



THOUSAND LAKES REGION

NATIONAL MODEL RAILROAD ASSOCIATION

# The FUSEE



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Cover Photo - by Tom Gasior MMR©



Members of the Twin Cities Division having a great time at the Summer Picnic held at the Wayzata Depot as a Eastbound BNSF Freight rolls past.

Ken Borowski proudly shows off the TCD Logo .

## ***SAVE THE DATE...***

***2024 Thousand Lakes Region  
Convention (May 16-19)***

***The Sawdust City Hauler***

***Eau Claire Wisconsin***

**MAY 16-19th 2024**



## **TLR 2024 Convention Update - (May 16-19 2024)**

**2024 Convention Chair - Dave Menard**



Welcome to the 2024 TLR Regional Convention, The Sawdust City Hauler.

Hello fellow TLR people (Both Rail and non-rail)!

We have been busy lining up an active and fun convention for you May 16-19 2024!

Location is the 29 Pines/Sleep Inn Convention/Event Center, 5872 33rd Ave, Eau Claire, WI 54703 in the middle of the Chippewa Valley. Convenient to the cities of Chippewa Falls, Eau Claire and Altoona, There is a lot to do and see in the area!

The Chippewa Valley has a rich railroad history, served at one time by the Omaha (CNW), Milwaukee Road, Wisconsin Great Northern short line and the Soo Line. Now the UP and CN serve the area.

Friday afternoon we will travel to Durand and the Chippewa Valley Motor Car Club for a ride down the Former Milwaukee Road branch that ran from Read's Landing in MN to Chippewa Falls and Menomonie. It was planned to all the way to Ontonagon MI, but it never happened.

Saturday will see us travel to Eau Claire's historic Carson Park, Where many years ago a young African American kid started his hall of fame baseball career. Hank Aaron's statue stands in front of the field he once played on.

Also located in Carson Park is the Chippewa Valley Railroad, a fun size railroad that has been around for many years. They will be open special for us that day.... Live steam or diesel.. your choice! Or ride a bunch!

Also Located in Carson Park is the Chippewa Valley museum and its small layout depicting the area in days gone by, as well as interesting and well done exhibits on the rich history of the Chippewa Valley.

To address our desire to make the TLR convention a family event, there will be a robust non rail program

In the coming months we will update you with activities and things to do while visiting --- you may want to arrive early and stay late!

Dave and Bonnie Menard, Gregg Condon MMR, Pat Thoney

## **View from the Cab**

**President Art Suel**



It is that time of the year to retreat to our model railroad hideaways and get some serious modeling accomplished. With snow and colder temperatures on the way, railfanning is a little more difficult.

Here is what I do, while working on a model, I turn the computer or tv to the YouTube channel and watch Virtual Railcam. Great locations across the continent. My favorite two are Fort Madison Iowa and Santa Fe Junction in Kansas City. There is always action occurring on the Southern Transcon. Plus, you are warm and dry in your home. Check it out.

With November being National Model Railroading month, many divisions and groups publicize the hobby during November, lets change that focus from during one month to the entire year. Keeping the hobby in the minds of the public year-round will draw more new modelers . The HO MN Free-Mo has set up their layout in a vacant store at the Burnsville Mall in Burnsville MN.

This fall I traveled to Winnipeg to see the sights. While there, I went to the Mega Train Show. Nice train show and there was a vendor liquidating his father's n scale collection. Picked up a couple of freight cars for my layout. Fred Headon, MMR gave me some locations for railfanning the CPKC in Winnipeg. Fantastic spots, thanks Fred. I also ran into friends from the Winnipeg and Thunder Bay area while at the show. Besides trains, I went to the Canadian Aviation Museum at the airport. This was an impressive place to visit.

The Prairie Lakes Division fall meet was in Spencer, Iowa. I was there and had nice chats with the members in that division. Found a few n scale freight cars and one diesel locomotive at their train show. Next year, I hope to go to Sioux Falls, Fargo, and Dubuque in my travels around the region.

Let me plug the regional convention. 2024 will be in Eau Claire Wisconsin, The Sawdust City Hauler. I have been told the hotel facility is very nice. Dave and Bonnie Menard are the chairs. Information will be in this Fusee and the next issue. Hope to see you there.

The region has settled on a site for 2025. While are initials efforts were for Duluth, coordination with hotel, convention site and banquet did not work out, we pivoted to Willmar. We will be at the Willmar Conference center. This center has two hotels and two restaurants connected to the center. Plus, there is free breakfast in the morning for hotel guests. Willmar is a division point for the BNSF and its predecessor, the Great Northern. Many trains traverse through Willmar daily giving railfans lots of opportunity to railfan.

Keep it on the tracks!

Merry Christmas and Happy New Year - Art

# Thousand Lakes Region 2024 Convention Hotel

The hotel/convention location is at the 29 Pines/Sleep Inn Convention/Event Center, 5872 33rd Ave, Eau Claire, WI 54703 in the middle of the Chippewa Valley. Convenient to the cities of Chippewa Falls, Eau Claire and Altoona, There is a lot to do and see in the area! Check out the hotel website for more details: <https://www.choicehotels.com/wisconsin/eau-claire/sleep-inn-hotels/wi139>



## Hotel Amenities

- |                               |                            |                         |
|-------------------------------|----------------------------|-------------------------|
| Premium Free WiFi             | Pet-friendly Hotel*        | Free Hot Breakfast      |
| Vending Machines*             | Indoor Whirlpool/Hot Tub   | Surveillance Security   |
| Truck Parking                 | Elevator(s)                | Exercise Room           |
| Sleep & Relaxation App Access | Fitness Center             | Lounge/Bar*             |
| Restaurant*                   | Outdoor Parking            | Valet Cleaning Service* |
| Indoor Heated Pool            | Bus Parking                | Copy Machine*           |
| Fax Machine*                  | Government Travelers: FEMA | Massage Therapist*      |
| Interior Corridors            | Free Coffee                | Laundry                 |
| Meeting Room*                 | Convention Center*         | Business Center         |
| Convenience Store*            | News Stand*                | Gift Shop*              |
| Beauty Shop*                  |                            |                         |

\* Indicates services/amenities that may require an additional cost.





Potatoes! I love potatoes. But too much potato and I expand in girth and become sluggish and turn into a “couch-potato.” Organizations have potatoes too.

Not too long ago, I was in a Board of Directors meeting for the Green Mountain Division. I was enthusiastic about developing a “new members” campaign and was laying out my ideas. Everyone seemed to nod with approval, but when it came time to delegate the work, no hands went up. I had to ask myself, “What was wrong here?” Everyone sitting around that table was dedicated to the NMRA, so why weren’t they jumping at the great ideas and opportunities I presented? Was this a case of apathy? Were my friends “closet couch potatoes?”

Cynthia Priest, the Editor of the NMRA Magazine, mentioned in an editorial a year or so ago about expectations and how different people will participate in their own manner; that we shouldn’t be upset because a person doesn’t respond or behave as we want them to. She is right. Even though my Board of Directors didn’t respond as I wanted, every person in that room did do one simple act that garnered my respect – they showed up.

With active participation at the most basic level, we keep ourselves and our conventions and meetings from morphing into couch potatoes. I understand that not everyone wants to headline a convention. Not everyone wants to run a clinic for 30 people. Not everyone wants to bring in a model to share or even be noticed. And that is absolutely okay. In fact, I celebrate and want to raise up the quiet membership of the NER. People do the NMRA proud by executing the most basic of responsibilities when a meet-

ing, event, or convention happens – they arrive. They show up to be an audience, to applaud, to commiserate, to inspire, to bounce ideas off, to laugh, and to enjoy running trains.

There are opportunities with Division meetings. For instance, Sunrise Trail Division has an outstanding ZOOM meeting every Wednesday evening. I attend as many as I can. Next year, the NER convention is going to be in Rochester, New York, and I plan to go. In fact, I plan on being at every meeting I can and encourage you to do the same. The Cannonball Express is upon us in a few days and even if you haven’t registered yet, you could still walk-in register (at a slightly higher price.) With a little more planning you could have been there! Maybe you have good reasons for staying home, but don’t kid yourself. You will be missed! If the obstacle to attending was the cost, okay, I get that. So here’s an idea. Next year, grab a few friends, share the driving and room costs, and go to Rochester. It’s not that hard! In fact, you will have a great time at a NER convention.

I know how much work goes into local, regional and national conventions. And, I certainly appreciate the efforts made by clinicians and presenters. I also appreciate having other model railroaders sitting next to me at a clinic, at the Saturday night dinner, or walking alongside at a prototype tour. I am grateful to have members to talk with and share the experience. Which is why, if you have any reservations about attending an NMRA function, let me not-so-subtly suggest...get up, turn around three times, jiggle your car keys, and go. Your presence makes a difference by simply being there. Besides, you’re doing vegetable-magic ...“couch prevention.”

## Introducing Our New TLR Contest Director



Hello! Shadow Redington here, I have been modeling on and off for over 30 years. Like most of us, my first layout was a 4x8 sheet of plywood that as I grew bored with watching trains run in a circle, it became a 18" x 20' point to point layout, that was scrapped and rebuilt into a 6 1/2' x 40' "Ladder Design" that goes in my 50' trailer. I model

mostly passenger service and excursion trains, my layout is designed around the Mid 70's (for the Bicentennial) and just recently, I have expanded into building freight consists based on timetables and pictures I have come across in the last few years.

I recently have become involved in the AP Program, building rolling stock, track work, and buildings for my layout, but have not submitted any yet. But I have enjoyed being in the Celebration Room and judging.

As far as being involved in the NMRA, I have been an active member since the mid 2010's, and going to conventions since 2022. I have judged several layouts, pictures, rolling stock, motive power, etc. This is my first office I have ever held within this organization, and moving has forced this to take a back seat for a bit, but now I think I can get

back to being focused on my duties.

I have contacted John Hotvet, our AP Chair, and am in the process of schedule a phone meeting with him to discuss our various duties, expectations, and cohesiveness within the Celebration Room.

My main focus for this year will be to get my contact information put there, meet and talk with everyone that is active in the Region, and get a feel for my duties, so that the transition between Contest Directors will be smooth. I also would like to see more involvement with our significant others, possibly seeing their work alongside our members in the next few conventions.

Kennedy and I spoke about this year's Special Project and together, we thought that it should be mailbox structures. Something simple or complex, it doesn't matter. Rural? Suburban? Or urban? Bring it on. I look forward to seeing everyone's take on these structures. Also, I am taking suggestions for next year's project, as well.

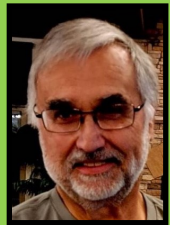
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(425) 760-9433

## Neil's Nuggets - How Can We Improve the Fusee



I hope you all had a fantastic fall season and are enjoyed the shorter days and cooler temps as another winter season is upon us. I am sure many of you are taking advantage of being inside more and are working on your model railroad projects.

Consider taking a few photos of your projects and submit them with a short description to be shared in the Fusee. Everyone likes to see projects that are being worked on for inspiration and maybe a tip or two on ways to do things better. I'd love to have a recurring "What's on Your Workbench" section in the Fusee so TLR members can share and see the excellent modeling work in our region.

There are a lot of talented modelers within our region and sharing photos and/or tips would be a great way to help us all become better modelers. Also consider writing an article, all content that gets published in the Fusee counts as credit that can be used in getting the Author AP Certificate. Reach out to me if you have any questions as I would be

happy to help you get an article published!

I'm also looking for members to submit photos that can be used for the cover of the Fusee. I'm open to layout, individual model/diorama or prototype shots that can be blown up and fill a whole page.

I'm keeping the brain storming list of ideas from the Summer 2023 Fusee, (I re-published them on page 31, in this issue) I really would appreciate everyone checking them out and providing any feedback you care to give me.

Lastly, have you checked out the NMRA interchange yet? Give it a try there is ton of neat stuff out there to explore. [Beginners Guide to Discord](#). Kennedy Gauger recently joined and said installing Discord on an Apple Mac is a bit of a challenge (Installing on a PC is easier). If you need help the Interchange IT moderator username "Speed" can help you. He is on the site most of the time and is a very knowledgeable resource.

Neil

612 940 0757 (Voice and Text ok)

[Fusee Editor](#)

## **Finding an Alaska Railroad Christmas Tree - Rich Holzapfel (Photos by Author)**

Every year around the beginning of September my wife Cory would ask me if I had found our Christmas tree yet. I would usually say yes, I already have a nice one picked out.



Now small Alaska spruce trees look like Charlie Brown trees. So early in the fall I would start looking for a good one.

Now I know this all sounds easy but you have to remember that now when you want to go get the tree it might be -40 degrees F.

You always wanted to get your tree when it was warmer than 0 if you could, but some years it wouldn't get that warm after thanksgiving and you would just have to take your chances.

The colder it is when you get the tree the sooner the needles will fall off, so the warmer the better.

So, now the best place to get a nice tree, when you work for the Alaska Railroad is on one of the curves that the railroad had brushed out years earlier.

Anyway this nice little tree I found on the west side of the track about MP 453.1 There was an old trail down to the tracks from Murphy Dome road. So we loaded up the truck and headed out to get the tree.

When we got to the trail we only got stuck once on the way down the hill to the tracks. We only had to hike down the tracks to the south about 100 yds. I believe it was about -20 degrees that day, anyway it looks like that from the frost around my beard. So our daughter shook the snow off the tree, I cut it down my wife took the pictures. We took the tree home decorated it.



Because it was cold when we got it. It lost its needles pretty fast but it made it through Christmas and everyone thought we had bought the tree somewhere.

Around Christmas 1990 the Alaska Railroad decided to run a Christmas train for kids and families from Fairbanks, AK to Happy, AK. Happy is just a siding about 8 miles south of Fairbanks. Every year my daughter and her friend would be elves for Santa on the train.



Here's a couple of photos from Christmas train 1992.

The kids would all get bags of candy and they would get to ride a train with Santa Claus. A good time was had by all.

I know I have rambled probably too long by now.

Everyone have a Merry Christmas.

Rich Holzapfel



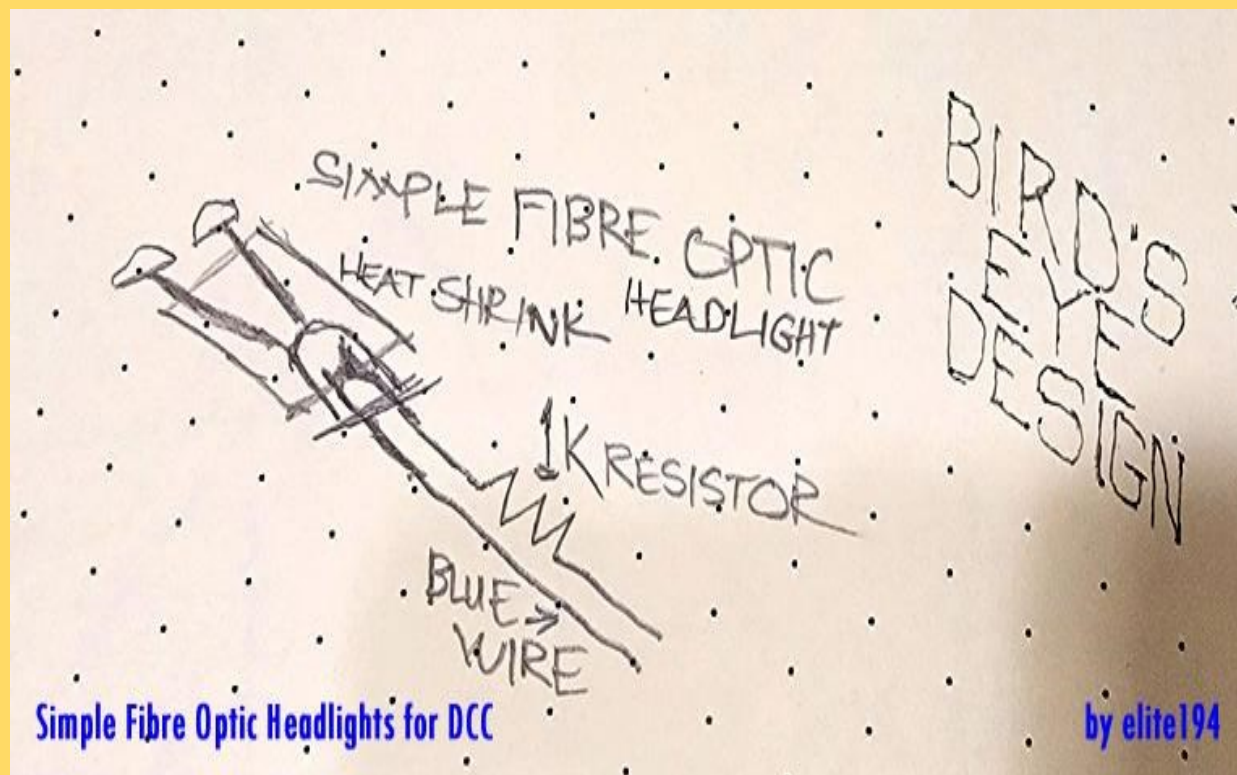
## From the Desk of Matt Lentz - Simple Fiber Optic Headlight

Matt shares a quick and easy design to build a LED lighting fixture that can be used with fiber optics for head-lights or other fiber optic applications .

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 33)



Drawing by Matt Lentz



### Welcome New NMRA Members to the TLR

Ken Crockatt	Deryk Tingey	Louis Lenz	Marvin Mucyka
Ernie Armitt	Bunny Dromo	Felix Lesiuk	Tony Prud'Homme
Richard Aster	Marvin Fetch	John Lewak	Doug Ritter
Barrie Bayne	Donald Gordon	Merlin Loewen	Brent Schacter
Murray Brown	John Gravlin	Margaret Loewen	Gary Stempnick
Robert Burton	Glen Hallett	Luca Matyas	Mike Wegner
Donald Cooper	Debra Hallett	Mark McLellan	Brian White
Barrie Creran	Bob Harrison	Bryan McNeil	William Yachison
Khirad Dhabhar	Wayne Hillsdon	Richard Mikolayenko	
	Carmelina Kjartanson	Dwayne Miller	



## Operations Corner

New column for sharing thoughts, ideas and tips from TLR members. Here is a great idea to think about trying :

### **Add More Enjoyment to Your Operations - Bill Craig**

There are a lot of ways to enjoy model railroading. Some modelers just like to “watch ‘em roll”. Others concentrate on really beautiful museum-quality models, which may or may not see a layout. Those who really enjoy operations on their layouts have lots of different ways to do it. Some just enjoy switching puzzles. Some just randomly drop off and pick up appropriate cars at various destinations, avoiding paperwork entirely. Others have a highly computerized system, yielding detailed switch lists. In between are folks with card systems, with a card of some type for each car indicating its destination. There is a good way to keep this from being boring over time, and I came across it years ago while trying to do something different altogether.

When I started operations on a new layout, I started keeping track of the number of cars arriving at each town during an operating session, in order to balance out my card system. If an average of ten cars show up at a town which only accommodates five, the system needs to be adjusted! I didn't want each industry to get one car every “day” (too boring), but instead wanted the traffic to reflect actual types and numbers of cars that might be needed at such a destination. I then totaled the number of arrivals at the end of the session. The number of cars handled by through trains (arriving at staging) was also

included in the totals.

At some point it occurred to me that since railroads are businesses, they try to maximize the number of cars delivered. Were there ways I could do the same? Simply adding cars to the layout wasn't the answer. Many of us have so many cars that if we added them all, there would be no room to run a train. So, there is a “sweet spot” to find through experimentation. In my case I just use a small notebook with a line for each town (including the staging destinations), noting the start and end date for each session “day”. My layout features a mythical Baltimore and Ohio branch line (similar to the actual Confluence and Oakland branch), and an interchange with a steam powered short line, which was inspired by the actual Bellefonte Central.

So how has this worked out for us? The current layout started operations in December of 2007. The first eight operating sessions varied from 127 to 149 cars delivered. As new sidings and industries were added, and new ideas to maximize the business were adopted, the number of freight cars delivered steadily increased. The average number of cars delivered in the last four operating sessions was 269. The layout itself hasn't gotten any bigger (it could be charitably described as medium sized) but it functions well and is very interesting to operate.

Want to try it out? How hard would it be to list the towns on your layout, and add up the cars delivered at the end of the operating session? Maybe business can pick up on your empire as well.

## Prototype Action



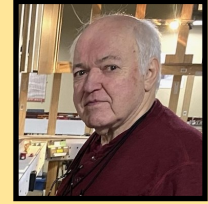
**Submitted by Matt Lentz from the Ken Hernan Collection**

From the Ken Herman Archive  
June 6, 1949



## **Creating Prototype Models by Kitbashing Walthers Kits - Union Refrigerator Transit Reefer 37010 Leased to MILW**

**by Lester Breuer MMR© (Photos by Author and George Toman )**



I want to say, "Thank You" to George Toman for help in finding photos and diagrams as well as providing the same

After building two New York Central box cars I decided to build several refrigerator cars. Why? In the town of Northfield, Minnesota on my Minneapolis & Northland Railroad Company (M&N) I have McGregor Co-op Creamery. I had the M&N supply Swift reefers for shipments from the Creamery; however, I made an operation change to have reefers supplied from The Milwaukee Road. Therefore, additional reefers could be added to The Milwaukee Road (MILW) portion of my fleet. Now I had a reason to build the three plastic Walthers MILW reefers matching the prototype in the to build cabinet, one since 1997 and two since 2000. I decided to build Walthers, kit 905-11052, reefer purchased from The Milwaukee Road Historical Association in 1997, Union Refrigerator Transit 37010, leased to the MILW, first. Yes, I used the "first-in, first-out" inventory accounting method.



**MILW reefer kits to build.**

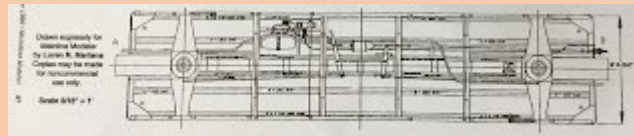
The prototype steel refrigerator car was built in 1948 for Union Refrigerator Transit Corporation (URTX), a subsidiary of the General American Transportation Corporation. Refrigerator URTX 37010 was leased to Chicago Milwaukee St. Paul & Pacific and after the name change, The Milwaukee Road. It was assigned to series 37000-37499, A.A.R. class RS the designation for a general service refrigerator car equipped with ice bunkers. One distinguishing characteristic of these refrigerator cars was the horizontal rivet strip through the center of the car side. A feature introduced with these cars was the air circulation fan. Other features of this series cars included: Standard Railway Equipment Co. improved dreadnaught ends with round corners with modeler's designation of R+2/4, long side sill, Murphy steel diagonal panel style roof with two blank panels on each end next to the ice-hatches, Blaw Knox metal running board (similar in appearance to Apex Tri-Lok) and brake step, and Equipco ice hatch covers. The cars rode on Barber S-2 trucks.





**Roof with running board and grab irons installed.**

Now I moved to the basic underbody assembly. The underframe was fitted and installed. The underframe has the brake cylinder mount molded on the wrong side for the MILW, so it was cut off the underframe and relocated to the proper location using an underbody diagram from September 1999 *Mainline Modeler*. Bolster center plate and coupler pads were drilled and tapped for 2-56 screws. Kadee #148 were inserted into the coupler pockets and covers attached with Fastenal 3/16" screws. Trucks with InterMountain 33-inch metal wheel sets were installed with Fastenal 1/4" screws. Kit brake components, after being drilled for brake piping, were installed. Brake levers, fabricated from Evergreen #8108, 1" x 8" strip styrene and brake lever hangers, plastic grab irons, were installed per *Mainline Modeler* diagram. And, kit plastic sill steps were installed to provide a better mounting area after being cut off for A-Line sill steps install later in the build.



**Underbody diagram from Mainline Modeler**



**Basic underbody details installed.**

Leaving the underbody, I moved to the sides to start work needed there. The molded-on grab irons were carved off with Xacto handle with custom ground Xacto blade and micro scalpels.



**Xacto and scalpers used for grab iron removal.**

Kit ladders were installed on the sides. After install, the molded-on ladder rungs were replaced with wire ladders rungs bent from Tichy #1101, .010" diameter phosphor bronze wire (PBW). The replacement was done by cutting off every other rung and installing a wire rung. Then, the remaining rungs were cut off and replaced with a wire rung.

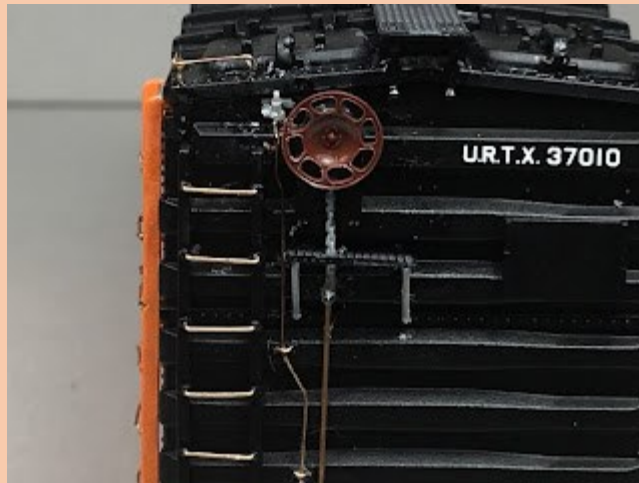


**Ladder rungs replaced with wire rungs.**

Next work on the "B" end was done. On the B end the kit ladders were installed and as on the sides the molded-on ladders rungs were cut off with a side cutter and replaced with wire rungs bent from Tichy #1101, PBW using the same method as described for side ladders above. A brake step (platform) cut from one of the removed lateral running boards, using the kit brake step to size, was installed with brake step brackets from Tichy set #3013.



**Closeup of brake step (platform) and ladder.**



**Closeup of brake step (platform), retainer valve and brake wheel.**

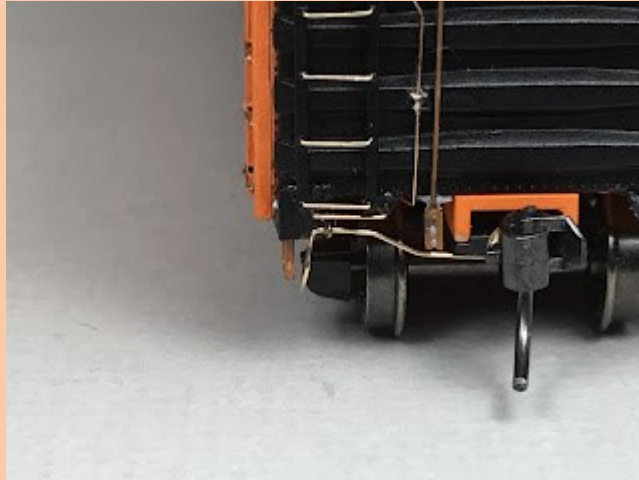
The kit brake housing was installed with the hole in it enlarged with a #56 drill to enable a Kadee brake wheel to be installed. The chain, Tichy set #3013, from the brake housing to connect to the brake rod was installed as was the bell crank, Tichy set #3013, on the sill. A Tichy turnbuckle #8021, the clevis for the brake rod was attached to Tichy #1102, PBW wire longer than needed with CA. Then the brake rod, wire with clevis was cut to length between the bell crank and brake housing chain and installed. A retainer valve, Precision Scale #31796, was installed followed by a retainer line and brackets, Tichy #1100, .008" diameter PBW. And, a Kadee Universal brake wheel, #2033, was installed.

Grab irons bent from Tichy #1101, .010" diameter PBW were installed in holes drilled with a #79 drill. The grab iron on the end to match the prototype had the kit bracket grab iron installed. The molded on hand hold was cut off and replaced with a wire hand hold bent from Tichy #1101, .010" diameter PBW. In order to install the sill grab irons, the inner brackets, not molded on the ends, needed to be installed. A tiny triangle bracket was cut from scrap styrene and glued to the sill for the bracket. Now the new sill bracket and coupler pocket plate were drilled with a #79 drill and wire hand holds, Tichy #1101, .010" diameter PBW installed.



**B end with details installed.**

To complete the B end work, the uncoupling lever bent from Tichy #1106, .0125" diameter PBW was installed. The uncoupling lever bracket was fabricated as follows: a small piece of .020" styrene was cut and glued to the back of the pole pocket plate and an eye bolt bent from Tichy #1101, .010" diameter PBW with a Xuron wire bending plier was inserted and glued into a hole drilled in the styrene portion of the bracket with a #79 drill.



**Uncoupling lever front view.**



**Uncoupling lever angle view. Also note metal sill step installed.**

Back to the sides to install Kadee bracket grab irons #2250. A Yarmouth Model Works jig was used to locate the holes drilled to install the Kadee bracket grab irons. I use only two holes, the top right and bottom left rather than all four as on the jig. Therefore, on the Kadee bracket grab irons the bottom right and top left mounting pins are cut off to allow mounting with only two holes. After the grab irons were installed, sill steps, A-Line sill step #29002, style C were installed on the ends and #29000, style A, were installed under the doors.



**Bracket grab irons and sill steps installed.**

With the car body finished, the underbody work was completed as follows:

- Brake cylinder, kit, mounted on relocated molded on frame bracket
- AB (Control) valve kit and mounted on molded on frame bracket
- Air reservoir kit and mounted on molded on frame bracket
- Above brake components were predrilled for piping
- Slack adjuster, made from styrene model car part
- Brake cylinder lever, Evergreen #8108, 1" x 8" strip styrene
- Brake floating lever, Evergreen #8108, 1" x 8" strip styrene
- Brake levers hangers, plastic grab irons
- Brake piping from air reservoir to control valve, Tichy #1101, .010" dia. Brass wire
- Brake pipe from brake cylinder to control valve, Tichy #1106, .0125" dia. PBW
- Brake rods, Tichy #1106, .0125" diameter PBW
- Brake rod clevises made with MEK Goop
- Chain, Precision Scale # 48553, 34 links per inch
- Train line, .018" diameter flora wire
- Dirt collector was not added





**Underbody details before paint.**

Once underbody work was completed, I moved URTX 37010 to the M&N paint shop. In the paint shop after the sides were taped off, the underbody was airbrushed Vallejo Model Color Black #70.950.



**Underbody painted.**

After the underbody was dry. The car body had roof and end added detail parts hand painted with Vallejo Model Color Black #70.950 and the sides with a Vallejo Model Color mix of Bright Orange 70.851, 50% and Light Orange 70.911, 50%. I later found Polly Scale MILW Road Orange F414152 (out of production) is an excellent match if still exists in one's paint inventory.



**Car body installed details painted.**



**Car body installed details painted.**

One more step before putting URTX 37010 in service was to weather the car with eye shadow. The eye shadow colors used were light browns applied with a flat sponge tip applicator over entire car body. The flat sponge with eye shadow color was moved from roof to sill in each side panel to apply weathering color. Light brown eye shadow was applied between ladder rungs with a micro brush applicator. A dark brown color was applied on the rivet lines with micro brush applicators. And, black was applied lightly to the roof and lightly over safety appliances on car body with small round head sponge and micro brush applicators. Cotton swabs of various sizes are used to blend colors and to remove eye shadow that needs removal.



**Eye shadow colors and tools used for weathering.**



**URTX 37010 weathered with eye shadow.**

Union Refrigerator Transit 37010, leased to the Milwaukee Road (MILW), was ready for service on the Minneapolis & Northland Railroad Company, The Lakeland Route, "Serving today, Shaping tomorrow." A car card was made for URTX 37010, the final step to put the car in service on the Minneapolis & Northland Railroad Company Railroad.



**URTX 37010 on Bluff Siding viewed from bluff.**



URTX 37010 on Bluff Siding at ground level.



URTX 37010 moved from Bluff Siding to  
McGregor Co-op Creamery.



URTX 37010 moved from Bluff Siding to  
McGregor Co-op Creamery.

## Modeler Tip - Neil Maldeis MMR©

(Images by Author)

The discontinuance of Floquil brand paint products has left many of us model railroaders forced to mixing our own paint and/or substituting paint from other manufactures to try and get a close match to the railroad colors we all loved and counted on from Floquil.

Many of us (myself included) started to hoard Floquil paint, I would often when I was traveling for work visit hobby shops and buy up any unsold old bottles I could find. Unfortunately, age and use have depleted my supply down to only a few bottles these days. The good news is there are many options out there to replace Floquil paints and in some cases the paint is as good or better. (My opinion)

Over the past decade many reference sources have been created to help modelers color match Floquil paint directly with other brands of paint and a group that sells exact match paint (Their own formula) to the Floquil colors.

I have checked out a few of these websites and have provided the links for you to check out.

Paint color matching resources (Website links):

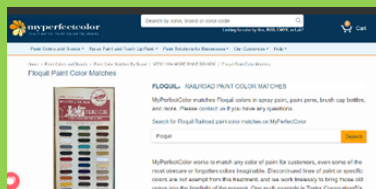
**Microscale Chart – Shows other brands of paint that match Floquil colors (I like this one best)**

<https://www.microscale.com/Floquil%20Color%20Chart.pdf>



**My Perfect Color – A company that custom mixes paint that matches Floquil paint colors**

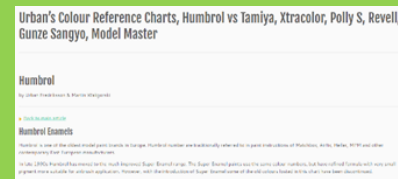
<https://www.myperfectcolor.com/Floquil-Paint-Color-Matches/34227.htm>



**Reference source – Compares Humbrol Brand to other brands (Has Polyscale and European**

brands)

<https://www.ipmsstockholm.se/home/urbans-colour-reference-charts-part-ii/urbans-colour-reference-charts-humbrol/>



**Mech 9 \_ European reference, has may charts and brand conversion charts (Worth checking out)**

<https://www.mech9.com/2016/07/paint-color-equivalents.html>



**Model Railroad Hobbyist Magazine – You must register with MRH to get it; however, it is a very good guide and covers painting with Acrylics. (Has a great conversion chart for Vallejo brand)**

<http://mrhmag.com/subscribers-only/painting/acrylics>



I am sure there are other sources out there, please let me know what you may have found and I would be happy to share them in a future Fusee.

# Region Round-up

## The Dakota Southeastern Division - Scott Nesbit

The DSED is having a very busy fall and is looking at a fairly busy winter schedule also. In October we took both our HO and N scale layouts to the Watertown, SD Mall as part of their fall crafts show. We were a big hit! Very crowded around our layouts all day long both days of the event which made for the biggest total ever of donations in our "donation car". We are all looking forward to going back there next year!

A large number of our members took our HO scale modular layout to Oklahoma City for their train show the first weekend in November and had a great time doing so. We were very warmly received and had large crowds during both days of the show. We were told we could come back as much as we wanted to. We also just finished up another successful session of community education classes which is something we do twice a year. Participants are taught over the course of four consecutive Tuesday nights some model railroading basics and construct their own Ttrak modules with guidance from some of our members. This has been a very successful program for us and has contributed many new members since we started doing it. We just finished taking a smaller version of our HO layout to the Garretson Bank for their Holiday Customer appreciation day, an event we have been doing for a number of years now. All the Garretson elementary grades come through the bank one by one during the day which makes for a super fun event! Next up is The Active Generations Winter Carnival. A very intense 3 hour program that includes all our portable layouts plus a very popular G scale Christmas train. Then, Thursday the 14th of December we gather for the annual DSED Holiday party at Tailgaters in Brandon, SD. Any TLR members that are in the area are welcome to join us for the festivities which includes and smaller version of the popular TLR convention "lucky number" auction. Then, the weekend after that we set up our layouts at Minnehaha Country Club for their Polar Express Brunch, an event that always sells out. Next up is the downtown Sioux Falls public Library the last weekend in January and the Lincoln Area Railway Historical Society Show in February. The DSED wishes everyone Happy Holidays and a Happy New Year!!!



**South Red River Division — Matt Lentz**

I'm very pleased to announce that our Division now has an approved Achievement Program Committee. Kennedy Gauger is our official AP Committee Manager.

What this means is that we now have the ability to hold events for Judged Models. We're just getting setup and then we'll start planning an event.

As Superintendent, one of my goals has been to have a signature event that attracts modelers who are on the path to MMR.

We have some tentative commitments from several of our Region's approved judges to help us hold such an event.

I would very much like to get feedback from anyone who is on the path to MMR about their willingness to bring models to be judged for Merit.

The committee consists of Kennedy Gauger as Manager, Amy Meader, Shadow Redington and Troy Anderson.

In other news, Tom Gay has been holding operating sessions on his fabulous SOO Line Layout. Those operating sessions are the glue that holds us together.

I got to see Ben Tretter's excellent layout that he has built to meet the standard for Golden Spike and it was fun to operate.

I attended the Albert Lea train show and got to see some old friends from the Region and it was a good time!

That's all for now!

As of publishing deadline no report from:

- Southeastern
- Minnesota River Valley

# Region Round-up

## Prairie Lakes Division— Jay Davis

The Prairie Lakes Division fall event was held Saturday October 7 at the Regional Events Center located on the Clay County Fairgrounds in Spencer, Iowa.

## PLD Modular Layout Display at the Prairie Lakes Fall Meet Held in SPENCER IOWA

Photos by Art Suel

### PLD Modular Layout Sections



## Region Round-up cont.

### No.1 Northern Division News

Members of No. 1 Northern Division participated at 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, displaying their Freemo modules.

This year the Division modules ran a double track main line around the layout verses mostly single as is typical with most Freemo modules. Ian Plett reports that the show was well attended and everyone had a great time! (Photos below by Ian Plett)





# DISPLAYS at the WINNIPEG MEGA TRAIN SHOW

Photos by Art Suel



N Scale Layout



Winnipeg Boat Club Display



Lego Display



Train Ride for All Ages



Lego Display



Lego Display

# Region Round-up cont.

## MORE DISPLAYS at the WINNIPEG MEGA TRAIN SHOW

Photos by Art Suel



Modular Layout on display



More of the Modular Layout



Neat Model of a Crane



More of the Modular Layout

## Region Round-up cont.

### Twin Cities Division - Thomas Gasior MMR©

We have held two monthly meetings and look forward to many winter activities and social times. Our October meeting was held at Park Tavern in St. Louis Park. We signed up a new member at the meeting and hosted a quick show and tell of summer modeling projects.

The November meeting was held at a Perkins, where the Division could reserve a large, private meeting room. After dinner, pie, and coffee, we had an interactive clinic on judging models and submitting models for Merit Judging. We had eight models of all types to look at in small groups and compare each other's assessments. We plan to do more of these exercises and develop judges for future conventions.

Our First Annual Trunk Sale was held outdoors, and we had over a dozen people vending trains of all sizes and scales. Dan Cohen did a great job running this brand-new event. We plan to build on this event and do more marketing for the event next year.

Our final summer picnic was held at the Forgotten Star Brewery, next to the BNSF mainline at Northtown yard. A wonderful Sunday afternoon with friends, trains, and delicious Italian Iced desserts was a great way to finish our summer socials.

We are hosting future meetings at different locations around the Metro area to be more accessible to members in all four corners of the Twin Cities. Our November meeting will be in the south Metro at the Union 32 Restaurant. A neat interactive program called the Modelers Eye will be presented. Prototype photos will be presented to small groups, and we will discuss all the details someone could model. Ken Borowski has been chairing the November meeting.

December will be our annual holiday party and our meeting. Saturday, December 9th, we will be at long-time NMRA member Dave Jaspers's new Museum building in Hopkins. Dan Dossa and Jimmy Williams are putting together some treats, drinks, games, and surprises. Dave Jasper will also present a slide show of his recent rail adventures.

Our January and February meetings will be held on ZOOM. So enjoy your social time in the comfort of your own home.

Activities planned include our First Annual Modelers Skills Day. We are bringing the popular Modeling with the master's clinics down to the Division level. Three clinics are set up for members to participate in with a hands-on lesson. Scenery, Weathering, and water slide decals are the topics. Local experts Joe Binish, Ken Borowski, Ken Butowski, and Ken Zieska will be the primary teachers. We are being hosted in a new location courtesy of new member Damian Kostron. It is only \$10 per person and runs from 1:00-4:00 PM.

Our Social Media is starting the video machine to accompany the Audio Podcast. Our Friday Night Livestreams start November 3rd. Thomas W Gasior MMR and Ken Zieska host a fun show you can participate in and watch. The show starts at 7:00 PM every Friday until March. The first show will feature Joe Binish and a railfan video of his beautiful Central of Minnesota layout.

Upcoming shows will feature Collin Sullivan discussing scratch-building methods and his Best In Show Station from the TLR Convention. Layout tours, events, and upcoming shows will be presented. Your layout could be on the next show.

AP Certificates and Golden Spike Awards continue to be earned by Division members. David Hamilton MMR awarded members four Golden Spikes and five AP Certificates at the October meeting. Greg Dahl, Collin Sullivan, Damian Kostron, and Ken Borowski were all recognized for their achievements.

The TCD has a full schedule of events for anyone to participate in and join in. We hope to see you at the next event or online.

Activities Happening Around the Twin Cities Division (Photos by Tom Gasior MMR©)



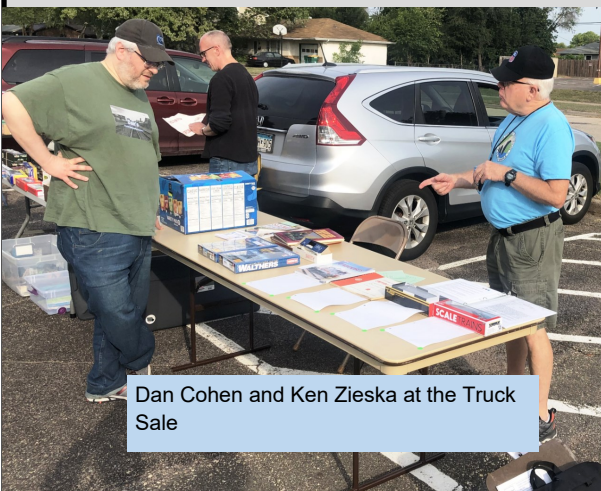
Ken Borowski earned four AP Certificates



Damian Kostron earned his Gold Spike and Model Railroad Author AP



Joe Binish and Greg Dahl at the TCD Trunk Sale



Dan Cohen and Ken Zieska at the Truck Sale



David Hamilton MMR, Kevin Foley, Joe Binish, Rich Remeriz, and Ken Borowski relax after the Trunk Sale

Activities Happening Around the Twin Cities Division (Photos by Tom Gasior MMR©)



TCD meeting at Perkins in October



TCD NMRA operations display at a local train show. L to R : Ken Borowski, Joe Binish, Greg Dahl. Layout modules provided by members Ken Borowski and Damian Kostron.

# Minneapolis & Northland



# Railroad Company

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

## 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

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

<https://tcdnmra.org/>



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

Jan 13	Newport Model Train Club Train Show	Woodbury High School , Woodbury, MN
Jan 27	Great Tri-State Rail Sale	LaCrosse Center, LaCrosse, WI
Feb 3	Greater Upper Midwest Train Show & Sale	Century College, White Bear Lake, MN
Mar 2	North Metro MRR Club	VFW Club, Coon Rapids, MN
April 6	Greater Upper Midwest Train Show & Sale	Century College, White Bear Lake, MN
May 4	Newport Model Train Club Train Show	Woodbury High School , Woodbury, MN
May 16-19	TLR Annual Convention (2024)	Eau Claire, WI
Aug 4-11	NMRA National Convention (2024)	Long Beach, California

### TLR Historian Update - Matt Lentz



The archive project work continues and 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.

## **Your Feedback is Wanted - What Can We Do to Improve the Fusee?**

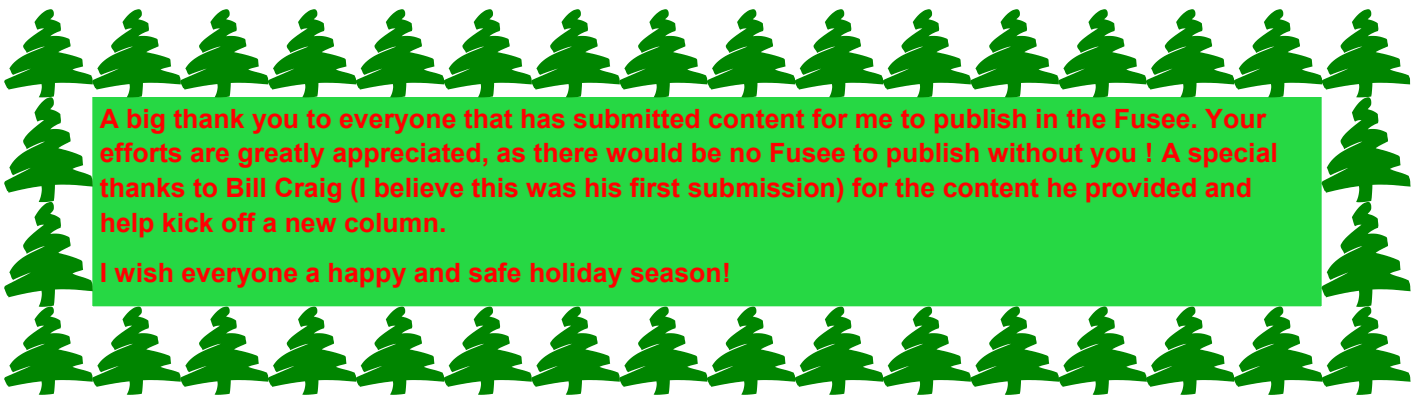
I think I will keep this request going as I am always seeking ways to improve the Fusee.

Please reach out to me with your comments & ideas

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

Here's a list of some of the ideas either I have been kicking around and/or have gotten feedback from others .

- 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.
  - 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.



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**White Iron & Northern RR  
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**Railroad ads are for individual layouts, model railroad clubs, or other non-commercial groups and are FREE.**

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