



Thousand Lakes Region

National Model Railroad Association



# The FUSEE



Volume 60 Number 1

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

Fall 2013

## The Silver Springs Railway & Transportation Co.

story and photos by Dennis Rietze

My layout has been a work in progress for the past 30 years, having, like a lot of us, gone through several moves to different homes. The layout gets torn down and sort of redone in the next home. When we moved to our current residence I neglected to check out the basement to ensure there was a spot for my layout. However, after a time, I realized that I did have an area for my layout. The only problem was the height of the ceiling in the room. You see the only area left for me was the crawl space under the living room and kitchen. The ceiling height at the best spot was 52 inches with areas where the ductwork ran



across the room at only a height closer to 42 inches.

I started out claiming an area approximately 11 feet by 22 feet. My bench work would be dictated by the ceiling height. I discovered I needed some way of moving around in the crawl space and so I found mechanics stools on wheels at Canadian Tire (left) which proved to be the solution for mobility around the layout. In addition the tray on the bottom of the stool was a good place for tools and supplies to transport around while working on the layout. Having selected the mechanics stools as a means of moving around the layout I decided **on the height of 24"** which would allow my knees to fit under the bench work. Early in the con-

struction my wife sewed the skirting allowing me to conceal plenty of my materials and tools easily under the bench work, a big plus for storage and appearance.

A problem occurred in entering the layout room. The majority of the track was to be a single track main line, looping back on itself. Now due to the low ceiling and bench work height I had to come up with a way to enter the room. I started with using a swing up hinged portion of the track for the entrance. This worked somewhat well but not to my satisfaction. While reviewing layout plans in some of my books I came across an idea to change the track plan which would give me continuous running capability but (continued on page six)



## View from the Cab

by TLR President Gerry Miller

### Where are the volunteers out there?

Once again it is nearly time for the changing of the guard on the TLR board of directors. In the next two years we will be replacing five members. You may think that I am starting a little bit early looking for replacements. I **want to get everyone thinking, "Would I like to be on the TLR board?"** **Being a board member is a great way to** meet people in the region. Being a Board member will help you earn your AP official certificate. If it is your first AP certificate you could earn \$50.00. Being on the board will allow you to shape the future of the TLR. The NMRA is a volunteer organization and without volunteers we would not exist. The TLR needs a few good men and women to raise their hands and step forward. **(editor's note: see related article by TLR VP Paul Ullrich on pages eight and nine for more inspiration.)**

At first I was reluctant to run for the board, but after speaking to past members I decided to run for office. It is **a decision that I'm glad I made.** **The time commitment for board members may vary a bit, but it averages about** an hour a week. If you are interested or have any questions please contact me or any board member. Our contact information is on page 11. The fall board meeting will be Saturday, September 14<sup>th</sup> at Cooper Pub, 1607 Park Place Blvd., St Louis Park, MN 55416. All TLR members are invited and encouraged to attend.

A special thanks to Alan Saatkamp for editing the Fusee for the last three years. Alan, it has been a pleasure working with you. I apologize for the 300 word sentences I have been sending you. Good luck to you in all your future endeavors.



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### Farewell from the Editor by Alan Saatkamp MMR

**My how time flies when you're having fun.** These past 12 issues as editor bring to mind several special events along the way. The first took place when Gerry Leone MMR, the outgoing editor, gave me the benefit of his wisdom one summer weekend three years ago in Excelsior. My head was swimming from all the information he imparted. Microsoft Publisher for Dummies helped sort out more of the confusion, and eventually I got the hang of publishing The Fusee (though some of you may disagree with that notion).

I thoroughly enjoyed reading the many submissions from TLR members these past three years. Thanks to all of you for your contributions and friendships. And congrats and my appreciation to new editor Tracy McKibben, who inherits the title beginning September 1 following this fall issue.



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

# In Memorium

## Nick Andrusiak 1941-2013

Long time TLR member Nick Andrusiak died peacefully at his home in Winnipeg on July 9. Nick was also a long time and active member of the Winnipeg Model Railroad Club and the CN Lines SIG. Nick was on the executive team organizing the NMRA's national convention held in Winnipeg in 1983, a meet that set many benchmarks, including the timetable booklet format. He also played a very important role in the TLR's 2010 "Steam on the Prairies" convention.

Through his involvement with the CN Lines Special Interest Group, he was able to piggyback their convention with the TLR's. Every CN Lines SIG member who attended this convention also joined the NMRA and attended the events in "Steam on the Prairies" in 2008. This swelled the number of attendants to 145, which was the most that any TLR convention had since the last convention held in Winnipeg in 2000. Nick was a dedicated volunteer, serving on numerous committees in every organization he joined, especially in the publication of newsletters, brochures and magazines, which were in constant flow in his house.

His children were taught to collate newsletters as soon as they could reach the height of the kitchen table. Oddly enough, Nick was so busy volunteering that never found the time to build his own model railroad. When someone asked him why he belonged to a model railroad club but didn't have his own layout, his reply was, "Because model railroaders are neat!"

Nick's teaching career was cut short by spinal stenosis and Parkinson's which left him wheelchair bound. His big, booming voice was quieted to a whisper. He kept a brave face over his condition and even joked about it. When he discovered that most people who suffered from spinal stenosis were Asian, he quipped that it was probably because one of his Ukrainian ancestors was an unfortunate victim of Genghis Khan's Golden Horde. But despite his ailments, he never stopped volunteering. He became managing editor of CN Lines SIG for their magazine and book publications.

Nick fully embraced the new technology, which also helped him manage his increasing immobility. Nick's mobility had suffered but he was far from isolated. Whenever the latest edition of CN Lines rolled off the press, he held envelope stuffing parties at his house, where he fed his volunteers very well. When it became increasingly difficult for him to attend WMRC meetings, he held get-togethers at his house so he could see his old friends again. When it was time for the #1 Northern Division to award the TLR's \$200 travel grant to attend the 2010 convention, the decision was unanimous to award it to Nick. His mobility issues prevented him from joining us for a ride on the Prairie Dog Central, but he was able to attend the banquet.

Nick is survived by his wife Frances, his children John, Peter, Maria and Michael, and his ten grandchildren. His book **"Living on the Homestead"** is available as a download at [www.andrusiak.ca](http://www.andrusiak.ca).

The Thousand Lakes Region and its members extend their heartfelt condolences to the Andrusiak family. Nick was an enthusiastic and valued member of the model railroad community throughout the region.



# Making my first kit

story and photos by Margaret Ullrich

My husband is a model railroader and member of the TLR and Winnipeg Model Railroad Club. Both hold banquets, and wives are invited. There are door prizes. After the WMRC banquet I found myself with a #889 N Grain Elevator Laser-Art structure kit—too small for my husband's layout. My first thought was to return it for the next banquet. But then they announced the theme for the next Spring's contest: a Laser-Art model.

**There would be prizes. Oh...** As we drove home I wondered if I could actually build the model.

A few months later I watched Suzanne, the WMRC's president, paint a laser-art kit. Watching Suzanne reminded me of Art History where our teacher explained Pointillism. Georges-Pierre Seurat, a Pointillism biggie, had spent over two years painting *A Sunday Afternoon on the Island of La Grande Jatte*. Suzanne barely touched the paint with her brush. Then she wiped the paint off before she tapped the brush's tip on the model. Suzanne explained that the thin wood warps when it is wet, but the walls should straighten as they dried, so that they could be glued together. It was slow, painstaking work.

Nobody could ever, ever accuse me of having that kind of patience. I was having my doubts about making the elevator for the contest. I'm not patient, but I am cheap. There's cheap and then there's stupid. I know eye makeup shouldn't be used after six months. But I couldn't just toss the germ-infested containers. I keep things, just in case.

*TLR Fusee Fall 2013 page 4*

A couple of days after watching Suzanne I was sorting through some makeup. It hit me. Eye shadow and blusher are powders in a variety of colors. Since I had nothing to lose, I decided to use my old makeup to color the kit. Since I was new to the hobby, I thought it was important to read the instructions. Yeah, well, that shows how clueless I was. If you're about to make your first laser-art model, just glance at the instructions. Trust me. Especially if you're planning to use some old makeup. The instruction writer had first made the grain elevator, then the shed and finally the office building.



Makeup is not as exact as using a dry brush. It's best to color walls simultaneously.

Suzanne had worked on one building at a time, carefully dry painting each structure, like a jeweler polishing a diamond. Applying eye shadow with a cotton Q-tip to a model is not as exact. The makeup smears over and some of the powder falls onto the table. A few swipes with the Q-tip and the wall is covered. We're not talking eye liner here. It's easier to color all of the walls at the same time. What's the sense of creating one mess, cleaning up, and then trying to remember what was used to

create a similar effect on another building in the kit?

The instructions had said to attach all of the grain elevator walls together before inserting the assembled windows, and the peel-and-stick frames would hold the windows without glue. Not true. It's easier to work with the wall flat on the table. The peel-and-stick frames don't stick well or hold anything. Put a dab of white glue on the edges of the walls, install the windows and then put the walls together. A few of the beams and a thin front wall had broken when I was separating and trimming them. At first I panicked. Then I realized I was making old buildings. The broken bits would just add to the effect.

Glue caused the thin fronts by the shed doors and office building to warp. I re-enforced them with tooth picks. That saved time cutting the scrap wood to fit. The instructions were useless as far as attaching the unloading shed. The elevator is not flat, the foundation is recessed, and the elevator doesn't extend to meet the front of the shed. The leftover scraps of wood were perfect for making a frame on the elevator to provide a flat surface for attaching the shed. The kit didn't have trim to cover where the structures joined. So I made a beam, notched it to fit around the elevator's two outer beams, and angled the top to fit the shed's roof.

Don't even bother reading the instructions for the roofing. They said that the wooden roofs for the elevator and the office would easily bend and fit, and all you had to do was attach and color the

the shingles. Right. First I measured (allowing for overlapping) and marked guides on each roof for placing the shingles. Then I gently scored the roof panels with an exacto knife before bending to attach them to the buildings. I colored and cut the shingle to fit



Elevator with the new frame

before overlapping and gluing them. Then I used a bit of red where the shingles meet the beams and also under the outer beams and the windows, to look like rust stains. I used a marker to darken the white plastic tube for the elevator's loading chute. As the pre-cut hole was larger than needed, I taped the tube to



Apply makeup to the shingles before separating. Measure and trim for the extensions and beams before applying them to the roof.

the inside. I had used the picture on the box as a model. It had a light blue foundation, which just didn't look right for an old building. So I darkened my foundation with brown shadow and used a #2 pencil to add details. The buildings were basically done. By then I was getting more confident. I decided to add a few more touches. To create the effect of a water stain under the roof of the office building, I smeared a drop of white glue, then rubbed some dark grey eye shadow over that. I also added a few patches on the roofs and colored the exposed

edges with a black marker. I also scratched the shingles, shaved their edges with an exacto knife and flipped a few of their edges. I didn't have much confidence when I entered my grain elevator in The WMRC's Spring Show's laser-art contest. But, I figured, it's done, why not enter?

I was awarded first place and received the Goodall Trophy. I also entered my grain elevator in the National Model Railroad Association Thousand Lakes Region's 2013 Regional 'Twin Rails to the Twin Cities' Convention's model contest. There it was awarded third place, Structure On-line. What can I say? Use what you have and keep things, just in case!



Model Contest Chair Morgan Turney presented Margaret the Goodall Trophy.

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(continued from page one)  
would take away the track crossing the doorway entrance. I expropriated crawl space for the expansion of the layout, creating the approximately 22 feet by 22 feet area it encompasses today.

Before starting construction I decided on which system I would use to operate my layout. This would dictate the way the layout would be wired. At the time of layout construction, the change from the traditional DC block system was being challenged by the DCC system. Therefore, after some consideration, I decided to go with the DCC sys-



tem. I chose to go with Digitrax system as I felt they were one of the key players in the field of the DCC technology at the time. I purchased a used Empire Builder II system. This system would allow me to operate a sufficient number of locomotives keeping me and any other operators busy when we would have operating sessions. To minimize the problem of short circuits from shut-

ting down the whole layout, I installed a circuit board which allowed me to divide the layout into four power districts, keeping the short circuits from stopping trains from operating on the whole layout when there is a short.

To program my locomotives, I built a track (below) on the side of one area of the layout. The track is covered with a piece of scenery when not in use. I use a laptop to run the software program, Decoder Pro. I find it a useful program to perform some of the more difficult functions rather than using a throttle. Another aspect of DCC is the

option, using a stationary decoder, to allow remote turnout control. Due to various space limitations on my layout, remote control is a big bonus. Currently I am still in the connection and wiring stage. All the stationary decoders have been purchased.

The layout design is that of a basic flat prairie due to the low ceiling, saving space for yards and industries. As I proceeded with con-

struction and operating trains I discovered that there needed to be more double track sections to allow for better operation. Accordingly, I added extra sidings. The layout still could use additional sidings to make operating more interesting.

The most recent work on the layout is the completion of the backdrops. After much looking at different methods and readymade products I chose to use backdrops from SceniKing. They have readymade backdrop in a variety of scenes which match up with each other. One can choose the scenes which suit ones era. Each **backdrop is 16" by 72"**. It took two people, me and my dear wife, to hang the nine sections to complete the layout backdrop (right). I am extremely pleased with the effect of the product. The layout has come alive with the use of this backdrop product.

As my father had worked for the CPR, it made the choice of roads to operate on the layout easy. Initially I ran with Union Pacific and CPR but have changed to CPR as my main road. I started with just DCC and no sound on my locomotives but as sound has become more common and the quality of the decoders has improved I have begun to change more and more of my locomotives to sound equipped and favoring ones with Soundtraxx Tsunami Systems decoders.

Prior to dealing with other aspects of the layout is my inten-

tion to ballast the rest of the track this year. Then I proceed with building a staging yard and additional industries that will require sidings. So the location of the yard and industries are subjects that need to be decided in the near future.

At the writing of this article I have begun installation of stationary decoders to permit remote control of turnouts. Because manoeuvring in the crawl space is



not quick and easy, remote control of turnouts will make operations much more enjoyable. These decoders permit me to control four addresses. These could be for four separate turnouts, or they could be for a group of turnouts which need to be controlled at the same time.

Having tested the use of remote control of turnouts has shown it to be a very valuable addition to the layout. It will also allow me to have operating sessions with control of the turnouts by way of a computer, giving someone the responsibility to function in the

role of dispatcher. Signaling on the layout is not in the plans at this point. It may come after the other elements of the layout have been completed.

**I've enjoyed the challenge that our home and the height limitation posed. My results to date prove that where there's a will, there's a way!**

### New GN Side Sets Planned

HO & N brass sides for GN 308-313 rebuilt 6-axle 82' Baggage-Express-Mail Storage cars, GN 1215 PS 48-seat Coach w/full skirts and GN 1105-07 ACF Mail-Baggage are planned for fall release. Reserve these and other potential 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](mailto:info@brasscarsides.com).

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# Stone Soup

by Paul Ullrich

At the 2012 TLR convention, I won the President's Award for service and commitment to model railroading. I was truly surprised to win this award, and if you were at the banquet that year, you would've known that my wife Margaret was even more surprised than I, which reminds me of the maxim, "Behind every successful man stands an astonished woman".

So, how did I win such an honour? I can trace its roots back to the 2008 TLR convention in Duluth. I was sharing a room with Fred Headon, and we were going over Sunday's itinerary. Fred looked at me sternly over his glasses (as only a veteran teacher as himself would do) and said, "You ARE going to the AGM."

Fred and I get along so well that at one convention someone thought that we were brothers, which was very flattering. I don't have a brother, but if could select someone, Fred would make an excellent choice. But Fred can be an imposing figure, even when he's standing in his underwear in the Best Western in Duluth. I usually took great pains to avoid the AGM as much as possible, but in this case I thought it in my best interest to attend.

As soon as I walked into the room, the board set its sights on me. Alan Saatkamp asked me point blank if I would consider holding a convention in Winnipeg. I have trouble saying no to Alan, especially when he looks at me with those big, soft, wet puppy dog eyes of his. His eyes look so much like the eyes of a cocker

spaniel I used to own that I can't decide whether to shake his hand or scratch him behind the ear whenever I meet him. Once I did scratch him behind his ear, and he tried to scratch his belly with his foot while he was standing up. It's a good thing he wasn't wearing his golf shoes.

Soon after, another bomb was dropped in my lap. The #1 Northern Division was in danger of being deregistered. Now I had two jobs--reorganizing and revitalizing the division AND running a convention! Up until then, the biggest thing I ever organized was a Boy Scout campout.

How was I supposed to run a three day party for over 100 people? I didn't have any hope of successfully completing either task. But all it took was one other person, and that was my good friend Roger Kiendl. After the AGM, he came up to me and said,

"We've got to save the #1 Northern Division!"

Fred Headon immediately came on board. The first thing we did when we got back to Winnipeg was to contact Ron Einarson, the Superintendent of the #1 Northern Division. For many years, Ron WAS the #1 Northern Division. Every month he kept it alive by setting up an NMRA display at Winnipeg Model Railroad Club meetings and conducting clinics. Like John the Baptist, he was a voice crying in the wilderness. But he sustained himself not on locusts and honey but on copious quantities of Winnipeg's Santa Lucia Pizza. Needless to say, Ron was delighted to help.

We had a meeting and appointed an executive, which also served as a convention planning committee. We were back in business! When word spread that the group was alive and well and planning a convention, other people came on board. Sid Greenstone became our registrar, and Dennis Rietze became treasurer.



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We got some seed money from the TLR to kick start our convention. Nick Andrusiak gave us a big boost by having the CN Lines SIG partner their 2010 convention in Winnipeg with ours. Every CN Lines SIG member who attended joined the NMRA and participated fully in every event.

One of my greatest worries was how our committee would get along. I'd heard horror stories from previous conventions about in-fighting, heated arguments and long standing animosities. But none of that happened. We were all dedicated to putting on the best convention possible. People volunteered without any prompting. It was music to my ears as I hear them all say those four little words that convention directors long to hear: "How can we help?"

It's hard work running a convention, but my burden was eased by so many wonderful, enthusiastic volunteers. After Friday's storm flooded the barbecue's location, my wife Margaret and Carm Kjar-tanson cooked and carried food to the University's dining hall. Steam on the Prairies was the most successful TLR convention since 2000's Millennium Rails convention, also held in Winnipeg. Buoyed by the experience, I joined the TLR Board as Vice President. Our executive spear-head the division grant program, and I was very proud to have been a part of that.

The #1 Northern Division, which was on life support prior to 2008, has become a thriving concern. Dennis Rietze replaced Ron as President, and under his guidance a free-mo group and an annual train meet was started up. Then I received my award, which along with running a successful

convention, was one of the proudest moments of my life. When I was in grade three, my favourite book was "Stone Soup". It was about three hungry medieval soldiers who were refused food by a local village. In the town square they started a fire, set up a kettle, poured in some water and threw in stones. When the townspeople asked them what they were doing, they told them they were in the process of making stone soup.

You can't make a proper soup without carrots" replied a villager, who went to his house and brought back some carrots. Other townsfolk followed suit

ended up with soup to feed not only themselves, but also the entire village!

They shared their soup with the townspeople and had a splendid feast. What I had after the 2008 convention was stone soup. Two years later, thanks to the help of others, I had a feast.

Volunteer for something. You never know where it's going to take you.



## TrainToons by Paul Ullrich



The Dakota Southeastern Division (DSED) has enjoyed a busy 2013 thus far, traveling with the club modular layout. We've been to two public libraries (with hands on activity for the public as well), The Great Train Expo in Council Bluffs, and Railroad Days at Prairie Village in Madison, South Dakota (where they are near making an 0-8-0 steam engine operational). We also helped Russell, Minnesota, with their Bandwagon Days and centennial celebration.

In late July we set up at the Granite Threshing bee in Granite, Iowa, (it does not all have to be about railroad events to get to folks that enjoys trains!)

These events have exposed hundreds to the hobby and our division. It seems to be helping our relatively small, but active, division grow and brought in good size donations. We are energized also by significant member donations towards expanding our modular layout to include a yard. This gives those without room work on a project and run trains. The entire membership experiences the opportunity to learn various aspects of the hobby including constructing benchwork, track planning design, laying track, and scenicking.

Please join us for an event or meeting--whether you reside within our geographic footprint or not. You can see information about DSED events at [dakotasoutheastern.org](http://dakotasoutheastern.org). This fall you can find us at the Oak View Library in Sioux Falls on September 28, our Sioux Falls area open house event on October 19, and the Trains At Christmas show in Sioux Falls November 17-18.



## Dakota Southeastern Division on the go

article and photo by Richard Dahl



Granite, Iowa, hosted the DSED club modular layout for the first time ever this summer. Interested train fans both young and old visited and enjoyed the event. DSED continues to receive an increasing number of invitations to display the layout throughout a four state area.

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# The Thousand Lakes Region of the NMRA

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Thanks to all the past contributors these past three years—most recently Gerry Miller, Dennis Rietze, Margaret and Paul Ullrich. Your contributions made The Fusee interesting for our readers and a rewarding experience for me as editor.

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>
<b>Full pg</b> 9 5/8 x 7 1/8"	<b>\$145.00</b>	<b>\$50.75</b>	<b>\$90.00</b>
<b>1/2 pg</b> 4 3/4 x 7 1/8"	<b>90.00</b>	<b>31.50</b>	<b>45.00</b>
<b>1/4 pg</b> 4 3/4 x 3 1/2"	<b>45.00</b>	<b>15.75</b>	<b>25.00</b>
<b>1/6 pg</b> 4 3/4 x 2 1/4"	<b>35.00</b>	<b>12.25</b>	<b>18.50</b>
<b>1/8 pg</b> 3 3/4 x 2 1/4"	<b>25.00</b>	<b>8.75</b>	<b>15.00</b>
<b>1/12 pg</b> 2 3/8 x 2 1/4"	<b>18.50</b>	<b>6.48</b>	<b>10.00</b>



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

### What's Inside?

**Dennis Rietze's innovative design approach**—how low can you go?

**Paul Ullrich's Stone Soup recipe**

The loss of a valued friend and mentor

**Margaret Ullrich's tips on how to build an**  
N scale laser grain elevator

Dakota Southeastern Division stays busy

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

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

Saturday September 28 Dakota Southeastern Division Library Clinics Day 10 a.m. to 2:00 p.m. at the Oak View branch 3700 E. 3rd Street, Sioux Falls. Scenery making, N gauge layout, HO scale switching layout, and the ever-growing DSED modular layout to enjoy. Free. Check our website at [www.dakotasoutheastern.org](http://www.dakotasoutheastern.org).

Saturday October 19 and Sunday October 20 Manitoba Mega Train Show Canlan Sports Plex 1871 Ellice Avenue, Winnipeg, Manitoba. From 9 am to 5 pm. Features layouts, vendors, a huge Lego display and a 7 1/2" gauge train that you can ride on. For more information contact Maurice at [maurice@vectorgardentrains.ca](mailto:maurice@vectorgardentrains.ca) or call 204-837-4776.

Saturday October 19 Prairie Lakes Division fall meet at the Plymouth County Museum located at 3351 1st Avenue SW, LeMars, Iowa from 8:00 a.m. to 3:00 p.m. Meet features popular vote contest, vendors, clinics, operating layouts, business meeting, and more, including the Floyd Valley Model Railroad Club's layout. The museum itself has a diverse collection of items from the past including an airplane that was manufactured in Lemars and a large collection of stuffed animals.

Saturday October 19 Dakota Southeastern Division eighth annual open house home layout tour noon till 5:00 p.m. Seven layouts, including the Sioux Valley Model Engineers Society club layout at the fairgrounds, and those in and around the Sioux Falls area. Railpasses for \$5 (\$10 family) available late September from Hobbytown, 1007 W. 41st Street.

Sunday October 20 35th annual Spud Valley Hobby Show from 9 a.m. to 3 p.m. at Ramada Plaza Suites Crystal Ballroom, 1635 42nd St. S., Fargo. See ad on page two.

Saturday, November 2 No. 1 Northern Division of the TLR meet at Whyte Ridge Baptist Church in Winnipeg, Manitoba. Contact Superintendent Dennis Rietze at 204-663-2302 for details.

Saturday, November 16 Granite City train show from 10:00 to 3:00 in St. Cloud. See ad on page ten.

Saturday November 16 and Sunday November 17 Selkirk Manitoba Festival of Lights train show located at 217 Clandeboye Avenue, Selkirk, Manitoba. Open Saturday from 10:00 a.m. until 4:00 p.m. and Sunday from noon until 4:00 p.m. Admission: bring a tin for the bin (all food is donated to the Selkirk hamper drive) or \$2.00 per person. For more information email [treeve@mts.net](mailto:treeve@mts.net).

Saturday November 23 and Sunday November 24. Trains at Christmas at the W.H. Lyon Fairgrounds Expo Building, Sioux Falls. See ad on page eight.