



The FUSEE



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Summer 2009

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Every picture tells a story of the 2009 convention



Complete coverage inside!

Part 2: How *not* to build a model railroad

By Paul Ullrich

When things were going terribly wrong on construction of my layout, I'd turn to custom painting locomotives and rolling stock. Being a graphic artist by trade, this came easy to me. I had no problems tackling intricate paint jobs, yet I was petrified of doing something unfamiliar to me, like landscaping with ground foam.

But custom painting has its hazards. This was back in the days when no one used proper ventilation, respirators, or spray booths. I worked in several studios where we'd airbrush and never even open the window! I was once airbrushing a GGI when my wife sneezed in the next room. She blew her nose and then she screamed. Her handkerchief was stained heavily with Penn tuscan red.

After that day, I did all my painting outside.

The Roadbed

I tired all too quickly of the incessant drumming my trains were making on this echo chamber of a layout. The only roadbed material I knew about was cork. HO gauge cork roadbed was too small, and O gauge was impossible to find. It still never occurred to me to use the beaverboard in my basement.

I bought a tube of rolled cork at a lumber store, thinking that it'd be easier to unroll than the grass mat I used on the layout. At least I was able to unroll the grass mat, but rolled cork is impossible to unroll at all! It's paper thin and brittle, and any attempts to flatten it make it crack and crumble into a million pieces. To this day, I cannot fathom any use for rolled cork, except to use it as a very soft club.

I cut a few whole pieces out, but they were all curved like potato chips. No amount of white glue could hold the springy substance down flat. It was also proved too thin to make any difference in the decibel level of my train room. When I attempted to remove what I laid down, I found that the glue worked great on the few spots that I flattened! Nothing short of a nuclear blast can remove cork glued to plywood.

The Wiring

I spent nothing on wiring. I used ancient scraps of wire from my train sets, speaker wire, leftover bell wire, lamp cord, and anything else I could scrounge. I didn't have a single piece of wire that was more than five feet long.

When I needed longer wires to run the length of my layout, I patched them together, totally indis-



"How not to" continued on page 10

A bright future... and why

Congratulations to all TLR convention participants! You helped make our 60th anniversary celebration a successful and memorable one. Convention Director (and newly elected Super of the Minnesota River Valley Division) Terry Davis and his crew did an exceptional job planning and executing a well-organized, informative, and enjoyable convention. Our Region's recent success stories hosting these annual events are one of many reasons for optimism for the Region's future. Here are additional factors that make it fun to be part of this organization.


Talent. The clinicians, modelers, layout owners, and photographers who displayed their skills and expertise during the recent convention continue that long-standing tradition of demonstrated ability – and the willingness to take time to share it with others (note: increased contest participation this year).

Leadership. Our Board of Directors and Chairs include a mix of experienced hands on the oars – Jim Bernier and Jay Davis have capably served four years. Dave Hamilton, doing triple duty as Treasurer, Membership Director, and Webmaster, and Gerry Leone, MMR, Public Relations Director and editor of *THE FUSEE*, are solid contributors who willingly shoulder their loads. John Hotvet, MMR, delivers his own unique brand of humor and competency as Achievement Program Chair, and Tom Mauszycki, MMR, promises to maintain and grow the 60-year-old archives for years to come.

New Blood. No, not a reference to dialysis. Paul Ullrich and Gerry Miller emerged as newly elected board members. (Thanks also to Tim Lynn for his willingness to be considered.) Both will lead future convention planning. As Paul announced, “We’re going to Winnipeg” in 2010. Gerry successfully bid Dubuque for 2011. And Superintendent Terry Anderson (Dakota Southeastern Division) indicates interest for Sioux Falls hosting in 2012.

Commitment. Our recent Board meeting highlighted that TLR members are dedicated. Sixteen attendees, double that from 2008, contributed to a productive evening (but not all night) session. The interest level and participation this year indicated a heightened sense of purpose and dedication.

Financial Soundness. A seldom-heard term in today's world, the TLR's balance sheet (buoyed by the generous contribution last fall by TLR Canada) is healthy. It enables us to support initiatives, such as the \$200 convention attendance grant. CAG will continue (with better publicity) in 2010—encouraging attendance and recognizing members' interest and willingness to support TLR.

Continuing as president this coming year promises to be satisfying and enjoyable. Thanks for your part in enjoying “The World's Greatest Hobby.” 

TUNNEL VISION

by Editor Gerry Leone, MMR

How to miss the convention and still love it

Ok, here's the weird thing: I missed a significant portion of our 2009 convention, and I still had a great time! Go figure!

Conventions are always jam-packed with stuff to do, especially so if you're working during them, as I usually do. (And, believe me, this is not a plea for sympathy -- I like doing what I do.) I told the clinics on Friday afternoon were great. In addition to giving one, I was only able to see bits and pieces of three others since I was taking photos of all of them during all of them. I loved what I saw, though. And even though I missed Mike Engler and Jack Bergan's full clinic on Friday (theirs was opposite mine), I was lucky enough to see Mike's portion on Saturday afternoon, when he and I both did abridged versions so each of us could see the other's.

I also missed the Friday evening dessert reception and presentation because of a little snafu with the hotel restaurant. Instead, I got the honor of spending several hours chit-chatting with my old friends Fran and Miles Hale without the nasty distraction of eating food. I also missed the open slide showing because of the TLR Board meeting that evening. I'm sure it was great, though.


Saturday morning brought the tours to the TC&W shops and Dassel Depot Museum. Unfortunately I missed those, too, because I was shooting the photographs of the contest models shown on page 8. Luckily I had seen both of those sites last Fall when Terry Davis and I visited them to shoot footage for the promotional video on YouTube. And, yes, I missed that afternoon's trip to the Hutchinson depot and Luce Line layout because I was giving a private showing of my layout to TLR President Alan Saatkamp, who wasn't going to be able to stop in on Sunday. Again, I'd been able to see both the depot and layout last Fall and loved them.

I *did* manage to make it to the banquet on Saturday evening! Once again I want to thank Alan for selecting me as the recipient of the 2009 President's Award. It's really an honor I'm extremely grateful for and proud of. I know I was there for the Chinese Auction, too, although you wouldn't know it by the lack of prizes I brought home. And, of course, I was at Sunday's General Membership meeting.

The point is, though, that I find it fun to just get together with all of you. In the five-plus years I've been editor, I've made a ton of friends at the conventions, and seeing all of you is really the highlight for me, regardless of what I'm actually doing.

Next year's convention in Winnipeg promises to be a real show-stopper, complete with a train tour pulled by a real steamer, plus many dozens of layout tours. Our Canadian members are going all-out for this one. I've never been to Winnipeg, so I hope I'm able to see some of it.

And as you may have heard, our 2011 convention will be in Dubuque, IA. It'll be a railfan's holiday down there, and I'm excited to see the enthusiasm for the Region way down along the TLR's southern border.

So it looks to be a great couple of years, convention-wise. And I'm looking forward to enjoying both of them... in whatever way I can. 

THANKS!

Contributors to this issue
(in order of the third letter of their first name):

Terry Davis, Lester Breuer, MMR,
Paul Ullrich, and Jay Davis

Next issue's deadline:
August 10, 2009

Minutes of the TLR Board & Membership Meetings

Minutes of the TLR Board Meeting, May 29, 2009, Hutchinson, MN. Submitted by Secretary Jay Davis

The meeting was called to order at 8:35 P.M. CDT. Present were Ron Peterson, Terry Davis, Les Breuer, Gerry Leone, Jim Bernier, Alan Saatkamp, Dave Hamilton, Gerry Miller, Ron Bodin, Terry Anderson, Paul Ullrich, Frank Gerry, Jay Davis, Tom Mauszycki, Robert Fink, and John Hotvet.

OLD BUSINESS

The meeting started with the reading of the minutes as printed in the last FUSEE. A correction of the minutes was made by Dave Hamilton. The amount of the money given from TLR Canada was \$22,788.44 instead of \$22,277.48.

Directors' Reports

Dave Hamilton handed out a full report of all the Region's finances. He informed the Board that the Region still has eight Certificates of Deposit through Wells Fargo.

Contest Director Jim Bernier said he had received 40 model and 20 photo contest entries. They would have until Saturday morning to enter the contest. He was pretty happy with the turn out so far. Last year's contest at Duluth had 19 models and 39 photos. Seven models earned in excess of 87.5 points.

Gerry Leone submitted his report for Public Relations as well as Editor. In the PR dept., he reported have spent most of his time promoting the Hutchinson convention. In September he and Terry put together a two minute promotional video and posted it on YouTube. The video was viewed approximately 275 times. The convention was highlighted in the previous three issues of THE FUSEE. THE FUSEE remains at twelve pages and is published on time each quarter. He reported that the number of subscribers is still hovering around the 200 mark, with the exception of the spring issue which is mailed to all NMRA members within the TLR's boundaries. THE FUSEE for the past four years has carried annual ads from three advertisers: Brass Car Sides, the Granite City Train Show, and the Spud Valley Train Show. The Luce Line club purchased a single insertion. Due to editor error, the Luce Line train show and the Spud Valley ads were omitted from earlier issues, so each will receive a half-page ad (an upgrade from the purchased quarter-page ad) in an upcoming issue.

Terry Davis submitted the Convention Director's report. He said he had spent the last year working on this year's convention with the help of the Luce Line Club which has 100% of its members in the NMRA. He added that about 75 people had registered for the convention as of May 27. He also had been working with the hosts of the 2010 and 2011 convention on getting their proposals together for this convention.

A motion to accept the Board's reports was made by Terry Davis and seconded Gerry Leone. Motion carried.

Division Reports

Dakota Southeastern - Terry Anderson reported that their Division had seen some growth in membership in the last year. The Division's main activities included their annual open house tour in October and the Trains at Christmas event hosted by the Sioux Valley Model Engineers Society. Also the DSED is promoting the hobby by encouraging each other through assisting model railroaders in numerous technical and advisory capacities.

Minnesota River Valley - Terry Davis reported that they have eighteen NMRA members in their division. He also stated that their bylaws had been updated. Jon Gibon has been working on a model railroad in the former Milwaukee Road depot at Montevideo, MN.

Prairie Lakes - Ron Peterson reported that the spring meet was held in Spencer, IA, with a light turnout. The meet had good clinics and contests. Doug Clarke was elected Assistant Superintendent. Two volunteers stepped forward to begin editing the PLD Journal. The fall meet is planned for Spirit Lake, Iowa on October 17, 2009. The PLD NMRA membership is estimated to be around 48 with close to 60 newsletter subscribers.

No. 1 Northern - Paul Ullrich presented this report. The division's officers are Ron Einarson (Superintendent), Paul Ullrich (Assistant Superintendent) and Roger Kiendl (Secretary). The No. 1 Northern has been busy presenting clinics and displaying the NMRA display board at the Winnipeg Model Railroad Club's monthly meetings. The Division's Board also has been very busy planning for the 2010 convention.

Twin Cities - Ron Bodin reported that since their move to the Jackson Street Roundhouse attendance has been up. He said they average around forty people at their monthly meetings.

Kashabowie - Frank Gerry commented that he and some others were working on getting their Division going again. He also told the Board that they helped to get another club to become 100% NMRA. The club was having insurance issues and realized that the NMRA insurance was a much better way to go.

A motion was made to approve the reports. Carried.

NEW BUSINESS

Paul Ullrich presented the detailed proposal for the 2010 Winnipeg TLR convention. After some discussion on

changing the date it was decided to leave the original date stand. Paul also stated that all the venues required some sort of deposit. It was determined that around \$1,800 would be needed to cover all the deposits. Dave Hamilton made a motion to give the No. 1 Northern Division up to \$2000 for deposits and other expenses. It was also added by Dave that the TLR bears 100% financial responsibility of loss or gain on the 2010 Winnipeg Convention. Terry Davis seconded the motion. Motion carried.

Next the Board took a look at the 2009 convention grant. It was decided that the grant was a success but maybe not used by the Divisions in quite the way the board had envisioned. The Board saw this as an opportunity for the Divisions to raffle off the grant. This could have been a little fundraiser for the Divisions. None chose to do this. Jim Bernier made a motion that we try the convention grant for one more year and keep it at \$200.00. Dave Hamilton seconded the motion. It was also decided that more publicity be given to this grant in THE FUSEE.

Gerry told the Board that he had received a letter from Mike Brestel thanking the TLR for its \$1000 donation to support the legal expenses of the DCC patent rights. He went on to say that the TLR was the only Region to do so.

"Minutes" continued on page 10



Your 2009/2010 TLR Board (left to right): Jim Bernier (Contest Director), Jay Davis (Secretary), Paul Ullrich (Convention Director), Alan Saatkamp (President), Gerry Leone (Public Relations Director), Dave Hamilton (Treasurer), Gerry Miller (Vice President).



Convention Attendance Grant Winners. At the fall 2008 Board meeting, the TLR Board decided to award each of the six TLR Divisions a "Convention Attendance Grant" of \$200. This would allow one person from each Division to attend the 2009 Convention virtually for free. Each Division could decide how to award its Grant. Winners were awarded their Grant at the Banquet on Saturday night. They are: (left to right) Terry Anderson (Dakota Southeastern Div.), Don Radeck (South Red River Valley Div.), Ron Peterson (Prairie Lakes Div.), Dave Hamilton (TLR Treasurer), Alan Saatkamp (TLR President), Paul Ullrich (No. 1 Northern Div.), Robert Fink (Twin Cities Div.), and Brian Wordes (Minnesota River Valley Div.).

HAPPY 60TH ANNIVERSARY, TLR!

To help celebrate our 60th Anniversary, we're reviewing some of the history of the Region. Last issue spanned 1952 to 1965. Once again, a huge thanks to Les Breuer, MMR, for taking the time to cull through hundreds of older issues of THE FUSEE to put this together!

Compiled by Lester J. Breuer, MMR

1966

TLR's official herald is designed by Arden Smith and approved at the Spring Rally in Fort Dodge, IA. Edina, MN, is the site of the Fall Rally co-hosted by the Progress Valley and Minneapolis Society of Model Engineers Model Railroad Clubs. TLR dues are increased to \$3 and THE FUSEE becomes 5 1/4"x8 1/2" to reduce costs.

1967

A 50 ft. wood express reefer with the new TLR herald is available as a kit. NMRA informs the TLR that it has won the bid for the 1969 NMRA National convention, to held in Minneapolis. A one-day Spring Rally is held in Duluth, MN. The Fall Rally is in Sioux City, IA, hosted by the Big Sioux Model RR Club. THE FUSEE asks the 366 NMRA Region members to help increase advertising revenues.

1968

THE FUSEE is expanded to 28 pages. Region approves TLR convention fund advances to hosting groups and purchase of TLR letterheads and stationery. Region members are asked to volunteer, and Twin Cities members are asked to get their layouts in shape for the "Lakes and Pines in 1969" NMRA National Convention. Spring Rally is in Winnipeg, MB, and the Fall Rally is in Willmar, MN.

1969

TLR incorporates in Minnesota adopting the constitution and by-laws. Mason City, IA, is the location of the Spring Rally. The "Lakes and Pines in 1969" NMRA National convention draws almost a thousand attendees. Highlighting the fan trip portion were a train ride to the Superior Allouez ore docks and a Soo Line Shoreham shop tour. Fall rally is held in Waterloo, IA. At the banquet the TLR received its portion of the profits from the 1969 NMRA National Convention. The FUSEE runs a four-part series, "Air Brush Techniques and Color" by Arden Smith and grows to 32 pages in the smaller format.

1970

THE FUSEE encourages members to buy the late-arriving '69 convention car, an Athearn 55 ft. center flow hopper in GN Glacier green. Spring Rally is in St. Paul, then to Ely, MN, for the Fall Rally. The merger of GN into the

Burlington Northern means the end for "Rocky" the GN Goat brought to life on TV and radio by Minneapolis ad agency Campbell-Mithun. TLR membership is 162 while the NMRA membership within the Region is 495.

1971

No FUSEE for review in TLR archives.

1972

In a FUSEE special issue mailed to all the Region's NMRA members, Eugene Hickey explains the opportunities and workings of the TLR and encourages readers to join and take part in Region activities. Spring Rally is in Winnipeg, MB, and Minneapolis, MN hosts the Fall Rally.



1973

Spring Rally is held in Mankato, MN. A clinic "Make and Use a Pinhole Camera" by Bill McGinley is so popular that a portion of the Kodak pamphlet showing the assembly is reproduced in THE FUSEE. Off to Fargo, ND for the Fall Rally. The FUSEE returns to large format. TLR BOD approves fiscal year of June 1 to May 31.

1974

May Spring Rally held in St. Paul provides a tour of the Milwaukee Road's St. Paul roundhouse and diesel shops. Switching contest layout is a major attraction. At the business meeting the voting membership reinstated advertising in THE FUSEE. Our Silver

Anniversary convention is held in October in Minot, ND. Tours to Champion Decal Co. and Gavin Yard. Modeling project articles by Dick Knotts tell us how to build a camelback 0-6-0. C.W. Hall's photos of the Adams Mine near Eveleth provide a look at turn of the century iron ore mining in Minnesota. A new "Literature" column has reviews by W. H. White on publications in the Hill Library in the transportation collection and releases by Kalmbach Publishing Co.

1975

New TLR model Kit Contest rules are published. The Winnipeg Model Railroad Club hosts the Spring Rally. Jim Bernier's series on the Duluth, Winnipeg & Pacific covers motive power, rolling stock, and operation plus modeling this prototype, including a track plan. The Fall Rally in Sioux City, IA., has a special model contest featuring the Silver Anniversary car kit and decals from the Minot rally. Susan Goodall, wife of TLR President Alf Goodall, wins first place.

1976

Duluth is the site of the spring rally with the major attraction the Lake Superior Transportation Museum. Prototype tours include the BN Shops, Ortran Coal Dock, harbor cruise, and DM&IR train ride to Two Harbors. "Prototype To Model" by Lester Breuer covers methods used to build models of prototype structures. At the Fall Rally in the Twin Cities prototype tours took attendees to the BN Northtown Yard and the Soo Line Shoreham Shops.

1977

THE FUSEE changes to instant print method to reduce printing costs in half. The Spring Rally is hosted by the Spud Valley Model Railroad Club in Fargo, N D with the major attraction being the Spud Valley Club railroad in Bonanzaville. The Model Railroad Industry Association (MRIA) show in Minneapolis is the major event for the TLR Fall Rally. The first annual Midwest Area Model Railroad Show is held in the Northtown Shopping Center Mall. The model railroad of the Lake Superior Transportation Club in the Duluth Museum is fully operational and the Twin City Club ceases operations in the Union Depot due it's closing.

1978

Proposed by-laws changes provide for formation of TLR Divisions. A request for volunteers to be Division superintendents is made. Winnipeg Spring Rally fan trip takes attendees to see the GWWD. Winona is the site of the Fall Convention with the prototype tour visiting various local railroad facilities. Twin City Model RR Club has a new home in the St. Paul Civic Center and the newly-formed Slope Area Model RR Club in Bismarck, ND is expanding members and activities.

1979

TLR wins the bid for the 1983 NMRA convention, Railway Jamboree In 1983, to be held in Winnipeg. Convention committee members are Nick Andrusiak, Hilt Friesen, Wolfgang von Thuelen and Stafford Swain. FUSEE ad rate is cut in half to generate revenue in addition to the \$3 dues. FUSEE mailing labels are now printed on the computer for a membership of 233. The "Literature" column, now called "Book Reviews," is dominated by Kalmbach books Iowa Terminal Railroad which is the major tour of the Spring Rally held in Mason City, IA.

1980

May spring rally organized by the TLR BOD is held in Hibbing, MN. At business meeting the BOD approves Divisions in Winnipeg, North Dakota, and Twin Cities. Within months, Duluth Division is approved. Division conventions replace the Fall Rally and are put on by No. 1 Northern, Twin Cities, and Lake Superior Divisions. They draw a total of 267 people -- more than the usual Fall Rally attendance of 100.

1981

LaCrosse Division is approved. Bismarck, ND is the site of the Spring Convention with a tour of the BN yards and car repair shops. THE FUSEE, which begins using computer word processing software for layout and printing, has a new column "Division Activity." Railway Jamboree '83 committee makes readers aware of planned activities for Winnipeg.

1982

Brainerd, MN, is the location of the Spring Convention featuring Burlington Northern Reclamation shops and BN tie treating plant. The Twin Cities Division, is incorporated; its officers, Lester Breuer, Fred Holzapfel, Jim Perske and De Smith Lindeen, along with volunteers, plan the 1982 National Model Railroad Exposition (NMRA) held in October. Bill Taylor reviews the event that brought 65 manufacturers and 35 local exhibitors together for the 7,600 attendees. FUSEE sets a record for total pages, 26 full size pages and for the quantity of ads. TLR dues remain at \$3.00.

1983

No spring rally this year because "Railway Jamboree 1983," the NMRA National Convention, is the Region event. Prior to the convention FUSEE pages are filled with requests for volunteers to help staff. A special convention issue is published that goes to members and convention registrants. The convention draws 11,000 people and results in a substantial profit to split between the TLR and the NMRA. First Tri-Division Fall Convention hosted by Twin Cities, No. 1 Northern and North Dakota Divisions is held in Thief River Falls. TLR membership has reached 408.

1984

Bloomington, MN, is the site of the Spring Convention. In THE FUSEE, "Pike Chatter" by Bill Taylor starts a series about visited home model railroads. As in previous years, members find "Modeling Hints From The Tuesday Night Roundhouse" by Fred Holzapfel.

1985

TLR convention is held in Thunder Bay, ON. Tours visit Thunder Bay Terminals, a dry bulk unloading facility, Can Car Rail, rail equipment builder, Canadian Pacific rail shops and Saskatchewan Wheat Pool elevator. Regular columns in THE FUSEE are "Pike Chatter," "Modeling Hints From The Tuesday Night Roundhouse" and G.A. McLean prototype drawings. Kashabowie Division, encompassing the eastern part of Northwestern Ontario with the Thunder Bay Model Rail Association as a base, is approved. TLR membership is 439 with new TLR members being introduced in the "Manifest." "From the President" by Lester Breuer offers a sign found in a CP tower reading: "Tell me, I will forget. Show me, I may remember. But involve me and I will understand." THE FUSEE is 30 pages. TLR dues are \$ 3.00.

Les Breuer will conclude our TLR history in the Fall issue.

Brass Car Sides News

Reservation List for 2009

HO & N: MILW 1935 *Hiawatha* coach sides; GN/CB&Q 8-4-4 "Pass" Sleeper for 1947 *Empire Builder & Western Star*; UP/C&NW "Western" & Wabash "Blue" P-S 12-4 Sleeper; P-S B&O/MP/KCS 14-4 sleeper-N.

Recent Releases

NP "Holiday Lounge" 487-93 in HO \$31.75 and N \$21.75; Milwaukee Road "Grove" HO sides retooled to fit Walther's diner & Tap-Lounge models. GN/NP/SP&S N-scale Vista-Dome coach sides for Con-Cor CZ-style dome coach \$21.75. Wabash, MP, B&O, IC, N&W, SR and CofG smoothside PS dome coach sides for Con-Cor ATSF-style dome. HO #173-64 \$31.75; N #173-564 \$21.75. Recent N: GN 48-seat 1215-series PS Coach #512 GN 1181-88 "Glacier" 16-4 Sleeper #525 NP/CB&Q/SP&S 8-6-3-1 P-S Sleeper #505 Two-DVD Second Edition of "Indiana, Minnesota, and Early Amtrak RR Memories: 1964-72" with higher quality video and 12 minutes of previews. #412, now \$28.75.

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May 29 - 31, 2009



Miles Hale paints one of the structures created in the "Make and Take" clinic on Friday afternoon.



One of the highlights of the convention was a "Make and Take" clinic conducted by Fran and Miles Hale. Here attendees busily assemble their Walthers modular buildings.



Mike Engler and Jack Bergan shared the secrets of chalk weathering.



Fran Hale looks over Miles Rohan's and Frank Gerry's shoulders to inspect their progress.



Les Breuer presented a clinic on Detailing an Athern boxcar.



Gerry Leone explained realistic model photo techniques in his clinic. (Photo by Terry Davis)



John Givan explains detailing and painting 1st generation diesels.



Terry Davis presented clinics on the Milwaukee's and GN's Hutch Branches.



TLR members get up-close-and-personal with locomotive 4105 in the TC&W shops on the Saturday morning tours. (Photo by Terry Davis)

It was a beautiful day for a speeder ride on Saturday, as members of the TLR visited Hutchinson's former GN depot. The depot is being preserved by the Luce Line Railroad Club, hosts of the convention. Tom Wiprud's Kalamazoo speeder provided the motive power. (Photo by Terry Davis)





Director of the TLR Achievement Program John Hotvet, MMR, awards "Association Official" certificates to TLR Secretary Jay Davis (left), and TLR Treasurer Dave Hamilton (right).



TLR President Alan Saatkamp awards the Bob Dew Sr. Memorial Service Award for five years of service to the Region to Gayle Olson, MMR (left), and the President's Award for exceptional service to the Region to Gerry Leone, MMR (right). (Photo by the inimitable Renay Leone)



(Left) TLR Contest Director Jim Bernier hands the Jock Oliphant Craftsmanship Award to Mike Engler for his "Duluth Company Freight House" model (see next page). (Right) John Hotvet, MMR, makes his report to the General Membership meeting on Sunday morning.



THREE ROADS TO HUTCH

Friday: Five clinics, dessert reception and "Luce Line/Minnesota Western" presentation at the McLeod County Museum, open showing of slides.

Saturday: Tours of the TC&W shops at Glencoe, the Dassel Depot Museum, Hutchinson's GN depot, the Luce Line Club's railroad, the annual banquet and awards presentation, and Chinese auction.

Sunday: General membership meeting and 7 layout tours.



Keynote speakers at the Saturday night banquet were famed modelers and clinicians Fran and Miles Hale, MMR. They shared experiences they'd had while on the road delivering clinics, and also spoke of their involvement with the NMRA, and what the organization means to them.

All photos by editor Gerry Leone except where noted.



Model & Photo Contests



**1st Place On-Line
Structure and Jock
Oliphant
Craftsmanship Award**

*"Duluth Co. Freighthouse"
by Mike Engler*



Locomotive, Diesel & Other

1st - "VIA 6504 & 6540" by Fred Headon, MMR
2nd - "VIA 1418 & 6557" by Fred Headon, MMR



Freight Cars

1st - "BNSF Bethgon Coalporter" by Ron Peterson
2nd - "CN 480742 Boxcar" by Lester Breuer, MMR
3rd - "H&LB 3 Gondola" by Ron Einarson



Non-Revenue

1st - "CP 400487" by Fred Headon, MMR
2nd - "M&N X-102 Russell Snow Plow" by Lester Breuer, MMR



Caboose

1st - "H&LB 11" by Ron Einarson



Off-Line Structures

1st - "Vicksburg Building" by Mike Engler
2nd - "Serria West 'Jewell'" by Jack Bergen



On-Line Structure

1st - "G. Leone Meat Packing" by Mike Engler
2nd - "Freight House #1" by Alan Saatkamp



Photo / Prototype Color Print

1st - "Ore Trestle at Dawn" by Frank Gerry
2nd - "Grass Between The Rails" by Tom Mauszycki, MMR
3rd - "Welding the Diamond" by Ron Einarson



Photo / Prototype Black & White Print

1st - "West Hoffman" by Dennis Mills
2nd - "NP 328" by Dennis Mills



Photo / Model Color Print

1st - "24 at Grain Elevator" by Gerry Leone, MMR
2nd - "Doodlebug at Glen Oaks" by Gerry Leone, MMR
3rd - "Earu Evemomg Swotcj Job" by Tom Mauszycki, MMR

Prototype Slide

1st - "CP5950 in the Snow" by Fred Headon, MMR
2nd - "CP5540 at Kenora" by Fred Headon, MMR
3rd - "Karlstad" by Fred Headon, MMR

Model Slide


1st - "The Canadian" by Fred Headon, MMR

Two local boys make good on the National NMRA scene

Mike Brestel, President of the National Model Railroad Association, has appointed two Thousand Lakes Region / Twin Cities Division members to the first-of-their-kind national posts.

Effective immediately, Gerry Leone, MMR, assumes the newly created position of National Communications Director. In this role Gerry will be responsible for fostering communications between the National organization and Regions and Divisions, as well as overseeing any external communications from the NMRA. Gerry has been serving as Deputy Chair of the NMRA's Membership Services Department for the last three years and will also remain in this position. He's also a member of the TLR Board of Directors and editor of its newsletter.

Also effective immediately, Tim Klevar assumes the position of the NMRA's first Information Technology (IT) Manager. Tim's a 20-year veteran of the IT industry, and has been serving as NMRA Webmaster for the past several years. It was under Tim's watchful eye that the NMRA website was completely redesigned. Tim is also currently webmaster for the Twin Cities Division's website.

These two positions will greatly enhance the NMRA at a national level, and will help make the organization even stronger in the 21st Century. 

31st Annual Spud Valley Hobby Show

Sunday, October 18, 2009

9:00 am to 3:00 pm

- ★ 15th Annual "Plastics on the Prairie" model contest
- ★ Large & small operating model railroads
- ★ Vendors selling farm toys, plastic models, model railroad items, die cast vehicles, old toys, railroad collectibles and more
- ★ Door prizes -- No need to be present to win
- ★ Valley RC Flyers displaying their planes

Admission: \$5 (under 12 free with paid adult)

For information, call Gerald: 701-799-0534

**Ramada Plaza Suites
Crystal Ballroom
1635 42nd St. S., Fargo ND**

15th Hutchinson Model RR Show

Sat. Sept. 26, 2009
9 a.m. - 4 p.m.



LAYOUTS paid \$25 to attend!
Call David Zachmeyer: (320) 587-8641
or e-mail: zachmeyer@mac.com

8-foot flea market tables only \$20 each!
Call Mark Brauh: (320) 587-2279
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**McLeod County Fairgrounds
780 Century Ave. S.W.
Hutchinson, MN.**

Admission: \$4 adults, 12 & younger free

Many operating model railroads on display, a large flea market, modeling clinics and a model contest in such categories as structures, rolling stock, MOW, cabooses and motive power.

www.lucelinerailroadclub.com

For more info: call (320) 587-7820 or e-mail: ptdavis@hutchtel.net

"How NOT to" continued from page 1



criminate of gauge. I had thick bell wire attached to gossamer-thin 22 gauge wire, attached to lamp cord, then to speaker wire. What money I saved on wire I spent on solder. Conductivity was, shall we say, sporadic? The current must've had a very confusing trip traveling through this confusing mess of gauges.

I knew nothing about terminal strips or solderless connectors, but I could solder like a maniac, and that's what I did. Everything was connected to five main wires which were hooked up to my transformer. As I added more accessories, I soldered more wires to the main ones. I soon wound up with five lumpy balls of solder under my layout. One was almost the size of a golf ball! If I needed to add another wire, I'd stick it on the ball and slap on a hot glob of solder.

Needless to say, this doesn't make a secure electrical connection. Every once in a while, the vibration of my trains rolling on the unbal-

lasted track would shake a couple of wires loose from the solder balls and/or the patchworked wire system, causing more power outages and short circuits than I'd care to remember.

I didn't bother neatly bundling my wires and running them in neat right angles fastened against the lumber. The shortest distance between two points is a straight line, and that's how I ran them. It saved me money in wires, but it looked like a gigantic drunken mutant spider had spun a web underneath my layout, with lumpy wires coming out of his butt. Tracing shorts in this multi-colored, multigauged maze took hours!

The Grades

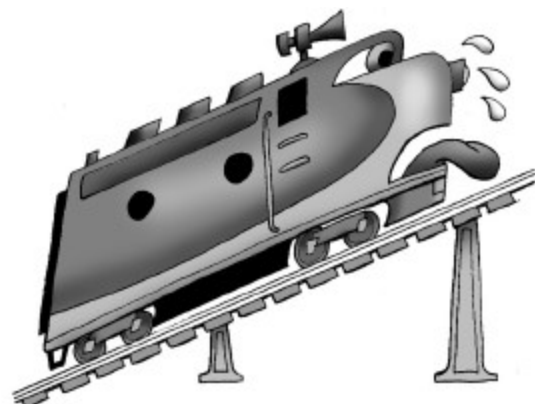
I wanted grades on my layout, not only for the visual interest, but to elevate the trains so they'd make less noise! I discovered that model trains are as susceptible to the same laws of physics as the real ones. I made my first grade with a store bought trestle set, the instructions called for one trestle per track section. But one trestle per track section made an 8% grade! Not even the most agile Sherpa in the Himalayas could climb that grade.

I was forced to do something I do only in the most desperate of situations - use math! After measuring the maximum amount of track available for grading, and calculating it against the maximum height of the grade, I was able to figure out what height each section of track required.

But I did cheat a bit in the calculations. The only way I was able to pass geometry in high school was to draw a picture of whatever tri-

angle we were calculating and measure it against my figures to see if I did it right. I did this on a grander scale with my layout by inserting 1x3's under the track, propping them up with bits of scrap lumber, then measuring where I needed to place the supports. As a point of pride, I still did the math beforehand, and then compared the calculations with the measurements. My rusty high school geometry calculations were surprisingly accurate.

I made a sloping uphill grade of 3%. But downhill was another matter. I had less than half the length to make it down to grade level, and the downward slope ended in a sharp curve! I doomed to run my trains in one direction



only, for none of my locomotives could descend the downward grade. I became a real throttle jockey, constantly easing up on the juice before the train hit that dreaded grade. I could've isolated the downhill slope with insulated blocks, but I moved before I got around to it. It was a good thing I didn't try it, considering the sorry shape my wiring was in.

Next - The final chapter! More problems, and the inevitable dismantling of my layout.

"Minutes" continued from page 3

A discussion on if the Old Goat award was still viable was held. With the change from TLR member to subscriber and poor records, Dave Hamilton made a motion to do away with the award. Gerry Leone seconded the motion. Jim Bernier amended the motion to state that this year's recipients would be the last. Motion carried.

A discussion on The International Order of the Bent Spike Award was held. The previous recipients had been contacted about passing the award on, but they felt that they didn't know the membership well enough personally to pass it on. Jim Bernier made a motion to abolish the award. Gerry Leone seconded. Motion carried.

Our last topic was Gerry Miller's 2011 convention proposal for Dubuque, IA. Gerry presented a detailed overview of the convention. Gerry Leone made a motion to award the 2011 convention to Dubuque. Dave Hamilton seconded the motion. Motion carried.

Alan Saatkamp made a motion to adjourn and Terry Davis seconded the motion. Motion carried. The meeting was adjourned at 11:35pm CDT.

Minutes of the TLR General Membership Meeting, May 31, 2009, Hutchinson, MN. Submitted by Secretary Jay Davis

The meeting was called to order at 9:00 A.M. CDT.

OLD BUSINESS

The meeting started with the reading of the minutes and reports from all the other Board members.

Larry Feay made a motion to approve the combined reports of the board. It was seconded by Larry Van Den Plas. Motion carried.

Elections were held to fill four Board vacancies. Terry Davis was done after his one year term and Chris Dancy decided not to complete his two year term. Alan Saatkamp and Gerry Leone were up for reelection. Nominations were called from the floor by Alan. No nominations were given from the floor. Alan nominated Paul Ullrich, Gerry Miller, Tim Lynn, Gerry Leone, and offered himself to be nominated. Charles Durrenberger moved to close nominations. This was seconded by Ron Bodin. Since there were more candidates than openings, ballots were handed out. Jay Davis and Jim Bernier counted the ballots. The following numbers of votes were cast for each nominee: Gerry Miller

27, Gerry Leone 39, Alan Saatkamp 39, Paul Ullrich, 34, and Tim Lynn 17. A motion to destroy the ballots was made by Fred Heaton and seconded by Frank Gerry.


The final item on the agenda was to vote, by the membership, on the bylaw changes that were published in the last FUSEE. A vote was taken and passed.

Frank Gerry made a suggestion that the Board take a look at reinstating the Old Goat Award at the mid-year meeting.

Les Breuer and Frank Gerry wanted put in the minutes that all who helped with the convention deserve big thanks.

Larry Van Den Plas moved to adjourn the meeting at 10:15 a.m. Paul Ullrich seconded. Motion passed.

A caucus was then held to make decisions on the placement of the elected members. Alan and Gerry Leone were elected to two-year terms and Gerry Miller and Paul got one-year terms respectively.

After the caucus Gerry Leone made a motion to donate \$100 to the Luce Line Club. It was seconded by Jim Bernier. The motion was approved. 

The Thousand Lakes Region of the NMRA

Board of Directors

President

Alan Saatkamp
902 Chestnut St.
Harrisburg, SD 57032
605-767-9743
saatkamp@iw.net

Vice President

Gerry Miller
1040 Hawkeye Dr.
Dubuque, IA 52001
563-557-9646
geriller@mchsi.com

Secretary

Jay Davis
P.O. Box 264
Everly, Iowa 51338
712-834-2073
jdandice22c@hotmail.com

Treasurer

Dave Hamilton
18015 33rd Pl N.
Plymouth, MN 55447
612-281-8643
mzz64@yahoo.com

Convention Director

Paul Ullrich
3 Gimli Place
Winnipeg, MB
R2R 2B8
204-694-1061
pullrich@mts.net

Public Relations

Gerry Leone, MMR
6459 Smithtown Road
Excelsior, MN 55331
952-474-8364
gerryleone@earthlink.net

Contest Director

Jim Bernier
5631 Silas Dent Rd NW
Rochester, MN 55901
507-261-4991
jrbernier@hotmail.com

Department Chairpersons

Membership & Handbook

Dave Hamilton
18015 33rd Pl N.
Plymouth, MN 55447
612-281-8643
mzz64@yahoo.com

Achievement Program

John Hotvet, MMR
5100 Nicollet Ave. S.
Minneapolis, MN 55419
612-822-5788
johntrain@aol.com

Historian

Thomas Mauszycki, DDS, MMR
1671 Valley View Drive
Winona, MN 55987
507-454-3800
tmauszycki@charter.net

Webmaster

Dave Hamilton
18015 33rd Pl N.
Plymouth, MN 55447
612-281-8643
mzz64@yahoo.com

FUSEE Editor

Gerry Leone, MMR
6459 Smithtown Road
Excelsior, MN 55331
952-474-8364
gerryleone@earthlink.net

Division Supers

Dakota Southeastern Div.

Terry Anderson
109 Milwaukee Ave.
Harrisburg, SD 57032
605-767-5423
topcop@iw.net

Minnesota River Valley Div.

Terry Davis
1380 Jefferson St. S.E.
Hutchinson, MN 55350
320-587-7820
pddavis@hutchtel.net

No. 1 Northern Div.

Ron Einarson
1364 Dudley Crescent
Winnipeg, MB
Canada R3M 1P3
204-475-6267
ron.einarson@pwgsc.gc.ca

Prairie Lakes Div.

Doug Harding
1019 6th St. N.E.
Sibley, IA 51249
712-754-3303
Doug.Harding@iowacentralrr.org

South Red River Valley Div.

Jim Moore
453 Oakland Ave. South
Fargo, ND 58103
701-293-7834
jimraemoore@msn.com

Twin Cities Division

Ron Bodin
763-755-8408
ronbodin@gmail.com

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Changes of address should be sent to the Treasurer.

Nuts. I didn't add any funny stuff to the above paragraph. Ran out of time. And "funny."

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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.

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1/6 pg 4 1/4" x 2 1/4"	35.00	12.25	18.50
1/8 pg 2 3/8" x 2 1/4"	25.00	8.75	15.00
1/8 pg 3 1/4" x 2 1/4"	25.00	8.75	15.00
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Summer 2009

THE FUSEE

18015 33rd Place N.
Plymouth, MN 55447

INSIDE:

*Three Roads to Hutch
convention highlights*

*More ways to not build
a model train layout*

Train shows & events in and near the Region

Compiled by Gerry Leone, Jim Bernier, and Terry Davis

Sunday - Saturday, 07/05-11/09, NMRA National Convention, Hartford, CT. For more info: www.hn2009.org/home.html

Saturday, 07/18-11/09, Rail Fair, LaCrosse, WI. No location available. For more information: 608-582-4761 or www.lacrosseshortline.org

Saturday, 09/18/09, Soo Line Historical & Technical Society Convention & Swap Meet, 8:30 AM - 1 PM, Alexandria Holiday Inn Convention Center, Courtyard 4. Admission: free. For more information: www.sooline.org, or call Kent Ohlfs at 608-781-4835 or ohlfs.kent@uwlax.edu

Saturday, 09/26/09, 15th Hutchinson Model Railroad Show, 9 AM - 4 PM, McLeod County Fairgrounds, 780 Century Ave. S.W., Hutchinson, MN. Admission: \$3, children 12 or younger free. Model contest, model clinics, flea market tables call 320-587-2279. Layouts paid for attending, call 320-587-8641. Hosted by the Luce Line Railroad Club, Inc.

Sunday, 10/18/09, 31st Annual Spud Valley Hobby Show, 9 AM - 3 PM, Ramada Plaza Suites, Crystal Ballroom, 1635 42nd St. S., Fargo, ND. Admission: \$5, under 12 free with paid adult. 15th Annual "Plastics on the Prairie" model contest, operating model railroads, vendors selling toys, models, railroad items, collectibles and more, door prizes, Valley RC Flyers displaying planes. For more information call Gerald, 701-799-0534.

**Want your event listed here?
If you don't tell us about it,
we won't know about it!**

**Email Jim Bernier at
jrbernier@hotmail.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.