

Thousand Lakes Region

National Model Railroad Association



The FUSEE



Volume 59 Number 3

www.thousandlakesregion.org

Spring 2013

Twin Cities Division ready to entertain TLR guests this spring

by Tracy McKibben



From the relic Milwaukee Road 4-8-4 steam engine to the Minnesota North Star commuter service, there is plenty of rail-related activity to choose from during Twin Rails to the Twin Cities

Why did the model railroader **cross the road?** He didn't, his wife did! That will be the punchline this spring when the Thousand Lakes Region Convention rolls into the Twin Cities. While the railroaders are immersed in

an assortment of clinics (including lots of hands-on and even free vendor kits) or off running trains on one of the many layouts in the area, the non-railroaders will be across the street at the Mall Of America, or elsewhere in the Cities at one of many additional attractions to enjoy.

the Saturday clinics, layout tours, prototype tours, and operating sessions. An additional \$40 gets you into the banquet on Saturday night. **That's \$65 for a full day of model railroading fun capped off with a fun evening and good food.** Of course, registration for the entire weekend is only \$90—clearly the better deal! Regardless of your registration choice, attendance of any convention activities requires active NMRA membership or Railpass membership.



Ken Zieska's light bar will enlighten viewers during the many modelers' clinics at convention

First, let's talk business. Don't want to register for the full weekend? This year **we're offering a** special one-day registration for \$25 — active NMRA members can attend all of

Convention activities will take place at the Best Western Mall of America in Bloomington, Minnesota. A discounted room rate of \$105 per night is being offered (continued on page six)

View from the Cab

by TLR President Gerry Miller

The NMRA changed boundaries (in 2012) for all the regions in the US—with a county boundary system due to post office closings. In the TLR only Iowa changed—one county moved into the Midcontinent Region. Below are the new boundaries. Final vote on this matter will be at the Board of Director meeting in May. The TLR Handbook and Bylaws will be updated at that time. And once again it's convention time. This year we will be traveling to the center of the Region, Bloomington, MN. The folks from the Twin Cities have a full weekend planned for us—many layouts to visit and lots of clinics. The 2014 convention will be in Sioux City, Iowa, hosted by the Prairie Lakes Division. There is a possibility that the 2015 convention will be in Thunder Bay, Ontario, Canada!

South Red River Valley Division

Counties in Minnesota: Beltrami, Big Stone, Becker, Clay, Clearwater, Hubbard, Kittson, Lake of the Woods, Mahanomen, Marshall, Norman, Pennington, Polk, Red Lake, Roseau, Traverse, Wilkin.

Counties in North Dakota: Barnes, Cass, Dickey, Lamoure, Ransom, Sargent, Stutsman, Richland.

Counties in South Dakota: Clark, Codington, Day, Deuel, Grant, Hamlin, Marshall, Roberts

Minnesota River Valley Division

Counties in Minnesota: Benton, Chippewa, Douglas, Grant, Lac Quin Parle, Lyon, McLeod, Meeker, Kandiyohi, Ottertail, Morrison, Redwood, Sibley, Stevens, Yellow Medicine, Wright, Todd

Prairie Lakes Division

Counties in Minnesota: Brown, Blue Earth, Cotton Wood, Fairbault, Freeborn, Jackson, Lesueur, Marlin, Murray, Nobles, Nicollet, Rice, Steele, Waseca, Watonwan.

Counties in Iowa: Buena Vista, Clay, Cerro Gordo, Calhoun, Crawford, Carroll, Cherokee, Dickenson, Emmet, Franklin, Humboldt, Hancock, Ida, Lyon, Kossuth, Monona, O'Brien, Osceola, Palo Alto,

Prairie Lakes Division (continued)

Pocahontas, Plymouth, Sioux, Wright, Worth, Sac, Webster, Winnebago

Twin Cities Division

Counties in Minnesota: Anoka, Carver, Dakota, Hennepin, Scott, Ramsey, Washington

Southeastern Division

Counties in Iowa: Dubuque

Counties in Wisconsin: Grant

Dakota Southeastern Division

Counties in Minnesota: Lincoln, Pipestone, Rock.

Counties in South Dakota: Aurora, Bennett, Beadle, Bonhomme, Brown, Brule, Buffalo, Campbell, Charlesmix, Clay, Corson, Dewey, Douglas, Edmunds, Falk, Gregory, Haakon, Harding, Hand, Hughes, Hutchinson, Hyde, Kingsbury, Jackson, Jerauld, Jones, Lake, Lincoln, Lyman, McPherson, McCook, Mellette, Minnehaha, Miner, Moody, Potter, Perkins, Sandborn, Stanley, Spink, Sully, Todd, Tripp, Turner, Union, Walworth, Yankton, Ziebach



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(FRED) ERom the EDitor
by Alan Saatkamp MMR

The Dakota Southeastern Division has a new superintendent—Richard Dahl. He and new assistant super **Chad Boese** comprise 2/3 of the DSED's elected officers. Mike Kaufman completes his sixth and final year as chief clerk in 2013. We'll be electing a replacement for Mike during our December meeting.

“Why did he spend a paragraph on that?” you wonder. There is a method to my madness. Each officer is an active member—hosting meetings, promoting the hobby during layout tours, supporting library clinic days, and building/operating the expanding club **modular layout**. **Don't forget our 2012 TLR convention effort, which required every members' help.**

Over the past several years all three contributed mightily to the success of our growing division. In fact, each member meets or exceeds the requirements toward the Achievement Program volunteer certificate. Look for their names in upcoming issues of NMRA Magazine this spring or summer. Also, consider whether you too deserve the award (and \$50 incentive check from the TLR for first time AP participants). Check the criteria on the NMRA website for details and the necessary documentation. 



Modeling modern D & I locomotives in HO scale

by Eric Carlson

story and photos by the author

D&I Railroad, more properly and formally known as the Dakota and Iowa Railroad, is a large shortline railroad that serves eastern South Dakota and extreme northwest Iowa. It mostly uses former Milwaukee Road right of way. D&I is responsible for moving aggregate products for its parent company L.G. Everist, plus a range of agricultural products for various customers on the southern half of the line.

D&I always has been an EMD stronghold, dating back to the startup days in the early 1980s. These years followed the ill-fated **Milwaukee Road's retreat** from the area. During the first two decades of operation, the road rostered exclusively first generation four axle type EMD motive power. Today, times have changed. So too has the D&I roster. The table below shows a **summary of D&I's newest power**



D&I locos head up the Morefield line to deliver fertilizer loads

The first generation geeps are mostly relegated to non-mainline jobs or stored in running condition, mostly due to improved efficiency of the newer power.

Commercial Models: GP50: Those of you who attended the Rails to the Rocks convention in

convention in Sioux Falls during the spring of 2012 likely enjoyed the company of the two GP50s on the excursion train or were lucky enough to win the raffle for the cab rides! These two engines are the only DAIR engines *(continued on page nine)*

<u>DAIR 2510</u>	Ex-KCCX 798	GP39-2	Atlas Trainman
<u>DAIR 2511</u>	Ex-KCCX 786	GP39-2	“
<u>DAIR 2512</u>	Ex-CNW 5054	GP50	Athearn RTR – already decorated
<u>DAIR 2513</u>	Ex-CNW 5079	GP50	“
<u>DAIR 2701</u>	Ex-DRGW 5339	SD45	Kato, Athearn – in Ortonville Stone Company markings, cream and green
<u>DAIR 2801</u>	Ex-DRGW 5331	SD45	“
<u>DAIR 3029</u>	Ex-UP 3336, ex-MP	SD40-2	Kato
<u>DAIR 3030</u>	Ex-UP, ex-MP	SD40-2	“
<u>DAIR 3031</u>	Ex-UP, ex-MP	SD40-2	“
<u>DAIR 4027</u>	Ex-SP	SD39	Brass or advanced kitbash starting with Kato SD40
<u>DAIR 4028</u>	Ex-SP	SD39	“

Source: <http://www.rpicturearchives.net/>

THE TLR EXECUTIVE HOPES TO ATTRACT MORE MEMBERS TO THE NEXT AGM BY DELIVERING THE MINUTES GANGMAN STYLE.



LESSONS LEARNED A SUCCESSFUL CONVENTION PART TWO

by Jay Manning

Christmas holidays are over—time to push forward with convention planning and arrangements—a time to confirm and a time “grind.” At the Division January meeting, the Executive Committee presented the convention as it was planned up to that point and got focus back on the mission. An individual was designated as the single point of contact to receive and process registrations. I had previously contacted a company that manufactures commemorative pins for cost estimates to do one for this convention. The Division decided to have a convention pin with a design based on the convention poster.

I presented a draft solicitation letter for the Chinese auction comments. As a former govern-

ment employee, I was never allowed to solicit for anything, let alone for a charity auction. I talked with the previous year convention director about how to solicit for the Chinese Auction. I decided to start early in January—the beginning of the tax year for many businesses—get to them first and early. I gathered names from model railroad publications and the web site listing model railroad manufacturers, solicited firms that were in Milwaukee at their November show, solicited firms I did e-mail business with, and got names of firms from DSED members who purchased model railroad items from outside the area. In the end, I sent out 175 letters and e-mails in support of the auction. The tremendous response was unanticipated.

It is now time for the February division meeting. Once again the membership was briefed on convention planning progress and a rough draft of the agenda. It is critical to have a membership that is fully informed and totally supports the effort. A lengthy discussion took place, with consideration of the estimated staffing requirements to support the activities, plus the availability of members to fill needed critical positions. A notional schedule of events with room for volunteers to sign up was floated. The big issue at this meeting was considering non-rail related activities for the participants and appointing individuals familiar with each activity to make contact and arrangements. The DSED was again fortunate to have members with contacts at (continued on page five)

(continued from page four)
several of the activities being offered. Additionally, contact with the Convention and Visitors Bureau was made to confirm the convention dates and site. They had name badge holders available at a very reasonable cost and provided handouts to give to the registrants which listed Sioux Falls' numerous activities.

March is now upon us. Sixty days to go—oh boy. Once again the membership was briefed at the monthly meeting on the firmed up schedule of events. During this month it is a good time shop around to find a printer to support the convention needs, i.e. programs, name badges and certificates. I found a wide range of prices and enthusiasm, eventually selecting one that a model railroader owned. I again reconfirmed the convention on the **selected caterer's schedule.** At the same time, all tours, transportation, and facilities were again checked to confirm the convention was on their schedules. Registrations had been arriving and a master listing of participants was prepared. The clinicians were again contacted via e-mail to confirm that they still we were still on their schedules.

April comes faster than one realizes, but with the agenda at each DSED monthly meeting, the Executive Committee had a **"gentle reminder" of the need to** for an all-out support effort by the Division members. Issues came up concerning the use of overhead projection as part of the clinics—one member had experience and stepped forward to work with the host facility. The rail and non-rail activities schedules were meshed with the convention schedules one more time with the membership discussing the support needs of all activities on a per activity basis. I began menu planning using the **caterer's available items.** The speakers for Friday and Saturday evenings had been found and confirmed by members of the Division and TLR leadership. Towards the end of the month, I began working weekly with the printer on convention needs. As the end of April approached the Executive Committee met for **one last "scrub of everything"** looking for anything that might have been overlooked. A decision was made to invite spouses to the May meeting so they too had input into the effort.

It is now May and the conven-

tion is three weeks and counting down fast. With spouses present, the convention was discussed in detail and fine-tuned. All tours and transportation needs had been reconfirmed as well as the non-rail activities and their requirements. We as a group walked the entire convention site together and discussed the requests of the host facility concerning the use of its facilities. A contingency plan was also discussed in case bad weather impacted outdoor activities. Individuals volunteered to staff registration beginning Thursday evening.. One lesson learned—when planning menus for four meals, get the spouses involved. When I presented the menus, the spouses politely redid them for me to balance the meals. As we concluded that meeting two plus years of planning and working with the membership had taken **the "crush" of the last minute out** of the picture.

It is time to open the door and welcome the guests. You want the Division well represented on Thursday evening and Friday morning. Registration packets were ready for the participants with all of the information neces-
(continued on page eight)

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(continued from page one)
to convention attendees, but to get this rate you MUST call the hotel directly at 952-854-8200 **and mention that you're with the TLR convention.** Do NOT call the toll-free reservation line for Best Western.

Activities officially kick off at 5:00pm on Thursday, May 16th. The registration table is setup, check-ins for the model contents begin, and the hospitality/reception suite opens up. If there is enough interest, an operating session might be offered on **Thursday evening.** If you're interested in operating that evening, be sure to indicate this on your registration form! There is no organized dining event planned for Thursday night, but there are dozens of dining choices within walking distance of the hotel, including the on-site restaurant.

On Friday, the festivities resume at 8:00am when the registration table reopens. At 9:00am, the first clinics of the weekend begin. The formal clinics schedule is still being finalized, but will be posted on the TLR website. There are lots of prototype operations to choose from, but few of them are willing to allow a bunch of railfans to come in and look around. Luckily, there are three organizations who are more than happy to cater to people like us -- the Friends of the 261, the Jackson Street Roundhouse, and Progressive Rail in Lakeville. The PRG tour is limited to the first 25 registrants, so be sure to register early if you wish to participate.

If you're not familiar with the Friends of the 261, they're the volunteer organization who operate and maintain the former Milwaukee Road #261, a rather famous 4-8-4 steam locomotive. The locomotive recently underwent its 15-year rebuild and inspection. **We'll be touring the** facility where the locomotive is housed and maintained.

A third confirmed prototype outing is to the Minnesota Transportation Museum, located in the Jackson Street Roundhouse in St. Paul. The museum features a working turntable, multiple locomotives, and several assorted **pieces of rolling stock.** That's just the stuff sitting outside. Inside the museum are various bits of transportation history, lots of railroad memorabilia, and more locomotives and rolling stock. The roundhouse also hosts the Great Northern Historical Society.

That pretty much covers the **convention activities.** It's going to be a busy weekend filled with model-railroading fun. From building models to running them to viewing some exceptional work that others have done, whatever your interest is in model railroading, **we've got you covered.** But wait, **what if you're not a model railroader?** What are you going to **do all weekend?** Let's talk about that for a minute. Ordinarily, there are a few organized activities planned for the non-rail attendees. **We haven't forgotten about those who don't know (or care about)** the difference between Z scale and HO scale. However, due to the immense



number of attractions to choose from, some in the immediate vicinity of the convention hotel, **we've chosen NOT to organize** non-rail activities. Instead, each registrant packet will include information from the Minneapolis **Visitor's Bureau** describing popular attractions in the area. Here are a few to choose from:

Mall Of America, the stadium-sized shopping mecca across from the convention hotel. Included are over 500 stores, 50 restaurants, an aquarium, and an indoor amusement park.

The Minnesota Valley National Wildlife Refuge is a five minute drive. Bald eagles, coyotes, deer, assorted waterfowl, and a large variety of migratory birds live in this 14,000 acre refuge.

The Minnesota Landscape Arboretum is a 30-minute drive, offering 1,000 acres of plant varieties, 12 miles of walking trails, and a three mile driving loop.

Light rail from the Mall Of America will take you to downtown Minneapolis too.

Information on these activities, and more, will be included in your registration packet. Feel free to stay an extra day!



REGISTRATION FORM

TWIN RAILS TO THE TWIN CITIES
BLOOMINGTON, MINNESOTA, MAY 16-19, 2013
Sponsored by the Twin Cities Division

Best Western PLUS Hotel at Mall of America
1901 Killebrew Drive, Bloomington, MN 55425
To get the special rate of \$105/night, you MUST
call 952-854-8200 and mention rate code "TLR".
Parking is free.

Note: You must be a member of the National Model Railroad Association, or purchase a 6-month RailPass* membership to attend. Membership will be checked!

Spouses or significant others need not be NMRA members to attend the Friday Social and Saturday night banquet meals and non-rail events.

Name _____ NMRA # (Required) _____
 Spouse/Guest Name _____ NMRA Membership Expiration Date _____
 Address _____
 City _____ State/Province _____ Zip/Postal Code _____
 Phone () _____ Email _____
 Preferred scale (for FREE vendor-provided kits): **N** **HO** **S** **O**
 Will you be entering a model in the model contest? **YES** **NO**

EVENTS AND PRICING:	Price	Total
Early-bird Member Full Weekend Registration (Postmarked by May 1st 2013) <i>Includes all clinics, tours, Friday social and Saturday banquet. Save \$10!</i>	\$90	
Companion Early-bird Full Weekend Registration (Postmarked by May 1st 2013) <i>Includes all clinics, tours, Friday social and Saturday banquet. Save \$10!</i>	\$90	
Registrations postmarked May 1st 2013 or later	\$100	
Friday Social Hour only	\$30	
Saturday Banquet only	\$40	
Limited one-day registration (Saturday clinics and tours only)	\$25	
6-month RailPass NMRA Membership for non-NMRA members*	\$10*	
	Total	

INDICATE PLANNED EVENT PARTICIPATION				
	Member		Spouse	
	Y	N	Y	N
THURSDAY EVENTS				
Operating sessions				
FRIDAY EVENTS				
Operating sessions				
Friday social				
SATURDAY EVENTS				
Operating sessions				
Tour of 261 shop				
Tour of Progressive Rail (Limited to first 25 registrants)				
Tour of Jackson Street Roundhouse				
Saturday Banquet				
SUNDAY EVENTS				
Operating sessions				

MAKE CHECKS PAYABLE TO TWIN CITIES DIVISION
Send completed form, payment and any questions to:
Dave Hamilton 18015 33 rd Place N Plymouth, MN 55447 763-274-9120 mzz64@yahoo.com

*RailPass offer is good in the U.S. and Canada only and is for new members and those who have not been NMRA members for two years or more. Individuals can only join at RailPass rates one time; if you have been a RailPass member before, you are not eligible again.

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 sary to get folks to the right place at the right time to fully participate on the activities those chose. We planned to have two Division members present in each clinic to assist with the clinics and transition from one to the next. When it was time to move to the busses for activities away from the convention site, we again had two division members assigned to each bus with knowledge of the route to each planned activity. With decent weather for both days of activities away from the **convention site, I kind of “lost sight” of the contingency plans.**

All of the planned convention activities wrapped up on schedule and the participants began their home layout tours on Sunday. The tours were scheduled to begin at 1:00 p.m., but at the Region Annual meeting a request was received to start them at noon since there were so many locations widely dispersed around the area. With some quick phone calls, the request was accommodated. Volunteers remained at

the convention site to “clean up” from the convention and get things back in order. That occurred in a timely manner, meeting the **host institution’s request to have the main area cleared for a late afternoon event** scheduled in that area. Once again, the Division membership not involved in the home layout presentations stepped up and finished the work.



Over 100 guests enjoyed hospitality, food, and fellowship during the May 2012 convention held at the Good Samaritan Jerstad Center
Gerry Leone MMR photo

Cardinal Lessons Learned
 There are critical lessons to be taken away from these articles. First and foremost, *start early.* A

convention will not succeed without the whole-hearted support of your Division membership from the beginning to the end. Choose a theme and set goals early and follow-up on each. Do not hesitate to ask questions of the Region and its membership concerning any issue that you are concerned about during the entire process. Do not assume anything—ask. Appoint a central working group of two to three members with responsibility to oversee the entire effort. Listen when attending gatherings for ideas concerning what individuals would like to participate in, particularly clinics and tours. Learn **your members’ expertise and contacts** so that you can have every member involved in the whole convention. Many convention activities such as The Fusee deadlines, the board meeting, the general membership meeting, banquet, and contest room are always on the schedule—be certain to place those on your master schedule first so they are included.

Conclusion

Rails to the Rocks, Sioux Falls 2012 met its overarching goal—providing participants a convention that represented a good value for their money and time spent in convention-related activities. The goal was met by starting early, taking advantage of all the host area had to offer, and most of all, having total membership participation in support of the convention.

TRAINS AT CHRISTMAS
MODEL RAILROAD SHOW AND SWAP MEET

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(continued from page three)
to have ever been done commercially. Athearn ran them several years ago. Occasionally they can be found at hobby shops, train shows, or on EBay.

GP39-2: Perhaps the strangest engines on the roster, these were purchased from Kennecott Copper and had elevated cabs, resembling contemporary genset switchers. Their cabs have **since been lowered and don't** look a great deal different than ordinary factory GP39--2 locos. These are late production examples, **so you'll want to look for** the phase 2 Atlas model, not the phase 1 version.

SD39: These are perhaps the coolest engines on the roster. When they first arrived in Dell Rapids, they wore DRGW paint because they were once in the movie Switchback. They were

lettered for Andesite Rock Company (ANDX) before they were painted yellow and black. Extensive kitbashing is needed to **convert these from Kato's SD40**. I took a few shortcuts and came out with something passable. I removed the original radiator fans and replaced them with aftermarket ones and moved the brake gear to the end of the long hood. I also applied details to represent the mounting brackets where the SP lighting packages had been attached. Upon arrival, both units had humongous SP-style snowplows on both ends.

The rear plows have since been removed. Beware that DAIR 4028 has its headlights mounted on the cab and 4027 has its headlights on the nose. An odd spotting feature of these engines is

the radiator water level sight glass on the outside of the door on the engineers side. I was previously mistaken that this is a dash 2 feature only.

SD40-2: DAIR 3031 is a phase 1 unit with what modelers call chicken wire radiator inlets. DAIR 3029 and 3030. Kato offers models that are appropriate for all of these, but check photos on brake gear, horn and antenna placement before you begin work. The Kato snoot nose unit will work well for 3029 and 3030 **if you don't mind replacing the nose** with a Cannon and Co kit.

SD45: I am omitting details about these units because they are currently assigned off-
(continued on page ten)

Subscribe to The Fusee

If you're an NMRA member residing within the boundaries of the Thousand Lakes Region, you're automatically a TLR member. So why not keep up with what's happening in the Region? Use this form to subscribe to The Fusee. If your subscription has lapsed, use this form to renew.

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GN and Milw Road Arriving

HO & N brass sides for GN 1100-04 PS Mail-Baggage (skirted), GN ACF 1145-46 Cafe-Coach (skirted), and Milw Road 85' Baggage-Dorm rebuilds 1350-52 & 1354 are due in February. We continue to solicit your interest in other planned side sets. Commission a new item for as little as \$350-400 for 4 HO or 7 N sets. Most discontinued sets may be obtained by special order. info@brasscarsides.com.

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**Brass Car Sides, 715 S. 7th St.
St. Peter, MN 56082-1435**

(continued from page nine)
 property to Commerce City, CO and are painted in a CNW-esque lightning bolt scheme in cream and green colors.

Paint and Decals
 I airbrushed my D&I models with **Testor's acrylic paints**. I began with insignia yellow, then masked with 3M blue painters tape. I

I had a lot of fun modeling parts of this handsome and historic fleet of locomotives. They are a fitting tribute to their classy shortline prototype.



clockwise: Loco #3031, a former UP SD40-2, overtakes #3801, a protolanced GP38; #3029, another former UP unit, passes a stenciled AOK (former CN&W) hopper; a trio of units cross the Sioux River



then sprayed the black. Decals are straightforward except for D&I heralds. Those I printed off several years ago on white-backed Vita-Cal decal paper using my own ink jet printer.

Use the following Microscale sets:
 460-5116 Red separator stripes 1/16" between yellow and black
 460-1116 - White reflector strip on the frame running the length of the engine on both sides.
 460-90102 - 'DAIR' and the unit numbers - in Railroad Gothic
 460-4202 - US flags on the cab.
 Note that this is an N scale set. This unit is not actually rostered. I did this unit "just for fun" on an Atlas GP38 that I had around that happened to be sound enabled.

www.granitecitytrainshow.com

All Aboard!

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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 subscribers. A subscription runs for one year and costs \$10.00. See the subscription form on page nine.

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My appreciation to Eric Carlson, Jay Davis, Jay Manning, Tracy McKibben, Gerry Miller, Paul Ullrich, and Ken Zieska, Your contributions to The Fusee help make it interesting and informative for our readers, plus a worthwhile experience for me.

Advertising should be mailed to THE FUSEE editor as camera-ready artwork or electronic files (jpeg, tiff, gif, or EPS with outlined fonts). Enclose payment in U.S. funds, international money order, or by check drawn on U.S. banks. Contact the editor if questions.

Fusee Advertising	Commercial advertising from hobby shops, manufacturers, and businesses associated with model railroading interests are 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 35% of the annual rate.			
	<u>Ad size (HxW)</u>	<u>Annual commercial rate</u>	<u>One time commercial rate</u>	<u>Annual pike ad rate</u>
	Full pg 9 5/8 x 7 1/8"	\$145.00	\$50.75	\$90.00
	1/2 pg 4 3/4 x 7 1/8"	90.00	31.50	45.00
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	1/12 pg 2 3/8 x 2 1/4"	18.50	6.48	10.00



Spring 2013
The Fusee
6305 W. Westminster Dr.
Sioux Falls, SD 57106

What's Inside?

2013 Thousand Lakes Region Bloomington convention details and registration form

Thousand Lakes Region boundary changes

Dakota and Iowa locomotives in HO scale

Successful convention planning—part two

Check your expiration date! If you have questions (or a change of address) email Jim Krekelberg at: jkrekelberg@sio.midco.net

Region Roundup

Model railroad-related events coming up this spring in and around the TLR

Saturday March 2 Dakota Southeastern Division model train day at the Canton Library, 225 North Broadway, Canton, SD. 10:00 a.m. until 1:00 p.m. Free. Scenery making clinic, operating club modular layout display, N gauge operating layout, hands-on switching layout.

Saturday March 23 Dakota Southeastern Division model train day at the Caille Branch Library, 4100 Carnegie Circle, Sioux Falls, SD. Free. From 10:00 a.m. until 2:00 p.m. See agenda for March 2 library event in Canton.

Saturday April 13 Granite City Train Show at the National Guard Armory, 1710 Veterans Drive, St. Cloud, MN. Open from 10:00 a.m. to 3:00 p.m. Admission \$5, kids 12 and under free. See ad on page 10 for more details.

Saturday April 20 Prairie Lakes Division spring meet. Spirit Lake IA Expo Center located at 1602 15th Street. **Show will be from 8:00 a.m. until 4:00 p.m. The meet features the division's modular layout, clinics, vendors, popular vote model contest, and a business meeting.**

Thursday May 16 through Sunday May 19 Thousand Lakes Region convention, Bloomington, MN. The Twin Cities Division hosts Twin Rails to the Twin Cities, the annual TLR annual convention event being held at the Best Western in Bloomington, across the street from the Mall of America. See cover page article and registration inside.

Thursday June 13 through Sunday June 16 Mid-Continent Region convention, Thursday June 13 through Sunday June 16 Mid-Continent Region convention, **Kansas, Overland Park**, (KC City Metro Area) hosted by Turkey Creek Division at the **Overland Park International Trade Center, 6800 W. 115th St. Overland Park. Clinics. PLEASE NOTE CHANGE OF VENUE from prior Fusee hard copy.** Model and photo contest, door prizes, layout tours, prototype tours, banquet on Saturday night, and train show. Train Show Saturday and Sunday, Table rental \$20 per table until April 15 (\$25.00 after that) vendor set up Friday June 14th afternoon. Registration Fee NMRA member \$35.00 per person (\$45.00 after April 15th), **Hotel reservations Hyatt Place or Courtyard Marriott Kansas City Overland Park/Metcalf Ave.** Info: Larry Alfred MMR: captlafred@gmail.com, 913-782-6584 (home).