



THOUSAND LAKES REGION

NATIONAL MODEL RAILROAD ASSOCIATION

# The FUSEE



Volume 65 Number 1

[www.thousandlakesregion.org](http://www.thousandlakesregion.org)

Fall 2017



## Motorcycles and sidecar kit

Thomas Gasior  
Photos by author

I am modeling 1969 in northern Minnesota. Finding correct year vehicles for streets is a great way to set the era and even the particular year of your layout setting. I picked up this Woodland Scenics kit at a local flea market for a good price and thought they would make a great version of the late 1960's era motorcycle and sidecar (**Photo 1**). It was not a difficult kit to assemble, but I took some extra steps to have a better looking model.

I opened the kit to find all the parts are soft metal castings. I cleaned up the excess flash with a small file and a modeling blade (**Photo 2**). Once I had all the

flash (Excess metal) and seam lines from the casting removed, I checked over the directions on how this model is assembled. Woodland Scenics provides a crisp drawing showing the various parts and where they should be located. They only provide one rider, so one motorcycle and the sidecar will have to be empty. That's ok since I had a scene in mind for my north shore town that would make it seem that the other riders went inside a local establishment.

I used CA glue to hold the sidecar wheel to the sidecar. I then used the same fast acting cement to attach (cont. page 3)



Photo 2– Note the flash present, especially the handlebars, that Tom removed prior to assembly.

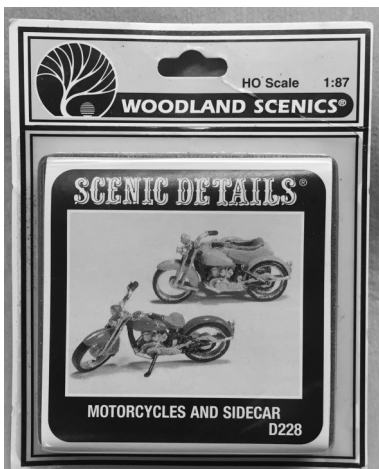
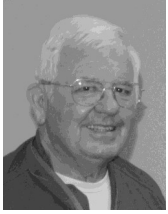


Photo 1-This kit features motorcycles of the 1960's, Tom's preferred era.



## View from the Cab

**President Jay Manning**

Charlie Getz, President of the NMRA, at our convention advocated a new approach to the issues retaining and recruiting membership----SELL THE HOBBY, NOT THE NMRA, THE NMRA WILL TAKE CARE OF ITSELF. I had never heard the issue approached from his viewpoint; and look at his approach as a challenge to do just that. I believe there are three keys to this challenge: getting in front of the public with your product, understanding our customer, and understanding the products available today—you have to be able to present the total product in the world of today. With the myriad of things to “occupy” free time in today’s electronic world, the public will not simply “walk into our hobby.” An individual that is looking for something to do either as a diversion, a challenge, or something they have never thought about will not likely think of model railroading. Most of us grew up with model trains—our experiences predate the electronic world of today. The FIRST KEY is having a public presence. Opportunities do not come looking for you, you have to get out and find them. Yes, there are model train shows, BUT somebody who has no curiosity will generally not be seen at such a show. Look for unconventional ways to get in front of the customer. For example, public libraries generally have meeting rooms and on Saturdays service lots of families. Schedule a meeting room, get several model railroaders together and set up an information setting. Librarians are good at publicity and appreciate the draw that your activity will have for their facility. Have something of interest for all ages. Children are an excellent opening to building a family hobby. Publicity is a paramount issue to getting to the customer. Look for newspapers—big and small—they always are interested in local human interest stories. Local newspapers and local media (TV, radio) offer Public Service Announcements-take advantage of these opportunities.

ADDED notes---Planning for Sioux Falls in 2018 is on schedule. Suggestions for clinics and volunteers are always welcome. Think about topics you always wanted to learn about, or share your skills and experience for 50 minutes with friends. I would like to have a clinic done on the topic of how to get better use of the internet to support your interests---there are so many sites—where does one find good reliable information without spending all day (and night) reading and reading and reading?

We have opened a dialogue for a joint convention in Lacrosse, WI for 2019.

Until next time, meet and greet the Public!

## Thoughts from the Pickle Barrel

**Kevin Dill, Editor**

The Fall has come and our traditional modeling season is starting. This edition we have a review of an HO locomotive from Jared Seliger. This may not be new for past Fusee’s, but it will add a little variety now and then. If you want to send a review on a book, loco, rolling stock or random cool thing, drop me a line! We are also getting some more details on an award that Terry Davis from Sioux Falls, SD earned at the Spring TLR Convention. He is a good example of the hard working people in the Region that don’t always get the recognition they need. Gerry Miller is another, and he is working on setting up the 2019 TLR convention. We are very grateful for these folks, so make sure that you give them a big THANK YOU when you run into them. We are also celebrating another MMR this year in the TLR– Ron Einarson. Read about his award on page 9. My thanks to Tom Gasior and Les Breuer- the editor got lost in summer and they got their articles done on short notice. Thanks guys!

Happy Rails, Kevin

**Correction-** The date for the 38th Annual Narrow Gauge Convention is SEPT 5-8, 2018, in Bloomington MN. I had this incorrectly listed as occurring this year. Go to [NNGC-2018.com](http://NNGC-2018.com) for more info. My apologies and thanks to Dave Hamilton for getting me re-railed!

### 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

(from page 1)

the sidecar to the motorcycle. The last detail to be added is the handle bars. Once these were all sturdy enough to be handled, I used an old pill bottle and some double sided 3M adhesive squares and made a convenient handle for the motorcycles.

**(Photo 3)**



Photo 3- An old pill vial and double stick mounting tape makes a handy stand for painting small items like the motorcycles.

I wanted to have some chrome parts to stand out, while painting the rest of the motorcycles in basic colors of the day. I used Alclad paints for this. I set my air compressor to a lower PSI, around 20, and put on a couple of very light coats of the Alclad black primer. It may seem weird to paint a model black before applying the silver finish, but it really does work. After drying, I applied the Chrome paint and it made everything shine **(Photo 4)**. I could now clean my airbrush with the Alclad



Photo 4- The motorcycle after chrome paint is applied, over black base paint.

cleaner, or you can use lacquer thinner to clean it as well. After drying, I moved back to the work bench and assembled some small tip paint brushes, and a few basic colors.

I just wanted two colors and no fancy stripes or other paint details. One was red, the other was blue. I had black for

the tires, seats and handle bars. The rider had black pants and a grey jacket and boots. I learned of a trick from the military modelers who paint a lot of figures. They add talcum powder to the paint to give the clothes more texture and remove any shine.



Photo 5- The finished bike with lots of chrome and talcum textured tires and seat.

This makes clothes look realistic and tone down the overall colors. I added some powder to the black for the tires and seats, and the colors applied to the rider's jacket and pants **(Photo 5)**.

I used a small, plastic stick with a gel adhesive on the end to hold the rider **(Photo 6)**. This made a great handle and

these are available online from Micro-mark. They are reusable and specifically made for small objects or people. Once the paint had dried, I used the CA adhesive to attach the rider to the motorcycle. Everything was now ready for placing into the scene.



Photo 6- A "sticky" stick for holding small items to assemble or paint. Tom got these from Micro-Mark.

The main road, Highway 61, going through the town of Agate Bay has many small shops. I am having the motorcycles stopping at the local liquor store and picking up some adult beverages on their way to Splitrock Lighthouse and possibly camping up the shore near Grand Marais. The one rider watches the motorcycles as his partner is inside picking out the desired flavors **(See lead photo, page 1)**.

Look for these kits at swap meets, they make a great two evening project. It's nice to have these late era motorcycles available. Now I just need a few more 1965 F-100 pickup trucks.

Tools used: Small files, Hobby blade, CA Glue, Paint, paint brushes, Alclad primer and Chrome, 3M doublesided squares, Stronghold sticks, and eye-loop magnifiers.

# Tool Drawer – The Saw

Lester “Les” Breuer, MMR

Photos by author

The Tool Drawer began our review of hobby tools by looking at one of the basic tools we find in every tool drawer, the hobby knife. This time we will look at another basic cutting tool we use, the saw. There are many kinds of saws consisting of a blade, wire, or chain with a toothed edge. In our hobby, the saws are normally the blade type, with or without a stiffener on the back of the blade. I use the saw to cut heavier materials since the saw will cut thicker materials faster than making repeated knife cuts. And, if you cut metals the saw is one of the better tools to use.

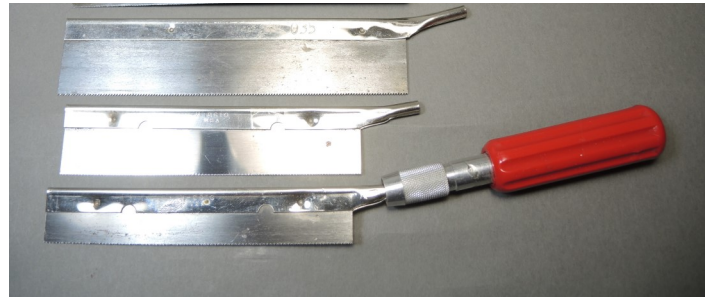
What type of saw do we buy? We'll take a look at another of my tool drawers that I have filled with various saws. (Photo 1). How did I accumulate the number you see? It began when I decided to purchase my first saw. I headed for the local hobby shop and thought I would grab one until I looked in the tool section and found that a variety were available. The two basic manufacturers I found were, and still are, X-acto and Zona. I decided to buy a X-acto saw since I had bought their knives and they worked well. Another good reason to purchase X-acto saws was that they needed handles, and fit in the X-acto handles I had purchased for the knives.



*Photo 1: Les' drawer of saws. Note the different blade shapes, widths and miter box.*

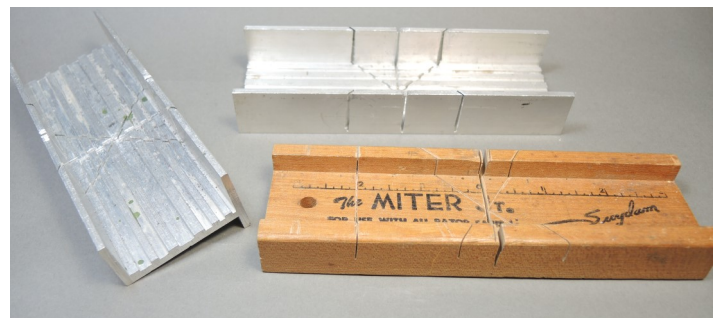
Looking at the blade variety I found a saw could have a fine, medium or coarse toothed blade, which is defined by the number of teeth on the saw blade. The most common measurement of the frequency of teeth on a saw blade is teeth per inch usually abbreviated TPI. At the time I thought I did not need three saw types. I would buy one as I had planned. But wait! There was more to decide before making the purchase. You could buy the saw blades with different depths: shallow, medium or deep. Well, I decided to buy a medium blade with a shallow depth (Photo 2). Not done yet, one more item to consider.

Next to the saw types, I saw there were miter boxes that would guide the saw when making straight cuts and were also made to assist with angle cuts. The miter boxes came in



*Photo 2: Matching the saw depth to the miter box is crucial. From top to bottom, note the varying blade depth.*

wood or metal. I chose the least expensive, a wood one which I soon would find out was a mistake as the slot for the saw wears quickly, and in a short time will not stay true - soon you are making poor cuts. Another feature to look for on a miter box is one with a lip on its bottom side that catches on the edge of your work surface to help hold it in place when making your cuts (photo 3).



*Photo 3: Miter box types- Left- metal box with a lip to prevent shifting. Top- metal, flat bottom box. Bottom- wood box. Note the*

As time went along I found the miter box to have another neat use. I could cut multiple items of the same length when needed. You clamp a stop block in the miter box at the length desired, slide the material to be cut up against it, and make your cut. Repeating these steps you can cut any number of pieces needed to the same length.

As I stated above, I soon found the wood miter box was a mistake and the medium blade with a medium depth did not solve all my cutting needs. One example: the medium saw blade may not reach the bottom of the slot in a miter box and only the deep blade can. As I built more kits and rolling stock, I purchased one of each saw type and a metal miter box (see photos). I was hooked, a “junkie” I guess. Even purchasing one of each type did not solve new problems encountered when building kits or rolling stock. For example, I could not use the blades I had to cut out windows in a structure kit-bash or certain cuts I wanted to make in reworking rolling stock. The normal X-acto saw blades were of no use. I needed a much smaller saw blade. I found you could purchase a X-acto blade that was the shape and size of a number eleven blade and fit the same handle. I soon added them to my saw collection along with a few other small shaped blades and saws I found (Photo 4).

*(continued page 5)*

(from page 4)



Photo 4: X-acto mini-saw blades that can be used for fine cutting.

Another of my later finds is a saw with a blade shaped like a razor blade with very fine teeth that fits into a comfortable handle. I purchased the first one from MicroMark with a plastic handle (no longer found in catalog). At Trainfest, a train show held in Milwaukee, I found one with a wood handle and better construction. The tool “junkie” had to have it. It was well worth the purchase and has become one of my favorite saws (see photo). If guided correctly it will make a cut that needs no or very little sanding. If you look in the MicroMark catalog you will see one like it. (Handle- MicroMark #86084, Blade- #85853, Ed.) (Photo 5).



Photo 5: This blade has very fine teeth that result in a cut that

One more saw blade I use almost every modeling session is a saw blade with very fine teeth mounted on a mandrel in a Dremel tool to provide me with a motorized saw (see photo 6). As the razor type blade in the hand saw, it makes a very fine cut that like one made with the hand saw requires very little sanding. The use of this saw blade requires a steady hand and continued focus when using it as the blade can easily bind in the material you are cutting. One slip and you will have a very nasty cut that could require a trip to the hospital emergency room. You can purchase a guard to use with this saw to protect yourself when using. I recently found Gyros Tools (Gyrotools.com) as a source. Unfortunately, I have not been able to test one of their blades yet. (Photo 6).

We have now explored the contents of another tool drawer near my workbench. My saw drawer filled with saws with various toothed blades is another reason I have my friends calling me a “tool junkie.” I hope you will stay tuned as we con-

tinue to explore other tools in future issues. Until then, remember “Modeling is Fun” and I believe “Modeling is Fun at a higher level with the right tool”.



Photo 6: This rotary blade is a mini circular saw, and requires a steady hand and extra care to avoid injury.

## 39th Annual Spud Valley Hobby Show

Sunday, October 15, 2017  
9:00 am to 3:00 pm

**Admission: \$5.00**  
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**Crystal Ballroom**  
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# Intermountain IC/ICG/CC GP-10 Review

Jared Seliger, Photos by author



Photo 1- Intermountain has produced very accurate models for the individual prototype locomotives. Note the variation in headlight, antenna and gyra light locations. Other details are noted in the text.

I grew up in a small town in the middle of Iowa that was very similar to most small Iowa towns in the 1980s. It had the “3 G’s,” a gas station, a grocery store, and a grain elevator. One thing that made our town somewhat unique is that the mainline of the Illinois Central Gulf’s (ICG) Iowa Division cur right through the middle of town. The city park was adjacent to the mainline that included a small siding to service the grain elevator and lumber yard. Spending time in the park usually meant seeing one or more trains rumbling through town. The 1980s on the Iowa Division meant seeing a significant number of orange and white diesels as they made their trek towards Chicago or to a westward destination like Waterloo or Omaha.

In 1985, the ICG spun off the Iowa Division to form the Chicago Central and Pacific (CC) railroad. After the CC was formed, the orange and white units were still very plentiful, however towards the end of the 1980s, the trend became seeing more red and white units with “Chicago Central” or “CC” reporting marks. I had a model railroad when I was growing up but I was always frustrated with the lack of orange and white IC/ICG/CC locomotives. Athearn did produce an orange and white “blue box” ALCO and they also offered an orange and grey ICG GP38-2. They just were not what I envisioned to run on my layout.

Eventually, I grew up, dismantled my layout, moved off to college and lost touch with the hobby and trains that ran through my town. I have spent the last 20 years establishing my career and starting a family, however in the last few years, the

desire to return to model railroading has built momentum. The tipping point for me was seeing a promotional flyer that the Intermountain Railway Company had at Trainfest, 2012 announcing the Paducah GP10 rebuilds. Finally, an HO scale version of the trains from my boyhood days! I had only seen artist renderings of the locomotives, but I knew I had to build a layout and run the trains that I had wanted since I was a kid.

Unfortunately, the wait was excruciating. In the time since the GP10s were announced and the first run were in-stock, almost 5 years had passed. In that time, I started and completed a Ph.D., built a house, had a baby with my wife, and watched the Cubs win the World Series (okay, they had been trying since 1908 and Intermountain didn’t take *that* long). The wait resulted in an unbelievable production from Intermountain.

Every aspect of the model is very highly detailed from the shading of the IC/ICG orange paint to all of the separately applied hand rails and sunshades. The sound models feature ESU’s Loksound “full throttle” decoder. The models also include lighted number boards and marker lights and other prototypical lighting effects like a Gyra light. Part of the issue of a model manufacturer tackling production of GP10s is they are all rebuilds. Multiple spotting features exist depending on when the individual road number rebuilds occurred. Intermountain did the best job they could incorporating these variations. Intermountain deserves credit for their willingness to produce these models knowing that accounting for every prototypical detail on every road number would not be feasible. Nevertheless, these

models do have significant spotting features. **Photo 1** shows the nose and cab of four separate GP10 models: IC 8059 (rebuilt in 1970); ICG 8173 (rebuilt in 1972); ICG 8461 (rebuilt in 1977); and CC 1775 (rebuilt as IC 8165 in 1970, paint scheme represents CC post 1985). Illinois Central 8059 and CC 1775 both feature the nose mounted “frog eyes” Pyle headlight in a horizontal orientation. The 8059 unit still has the roof-mounted Gyra light while the CC version has the cab-mounted light removed with a steel panel cover. Units 8173 and 8461 both have nose mounted recessed Pyle lights that are recessed and in a vertical orientation. Unit 8173 has a roof-mounted Gyra light while 8461 has a roof-mounted flush double headlight. If you look very closely at the Gyra light on 8173, you will notice that the lens cover is grey while on 8059, it is orange. This is a prototype specific detail where the Gyra light was replaced on 8173 and the panel never made it to the paint shop so it remained primer grey.

Additional variations highlighted in **Photo 1** include a Sinclair “ice skate” antenna on 8461 and an “ice skate” antenna with a “firecracker” antenna on 1775. Both 8059 and 8173 have MU hose receptacles, 8461 has a snow plow, and 1777 has just a flat panel.

In addition to all of these variations on the nose and roof, additional details are visible on these models. Chicago Central unit has the HORST air filter cut off to be flush with the long hood (**Photo 2**), while 8059 has the full filter still in place (**Photo 3**). The final detail variation I will highlight is the placement of top-mounted access panels on the long hood of unit 8461, a detail missing from earlier rebuilds (**Photo 4**).

Esthetically, the Intermountain Paducah GP10s capture the essence of the IC/ICG/CC throughout the 70s and 80s. As important, the operation of these locomotives is smooth and reliable. The units run very nicely when multiple locomotives are consisted together (the most I have consisted thus far have been 3 units).

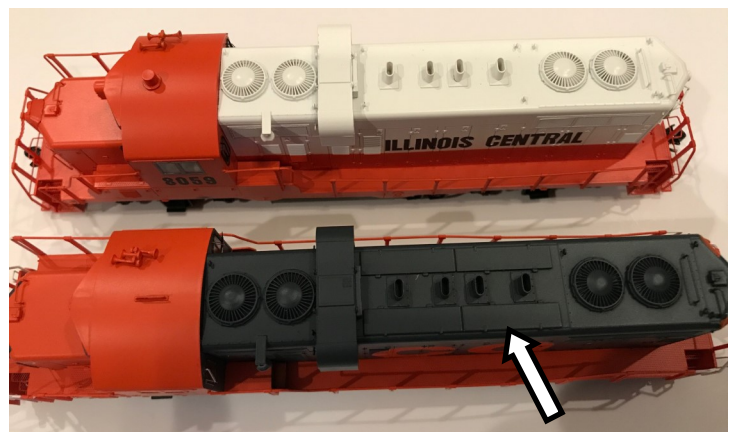
Intermountain produced the GP10 Paducah rebuilds in several road names and road numbers. I would highly recommend this unit and if you model the 1970s or 1980s, you can likely find a road name that could have been visible on your railroad. I have posted several videos on YouTube highlighting the GP10 Paducah rebuilds (search for ck7813). For those of you who have added some Paducah GP10s to your roster, happy railroading. For those of you who haven't, consider adding at least one, you won't regret it!



*Photo 2– Gulf Coast 1775 has the air filter cut flush with the top of the long hood and an “ice skate” antenna on the cab.*



*Photo 3– Illinois Central 8059 has the standard air filter that extends down the sides of the hood.*



*Photo 4– 8461 (bottom engine) has top mounted access panels not seen on earlier rebuilds, missing from upper engine.*



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## I am the giraffe car man

By Paul Ullrich



I have an alter ego. A not-so-secret identity.

Most of the time, I'm a mild-mannered retired graphic artist, living an ordinary life. But several weekends throughout the year, I don pinstripe bib overalls, an engineer's cap, haul out my portable Lionel layout and become the Giraffe Car Man!

This is not an identity that I have readily chosen for myself. It was thrust upon me, but I bear that burden with grace and dignity (or as much dignity as one can dressed in bib overalls and an engineer's cap).

I've been displaying Lionel portable layouts for over 30 years. One year, I added a giraffe car. For those of you not familiar with Lionel's operating cars, a giraffe car is a stock car with a plastic giraffe head sticking out of a square hole in the roof. The giraffe is attached to a lever under the car. When the car reaches a telltale next to a tunnel, the lever slides over a ramp attached to the track, which lowers the giraffe's head, making it duck under the tunnel.

My giraffe car had always been a hit with the kids, but not so much with the prototype model railroaders, who routinely used to rib me about it at every train meet.

I started adding more giraffe cars to my layout. Even though they haven't been manufactured for years, I didn't have any trouble finding them. People at train meets would bring them to me, and I would buy them for a modest price (even 50 year old giraffe cars aren't worth very much on the collector's market). My collection expanded to a total of seven giraffe cars, which was more than enough to make an entire train of giraffe cars! And that's exactly what I did.

One year, a gaggle of children rushed to my layout, shouting "He's here! He's here!" Their mother came over to me and said, "We're so glad you're here!" When I asked her why, she said, "When I told them that we were going to the train show, they all asked me if the Giraffe Car Man was going to be there, but I didn't know for sure. That's why they're so happy to see you!" Fame at last! Well, sort of.

When I got home I told my wife Margaret what happened. She has a merchandising degree from Pratt Institute, and she was in charge of the publicity for these train shows. She had been looking for a

"hook" for a long time to publicize these shows, and she found it in her husband. Yes, I became the hook.

A few weeks before our next show, I was down in the basement working on my layout. I had the radio on, as I usually do. To my surprise, a promo came on for the train show. To my even greater surprise, the announcer said, "Come and see the Giraffe Car Man". They did, and in droves.

I find myself as an actual attraction at these shows. I am surrounded by kids from opening to closing, which I enjoy very much. Someone even suggested that I open a daycare! But as much as I enjoy the company of young children at these meets, I'd prefer them in smaller doses than that.

A model railroader buddy of mine came over to me at one of these shows. He told me that his son, who was one of the Giraffe Car Man's very first fans, was now working in missions in Central America. He happened to be working with another fellow who also was from Winipeg, whose father was also into model railroading.

As they chatted, he asked him if his dad ever took him to any of the local train shows. When he said that he did, he asked him (get ready for it), "Do you remember the giraffe car man?"

Thousands of miles away from home in a foreign county, they laughed, they reminisced, and they bonded, all because of me.

I am the Giraffe Car Man. It is my gift. It is my curse. It is my fate. And as long as I have the strength to haul my portable layout to all of these shows, I will continue to be the Giraffe Car Man, because I truly love being the Giraffe Car Man!

## 6<sup>th</sup> Annual Model Railroad Show & Sale

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Sunday, October 29, 2017

9:00 a.m. – 3:00 p.m.

Franklin County Convention Center,  
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## TLR's Terry Davis named one of 18 winners of the 2017 NMRA President's Award for Service to the Division

By Gerry Leone, MMR

NMRA Vice-President / Special Projects

If you belong to a Division, you know exactly the person we're talking about. We're talking about the guy who puts in far more hours than anyone else. The woman who has done the thankless paperwork tasks for the last 12 years, never complains, and never gets credit. The member who shows up early at every swap meet to help set up the tables, then stays late to help clean up and take everything down.

These are the people who make the NMRA work. These are the people who help their Division, yet never receive much credit for their contributions other than an "attaboy" from the Super. These are the people the **NMRA President's Award for Service to the Division** is designed to nationally recognize.

The NMRA President's Award for Service to the Division is a new award this year and is long overdue, because, as we all know, the Division is where "the rubber meets the road." It's the face of the NMRA in local neighborhoods all around the world. For decades there's been a national NMRA President's Award given to members who have donated their time and effort to the *national* organization. Our eighteen Regions each give President's Awards to members who have gone above and beyond to help the *Region*. But there has never before been an

award that has recognized Division members who've worked tirelessly serving their Division and making the NMRA work locally.

According to its official description, the NMRA President's Award for Service to the Division will be awarded by the NMRA president to no more than one individual per year in each Region who's done outstanding, "beyond-the-call-of-duty" work to make their Division effective, engaging, and welcoming to members.

This year at the annual awards banquet at the Orlando Convention, President Charlie Getz announced the winners of the first annual NMRA President's Award for Service to the Division. With the help of NMRA national Board members and Region Presidents, President Getz chose 18 individuals to be the recipients of this award.

**Terry Davis** (Thousand Lakes Region) – Terry served multiple terms as both Superintendent and newsletter editor of the Prairie Lakes Division, editor of the Minnesota River Valley Division's newsletter, and was Superintendent and Assistant Superintendent of that Division twice. Terry also founded the 100% NMRA Luce Line Railroad Club and served as its president, newsletter editor and rail show chair, and put on innumerable clinics at both Division and Region conventions.

### The Achievement Program: Structures Certificate

John R. Hotvet, MMR

In this issue I will cover the Structures requirements, which falls under the "setting" category in the Achievement Program along with Structures and Prototype Modeling, which I have previously written about.

The Statement of Qualifications (SOQ) form, which can be found on the NMRA website, lists the various requirements that must be completed.

The applicant must complete a total of twelve structures. At least six must be scratch-built, and at least six must qualify for Merit Awards. Any non-scratchbuilt structures must be super-detailed using scratchbuilt or commercial parts. At least six different types of structures must be represented, and

one must be a bridge or trestle.

All twelve structures need write-ups describing the work done to complete the model. This will include scratchbuilt features and a list of the commercial components appearing on each model. Paperwork submitted for NMRA contest entries may be used to meet this requirement, so keep your paperwork where you can find it when you are ready to submit your SOQ. Verification of the Merit Awards must be included, either with a copy of the Merit Award or the contest entry scoresheet showing 87.5 or more points awarded by the judging panel.

Just follow the directions in the SOQ, include all the required enclosures, and sign the SOQ before submitting it to me for further processing.

### Ron Einarson becomes an MMR

Paul Ullrich

It is with great pride that we announce that our own Ron Einarson has been designated a Master Model Railroader (MMR) by the NMRA. Ron has been a member of the Winnipeg Model Railroad Club since 1983, and has been a member of the NMRA for almost as many years. He has also served as superintendent of the No.1 Northern Division and of NMRA Canada.

Ron is MMR #593. He joins the prestigious company of Winnipeg MMRs such as Jock Oliphant, Stafford Swain and Fred Headon. The NMRA presently has over 18,000 members, and in the entire history of the NMRA there has been only 593 MMR certificates awarded, so this is a rare honour indeed!

Ron has won multiple awards for his modelling work from the TLR and the Winnipeg Model Railroad Club. He's worked very hard to earn this title, and his modelling work has always spoken for itself. Way to go, Ron!



Ron Einarson, seen here displaying at the No. 1 Northern Division's annual train meet in 2015, has just been named Master Model Railroader by the NMRA.

## Region Round-up

### No.1 Northern Division

Ian Plett, Superintendent

The No1 Northern division HO free-mo group will be attending the Manitoba Megan Train Show 2017 this fall September 23-24, at the Red River Ex grounds in Winnipeg Manitoba. This year we are joining up with the Kildonan Short Lines modular group based out of Winnipeg. This year we will probably again have the largest layout at this show.

### South Red River Valley Division

Don Radeck, Superintendent

The Spud Valley Club has been busy running trains for Bonanzaville visitors this summer. The Fourth of July celebration alone brought in several hundred people who checked out the Spud layout.

Planning is well underway for the 39th Annual Spud Valley Hobby Show to be held October 15 at the Delta by Marriott in Fargo. This is the former Ramada Plaza Suites. We are looking forward to hosting the show in the newly remodeled Crystal Ballroom. We will have a Division table set up to promote the SRRVD, the TLR the NMRA and Model Railroad.

The Red River Railroad Modular Club took part of the summer off for vacations but will be back at it the second weekend in September, setting up their layout at the Dalton Steam Thrasher Days in Dalton, MN.

SRRVD members of note: Kevin Dill received his NMRA Achievement Program Association Volunteer in the June NMRA Magazine. Andrew Merkel won the switching contest at the TLR/MCoR convention in Ames, IA, with the fewest moves as brakeman, 27. And Tom Gay was re-elected as TLR Treasurer for a two year term at the Convention. Congratulations to all of you!

The next Division meeting is planned for September 14.

### Twin Cities Division

Jim Buck, Superintendent

As you know we are trying to change our meeting agenda a little. Jackson Street meetings will be at 7:00PM Thursdays and Mt Olivet meetings will start at 9:30 AM on Saturdays. We are planning our first meeting for September 2017 at the Roundhouse the theme is what we did last summer. October we go to Mt Olivet in Plymouth for a clinic led by Ken Zieska and Greg Smith. November is the MNS annual in NE Minneapolis led by Joe Frischmon. In December we have our Christmas auction at the Roundhouse. In January back to Mt Olivet in Plymouth for small European layouts and models, with models from the German American Club in St Paul. February and March meetings will be at the Round House, one would be about starting operations (car forwarding) on a model railroad. The other is yet to be determined. April is the Spring modelers retreat at Mt Olivet in Plymouth and May is the annual board meeting. Many thanks to the members that have volunteered to provide these meetings and clinics. Hope you are all well, see you in September.

**Capitol  
400**



*All Aboard  
for the Capitol 400*

**Midwest Region Convention.**

**April 13-15, 2018**

**Madison, WI**

- Operating Sessions Friday Afternoon and Evening
- Clinics Friday Evening and Saturday Morning and Afternoon Including:
  - The Photography of O. Winston Link
  - MR Editor Tony Koester
- Layout Tours Saturday Afternoon and Sunday
- Every Registration Includes the Banquet with Guest Speaker Tony Koester

Visit [www.nmra-scwd.org](http://www.nmra-scwd.org) for details.

***Come Join The Fun!***

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**Make checks payable to Thousand Lakes Region**

**Mail to: Tom Gay, Treasurer**

**2015 Rose Creek Drive, Fargo, ND 58104**

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**Bring a friend  
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### **Region Roundup—model railroad-related events in and around the TLR**

#### **2017**

- Sept 16 Twin Cities Model Railroad Club, Education Building, MN State Fairgrounds 9-3
- Oct 14 Newport Train Club Train Show, Woodbury High School, Woodbury, MN 9-2
- Oct 15 39th Annual Spud Valley Hobby Show Delta by Marriott, Fargo, ND 9-3
- Oct 14-15 West Wisconsin Railroad Club Annual Show Eau Claire, WI, Sat 10-4, Sun 10-3
- Oct 29 North Central Iowa Model Railroad Club Show Franklin Cty Conv. Center, Hampton IA 9-3
- Oct 27-29 State Line S-gaugers 42nd Annual Fall S-Fest Janesville, WI
- Nov 4-5 Great Train Show, Canterbury Park, Shakopee, MN, 10-4
- Nov 11 Granite City Train Show, River's Edge Conv. Center, St. Cloud, MN, 9-3
- Nov 11-12 TrainFest, WI State Fairgrounds, Milwaukee, WI,
- Nov 18 Greater Upper Midwest Train Show and Sale Century College, White Bear Lake, MN 9-2

#### **2018**

- May 18-20 TLR Annual Convention, Sioux Falls, SD
- Sep 5-8 28th Annual Narrow Gauge Convention Bloomington, MN

### **Whats inside?**

**Intermountain GP10 Production Review**

**Motorcycle Kit construction**

**The Giraffe Man speaks**

**Jay's words of wisdom**

**Awards in the Region**

**All about Saws**

**The Editor admits a mistake....**