Minneapolis & Northland Railroad Company until a manufacturer produces a reasonable priced resin or plastic pickle car with decals that match the prototype.



HJHX 77 being loaded at salting station

Check out Lester's blog for other upgrades to a wide variety of rolling stock <http://mnrailroadcab100.blogspot.com>.

Tool Tip - Neil Maldeis MMR© (Photos by Author)

Here is a neat tool that is sort of a luxury, but if you are anything like me and hate messing with trying to connect braided wire into terminal blocks this tool really does the trick. I don't use it a lot, however it wasn't that expensive and comes with a lifetime supply (at least for me!) of end connectors that you crimp on with the tool supplied with the kit.

You can find it easily on Amazon



Terminal Crimping Tool Kit with supply of terminal ends for various gauges of wire. Mine came in a nice case



Wire before crimping terminal end



Wire with terminal end crimped on

No more frayed wire ends and they make for nice clean/tight connections!



Region Round-up

No.1 Northern division's Report - Ian Plett

The freemo group is hard at work getting the modules ready for the Manitoba Mega Train Show Sept 30 and Oct 1 2024. Held at the Red River Ex grounds on the west end of Winnipeg Mb. This year they will be running double track main line around the layout verses mostly single.

The Dakota Southeastern Division - Scott Nesbit

The DSED has had a fairly busy summer and our fall and winter look to be busy seasons as well. June saw us taking our HO and Ttrak modular layouts to Harrisburg, SD, Garretson, SD, and Redfield, SD. In July, first we took the HO layout to the Spring Creek Model Trains biannual show. This was our first time at this show and everyone had a blast and we got many compliments so we're hoping to be asked back. Then, both layouts were setup in Canton, SD in their historic refurbished depot for Canton Depot Days. This was a beautiful venue that we definitely look forward to returning to next year. Coming up in September we doing something different, a progressive dinner/ layout viewing at four different locations. We are renting a bus to get everyone around to the various houses to alleviate any parking problems. After that, in October we're taking both layouts to the Watertown, SD mall in conjunction with a craft show on Oct 21st and 22nd. Then the first weekend in November we're hitting the road with the HO layout taking it to the Oklahoma City train show which we were invited to when they saw us at the Spring Creek show. This show is a first for us and we're very excited to show off our work! After that we're back to the Expo Building at the Sioux Falls Fairgrounds for the annual SVMES Trains at Christmas show the weekend before Thanksgiving. This is another big show for us as we will have both layouts setup as well as a large sales area for the many consignments we get. If you can make it to any of our fall shows we would love to see you!!

South Red River Division — Matt Lentz



In the South Red River Valley Division we're looking forward to the Spud Valley Model Railroad Club 45th Annual Train Show on October 15th.

The show is held in one of the big rooms at the Fair-

grounds in West Fargo. If you haven't been before, think about adding this one to your calendar.

Tom Gay begins his season of Operations on October 14th. His fabulous SOO Line layout works best when there are at least 10 operators! For those of you who love operations, this layout has scenery that is 100% complete and is powered by a NCE DCC system that might be of interest to check out.

In the Achievement Program, Tom Gay, Kevin Dill and Kennedy Gauger are full steam ahead on scratch building cars for the Rolling Stock category.

At the National Convention in Dallas, Amy Meader was trained as a Judge for the National Contest. She was a member of the detail team that judged 59 models for Merit Awards.

I think it's going to be a great season leading up to the Region Convention!

Minnesota River Valley Division— Brian Wordes

The Minnesota River Valley Division has held a couple of operating sessions on a member's layout and continues to operate the layout at the Milwaukee Road Heritage center when the need arises.

Prairie Lakes Division— Jay Davis

The PLD is having its fall event Saturday October 7 at the Regional Events Center located on the Clay County Fairgrounds in Spencer, Iowa. The day will feature popular vote contest, clinics, vendors, PLD module railroad, and tour of the Smokey Mountain Railroad. The event runs from 8-3

As of publishing deadline no report from:

- Southeastern

Region Round-up cont.

Twin Cities Division - Thomas Gasior MMR

Greetings, everyone from the Twin Cities Division. I am now the official superintendent, and my first act will be to thank Ked Zieska. Ken worked hard to make the TCD a giant tent and include more modelers. One of my goals is to keep adding and building value to the NMRA and TCD membership experience.

Our Summer was filled with various activities. We scheduled three picnics that involved different locations in the Division. The locations were chosen for their proximity to a mainline railroad and also had an area for their picnic and family fun. June had us out at the Historic Wayzata Depot. We visited the small museum inside, showing off various Great Northern artifacts. The outdoor garden railway was running to the delight of the children in attendance. The depot is next to the BNSF Wilmar Subdivision, and we were treated to seeing a few trains pass by our crew.

The July Picnic was on the south side, South St. Paul, to be exact. Ken Borowski was in charge and found us a great location at the Kasposia Landing Park. It is a large area with baseball fields, a dog park, picnic areas in the shade, and ample parking. The park is next to the Mississippi River, and the Union Pacific wraps around the other two sides. We all had a nice day, the weather cooperated, and the UP even ran a few trains. The park has two walking bridges spanning the yard, so access to see all the activity was simple and safe.

Our August Social is going to be a Happy Hour. Yes, the TCD is going to the Forgotten Star Brewery. This is the old AMC munitions plant across from the BNSF Northtown Yard. We can bring our food, and a splendid Food Truck will serve burgers and Italian Ice on the premises. The outside deck area is adjacent to the BNSF transcontinental mainline and used by CPKS, UP, and Amtrak. They even have a webcam set up so you can view the trains 24/7 from YouTube. Look for the #SteelHighway YT channel. You might see us all wave at you.

Fall is the official start of Model Railroad season. The TCD is planning many first-time events. Dan Cohen is running our very first Model RR Trunk Sale. This will be on September 9th at the Plymouth Church parking lot. Members can bring their train items to sell out of trunks, tables, and more. It will start at 9:00 am and go until at

least 1:00 pm. The TCD will have refreshments available for purchase. This will be an annual event and will save us the cost of renting a hall and tables.

New events are planned, but still need to be confirmed: Modelers Skills Day. A day of hands-on clinics similar to Modeling with the Masters. Layout tours will be offered to members. These will be self-guided tours. If we have more than three layouts, we can break it up into two tours—one for the east and one for the west.

A Christmas party is in the works with a crazy gift exchange game. Our Podcast, The Crossing Gate, has over 50 episodes to download. Our TCD YouTube Channel is adding videos and could use a few more subscribers. Look for the TCDNMRA MEDIA channel. Our Friday night LiveStreams will start up in November. Let us know if you would like to give feedback on our podcast or videos or participate in either. We are always looking for new layouts and modelers to join the conversation.

Our monthly meetings will start in September. The Park Tavern in St. Louis Park has many free rooms for meetings. They serve excellent food and provide splendid service. We are also looking for locations in the South and East Metro areas. The TCD will have at least one meeting via ZOOM. Hopefully, that will be the coldest month, so we can all stay home but still chat.

We are planning another Modelers Retreat as well as an Operators Retreat. Joe Binish is taking over the MR duties, and Greg Dahl will organize the OR.

We have kick-started the NMRA AP in our Division. David Hamilton MMR, Ken Zieska, and I went on a Gold Spike tour. We spent a Saturday visiting four layout owners and qualifying them for the Gold Spike. A great intro to the AP. Congratulations to Collin Sullivan, Joe Binish, Damian Kostron, and Greg Dahl.

We also verified that Ken Borowski qualified for his Author AP Certificate. The NMRA AP will be a priority of the TCD. Using the guides from these areas will help improve your skills and layout.

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I enjoy model railroading and want to share my experiences with you! You can see my build of kits, how-to's, painting information and much more on my internet blog. Check out <http://mnrailroadcab100.blogspot.com>.

Lester Breuer, MMR

45th Annual Spud Valley Hobby Show

Sunday, October 15, 2023
9:00 am to 3:00 pm

(under 12 free with paid adult)

Red River Valley
Fairgrounds
Hartl Building
1805 Main Ave W.
West Fargo, ND

- Large and small operating model Railroads
- Vendors selling farm toys, plastic models, model railroad items, die cast vehicles, old toys, railroad collectibles and more
- Door prizes
- Valley RC Flyers display their planes

Call Don—701-234-9351 or email spudvalley@hotmail.com

Publishing Deadlines

<u>Publishing Date</u>	<u>Submission Deadline</u>
March 1 Edition	February 1
July 1 Edition	June 1
September 1 Edition	August 1
December 1 Edition	November 1

MEGA TRAIN

MANITOBA'S LARGEST HOBBY SHOW AND SALE!



**Red River Exhibition Place
3977 Portage Ave, Winnipeg**

(Enter via Festival Drive - 2nd lights after perimeter)

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Sunday, Oct 1, 2023 - 9AM - 4PM**

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

<https://tcdnmra.org/>



2023 Region Roundup—model railroad-related events in and around the TLR

Sep 16	Twin Cities Model Railroad Club	Education Bldg, MN State Fairgrounds
Sep 30-Oct 1	Manitoba Mega Train Show	MB Red River Ex Grounds, Winnipeg, MB
Oct 7	Prairie Lakes Div. Fall Event	Spencer, Iowa
Oct 14	Newport Model Train Club Train Sho	Woodbury High School , Woodbury, MN
Oct 15	45th Spud Valley Hobby Show	Red River Valley Fairground, W. Fargo, ND
Oct 21-22	Watertown Train & Craft Show	Watertown Mall, Watertown, SD
Oct 28-29	Great American Train Show	Canterbury Park, Shakopee, MN
Dec 2	North Metro MRR Club	VFW Club, Coon Rapids, MN

2024 Region Roundup—model railroad-related events in and around the TLR

Jan 13	Newport Model Train Club Train Sho	Woodbury High School , Woodbury, MN
Jan 27	Great Tri-State Rail Sale	LaCrosse Center, LaCrosse, WI
Mar 2	North Metro MRR Club	VFW Club, Coon Rapids, MN
May 4	Newport Model Train Club Train Sho	Woodbury High School , Woodbury, MN
May 15-19	TLR Annual Convention (2024)	Eau Claire, WI

TLR Historian Update - Matt Lentz



The archive project is almost ready to move into the 2nd phase of transferring documents into archive plastic document protectors and archive quality storage boxes.

In phase 1, we moved all of the past Fusee's into bags and boxes. Additionally the Ken Herman archived was photographed in high resolution and prepared for display on a webserver.

Phase 2 is a bit more complex because the materials are a very wide variety of types and sizes and content.

To give you a better picture of what is happening, we have a hardcover books that is used to log the things that have been done. It's known as the continuity book. This allows the future Historians to see what was done, what went well and not so well in the past. In this way the work can continue forward instead of having to be relearned any time there is a transition.

Prototype Action



Submitted by Matt Lentz from the Ken Hernan Collection



The Ken Herman Archive
SOO 1037 in St. Paul

Activities Happening Around the Twin Cities Division



Damian Kostron with his new NMRA membership card



John Gaddo and son JD at the July TCD Picnic



New superintendent showing off the TCD's new signage for use at public events



TCD members and family enjoy the July picnic at Kaposia Landing Park



TCD Board Members meeting and planning activities for the upcoming

Fallen Flags

Sadly we lost two long time members of the TLR this August.

Art VanDeWater passes away at age 85



Art (In the middle) having fun with some friends at a layout tour during the 2018 National Narrow Gauge Convention

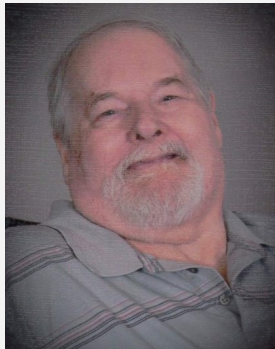
Arthur MacDonnell VanDeWater, “Art” Devoted husband, father and papa Art, 85, of River Falls, WI passed away peacefully August 21, 2023 with his loving wife, daughter and son-in-law by his side.

Art was born on August 14, 1938 in Scarsdale, New York. Art graduated from Scarsdale H.S. (1956) and went on to receive a degree in Mathematics from Bowdoin College in Brunswick, ME (1960) and a PhD from the University of South Carolina (1967). Art was a professor of Mathematics at Winona State University, for 31 years.

Art was a man of many incredible talents and pursuits. He was an Eagle Scout, sailing teacher, pilot, master woodworker, and enthusiastic model railroad guy. He was also an incredibly gifted musician. Art is best known in the model railroad community for the incredible Narrow Gauge layout he built and his work putting on the 2018 National Narrow Gauge Convention in Bloomington. Art was a talented modeler and was an active member of the informal TCNG (Twin Cities Narrow Gauge) group. Art most recently had his layout open for the 2023 TLR Convention last May.

Art is survived by his wife of 37 years Roxie, his daughter Lindsay Fahl (Jason), his cherished granddaughter and “pizza buddy”, Finna Vivian, his siblings Cole VanDeWater (Lydia), Anne McComisky (Frank), in-laws Jerry and Julie Nelson, and many relatives and friends, near and far.

Ben Wells passes away at age 85



Benton “Ben” Taylor Wells, age 85 of Cherokee, IA, passed away Tuesday, August 22, 2023, at his home in Cherokee, IA, surrounded by his family.

Benton (Ben) Taylor Wells, the son of Alfred and Bettye (Burns) Wells, was born on July 11, 1938, in Oakland, CA. His childhood years were spent in Hayward, CA, where he attended school. He later enlisted in the U.S. Air Force. Ben drove truck for the logging industry as well as cross country and traveling for his model railroading hobby, and ‘chasing’ trains.

Ben’s love of trains started at a very young age, his dad worked for the railroad and was involved in model railroading which lead Ben to a life-long obsession with trains. When not involved with remodeling the house for his growing family, you could find him tinkering with his railroad, building set’s , building trains and getting ready for train shows. Many family vacations involved traveling to a model railroad conventions and train site seeing. Ben received recognition for regional and national competitions for model railroading. Ben was a life member of the NMRA dating back to 1972.

In 2007, they took a family trip by train to Nevada/ California to see his Mom and sister. Ben loved reading his vast collection of Louis L’amour books and his collection of model railroad magazines that date back to 1932.

He will lovingly be remembered by his wife of nearly 37 years, Mary Wells of Cherokee, IA; children: Traci Koepfel of Sioux City, IA, Sandy (Bob) Weldon of Quimby, IA, Shawna (Nick) Sonksen of Sioux City, IA, Rhena Wells of Westminster, CO, Joe (Kiane) Goebel of Coon Rapids, IA, Keith (Maylissa) Wells of Cherokee, IA, EmlyRose (Rob) Arends of Newell, IA, Jesse Wells of Sioux Falls, SD and his former wife Ashley of Cherokee, IA; sister, Carolee Elder of Reno, NV; 24 grandchildren, 7 great-grandchildren, and one on the way.

Your Feedback is Wanted - Fusee Ideas to Think About (re-printed from Summer 2023 Fusee)

Here's a list of some of the ideas either I have been kicking around and/or feedback from others I have received to consider to improve the Fusee.

- More how to articles (Got it!) I will need help with this so think about writing an article about your next project. Articles don't need to be long, write about any tip or short cut you come up with, I'm sure someone else would like to know about it. I'd like to see a recurring "Tip" column in the Fusee. (See example on page 21)
- Reprinting articles from previous (old/archived) Fusee issues
- Emailing a direct link to members to download a copy instead of sending an attached (PDF) version of the Fusee. Reason is this would simplify distribution and eliminate any size limitations on receiving email attachments.
- Including links to directly access videos. Somewhat like the NMRA National does with the monthly Turntable email. We can create our own "topics of interest" . Maybe do a series of training videos specific to our region's needs? Other thoughts?
- Using the NMRA Interchange as much as possible. Share and receive from other regions and divisions. There is a lot of good stuff out there! See about publishing articles from other region's publications that would be of interest?
- Have a Q&A column where members can ask questions and other members can answer them?
- Send out survey's (I.E Survey Monkey) to members and report findings in the Fusee. Do a "What's on Your Mind" column?
- Do a layout tour feature of members layouts from around the region. Do a photo tour or possibly a video link. There are so many great layouts out there, I'd love to see more of them!
- Have "reporters" take pics and share activities at train shows/events in the region
- Have "reporters" share what's new out there from manufacturers etc.

That's what I have for ideas so far, any others? Please reach out to me with your comments & ideas

Email me [Fusee Editor](#) or 612-940-0757 (Call or Text)

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