



The FUSEE



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Fall 2008

NMRA leaders host fun-filled SiouxRail operating weekend

By Alan Saatkamp
TLR President

Dozens of model train operators enjoyed a fun-filled, rail-filled weekend during SiouxRail 2008. This, the second year of the event, took place during the weekend of June 14-15 at four locations. Sponsored by the Dakota Southeastern Division, the invitational entertained model train operators from five states. Crews from North Carolina, Nebraska, Minnesota, Iowa, and South Dakota operated on four HO-scale layouts, ranging from a freelance steam era pike to contemporary class 1 regional prototypes, and a combination of themes in between.



The Twin Cities based crew kept busy Saturday afternoon at Alan Saatkamp's Wisconsin Dakota railroad layout in Harrisburg, SD. (Pictured l to r: Arlan Tietel, John O'Brien, Mike Jordan, Will Tajibnapis, Paul Dieffenbach, and Gary Freseman. The crew of six operated the Wisconsin and Southern system out of Janesville as well as DM&E road and interchange traffic through Davis Junction. Photo by Alan Saatkamp.

Two Iowa layouts—one belonging to former TLR president Miles Rohan, and the other owned by current Prairie Lakes Division Superintendent Doug Harding, hosted crews on Saturday afternoon. Miles' Rusty Spike RR is located in Everly, and Doug's Iowa Central is in Sibley. While crews were busy there, South Dakota's DSED chief clerk Mike Kaufman and TLR president Alan Saatkamp hosted combined crews on their respective BNSF Marshall Subdivision in Garretson, SD, and Wisconsin Dakota Railroad in Harrisburg, SD. Their crews were both local and from out of state. Mike's operating sessions marked the first time guests experienced operations on this six-year project – a highly scenicked HO layout based on the contemporary operations of the prototype BNSF Marshall sub. Alan's combination theme in Harrisburg is based on the DM&E, but with a shift eastward from the Tracy Sub to traffic between Savanna and Chicago. In addition there is prototypical Wisconsin and Southern traffic out of Janesville interchanging with the DM&E at Davis Junction, IL.

"SiouxRail" continued on page 8

INSIDE:

Sounds like "no patent"3
Taking the pulse on decoders

Tools you love, tools you hate.....6 & 10
A double dose of tool time

The ultimate tractor pull.....6
Get a load of this unloader

Three roads, one convention.....10
You can't touch Hutch!

Model railroading season is nearly upon us!

With Fall's approach, we anticipate that change in the weather... you know, the short daylight hours that promote indoor hobbies and interests for many of us. It's true for our Dakota Southeastern Division, located in and around Sioux Falls. We've got clinics at the local library, open house layout tours, and a club modular layout at the fairgrounds scheduled for the next three months. And all that's before the end of the year!

No doubt your local club or division is gearing up too. We know our neighbors to the east, the Prairie Lakes Division, will soon be hosting their Fall meet in Ihlen, Minnesota. Just check THE FUSEE calendar of events on the back page – there are plenty of offerings for train buffs to enjoy in our spread-out neck-of-the-woods.

Some of you probably are yawning by now or turning the page to find more interesting content – what in the world is he talking about? Doesn't he realize model railroading is a

12-month-a-year hobby?

Of course I do. In fact, hot summer weather can promote activity too – when it's too hot to be outdoors, the hobby shops get busier when modelers stay indoors to keep cool. That comment by a hobby shop clerk five years ago when we lived in Eagan, MN, has repeated itself since, and will no doubt occur again.

My point is this: model railroading certainly can be a 12-month-a-year hobby. It just depends on your priorities. It's true for me. We continue to have monthly operating sessions on the Wisconsin Dakota Railroad here in Harrisburg throughout the year.

No matter whether you're still experiencing balmy days in beautiful southern Iowa or already breathing that crisp, cool air north of the border in Canada, it's always time to enjoy the hobby – however you like it! 

TUNNEL VISION

by Editor Gerry Leone, MMR

People send me stuff, people don't send me stuff

Geez, normally there's some major subject I write about in this column. Something pithy, like NMRA membership or convention attendance, or volunteerism.

This time I got nuthin'.

But that's never stopped me before from somehow managing to fill up half a page, so darn it, it's not stopping me now, either. I made a few notes.

In the "people send me stuff" column, I want to thank everyone who's taken the time over the years to send me little tidbits they've seen on the internet or in the news that they thought would make good newsletter fodder. You'll see some of those tidbits in this issue. You've seen some in previous issues. And, danged if they don't make good newsletter fodder! Good call, guys. And thanks!

Now don't get me wrong, I don't want to be deluged with all kinds of email, websites and links from here on in. So here's the criteria: if you think it's interesting, if you got a chuckle out of it, if you think others in the Region would enjoy it, and most important, **if it's got something to do with railroading or model railroading** send it to me. If it doesn't... well, thanks anyway!

In the "people don't send me stuff" column, there are two items. First, this is my annual plea for articles from every one of you out there. THE FUSEE has some wonderful regular authors (Ron Einarson, Les Breuer, Terry Davis, and Paul Ullrich rank among the

top) whose work keeps me in business. And I couldn't appreciate their work more. Trust me, you probably couldn't, either.

But somewhere out there there are inner authors waiting to get out. Let me be your liberator. Send your articles, thoughts, observations, jokes, reviews, how-to's... anything. I'll clean it up, dress it up, and send it out into the world with a brand spanking new headline. I promise. But the same criteria holds true as mentioned before: **make sure it's got something to do with model railroading or railroading.**

The second item concerns the event calendar on the back page (affectionately known as "page 12"). Ain't nothing getting in that calendar that I don't know about. In other words, if you want to see your event listed there, you best tell me about it. Trust me, I'm a lousy mind reader (just ask my wife). Or send it to Jim Bernier, who compiles a master list of all train shows and forwards it on to me. His email address is listed right there under the calendar.

Wow, somehow my half-page got filled up.

I had nuthin'. But now if you send me stuff, I'll have something! Such a deal. 

<p style="text-align: center;">THANKS!</p> <p style="text-align: center;">Contributors to this issue (in reverse alphabetical order of the second-last letter in their last name):</p> <p style="text-align: center;">Ron Einarson, Alan Saatkamp, Terry Davis, Jay Davis, John Hotvet MMR, Les Breuer MMR, Bob Amsler, Paul Ullrich, and Nick Andrusiak</p> <p style="text-align: center;">Next issue's deadline: November 10, 2008</p>
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“Railway Jamboree ‘83” crew celebrates 25 years later

By Nick Andrusiak

In the middle of July, 1983, under the auspices of the Thousand Lakes Region (TLR) of the National Model Railroad Association (NMRA) the model railroaders and prototype fans of Winnipeg put on nine days of one of the greatest shows in Winnipeg Convention Centre history. The event was called Railway Jamboree ‘83 and it introduced a number of innovations into NMRA conventions that are still in use.

For some of us Winnipeggers, Railway Jamboree ‘83 was our greatest accomplishment. So it seems appropriate that twenty of us went to the Convention Centre 25 years later on July 18, 2008, and had lunch together

in the café on the second floor, the Centre Place Café. The café operates in a cafeteria style; when each person had selected their meal we went to a quiet area that had been reserved for us and ate and talked and compared souvenirs with each other. Just imagine: a cafeteria where you can reserve a table for a fairly large group!

The promise of “no speeches” was fulfilled. The food was excellent and no one had to sell advance tickets. The staff was congenial and brought us coffee and refills so we didn’t have to make another trip to the line. But perhaps the biggest surprise of the day was the fact that a committee that put on a national convention is still speaking to each other twenty-five years later! 

Update on the NMRA patent challenge to Real Rail Effects

You may recall that in the last issue of THE FUSEE we reported on the NMRA’s challenge to a patent claim Real Rail Effects said it had on sound decoders. Here’s the update as of June.

By Robert J. Amsler, Jr.
General Counsel, National Model Railroad Association, Inc.

June 6, 2008

NMRA Patent Challenge Update: Real Rail Effects fails to respond to NMRA DCC-sound patent challenge

The deadline for Real Rail Effects, Ltd. (RRE) to respond to an NMRA patent challenge has passed, with no response from RRE.

RRE was granted a patent by the United States Patent and Trademark Office (USPTO) based upon a claim that the technology for using sound with DCC was invented by RRE. The NMRA, with the technical and financial support of a number of DCC manufacturers and hobbyists around the world, filed a challenge to the RRE patent.

The NMRA filed the challenge because we believe that the claims in the RRE patent application were not supported by the facts. The NMRA was aware that prior art and other evidence existed which negated RRE’s patent.

The NMRA felt that, should it remain in force,

the RRE patent posed a threat to modelers and manufacturers of DCC equipment because it would both increase the costs to modelers and unfairly restrict manufacturers who provide decoders with sound. Therefore, the NMRA coordinated an industry- and hobby-wide effort to have the patent overturned. The NMRA submitted evidence from a number of sources raising substantial questions about the validity of the patent.

On February 11, 2008, the USPTO issued a ruling granting the NMRA’s patent re-examination request. The examiner stated in the ruling that there was a substantial likelihood that a reasonable examiner would consider the prior art important in determining the patentability of the application of RRE.

After the examiner at the USPTO determined that the position of the NMRA had merit and compelled a new analysis of the patent, RRE had two months to respond to the re-examination request. The deadline for a response has come and gone, and RRE made no reply. The NMRA is now very hopeful that a favorable decision will be announced and that the position of the NMRA and its supporters will be vindicated.

The NMRA considers this a clear triumph for the modeler and the model railroad industry. We are proud to have led the challenge team that has made this victory possible.

Achievent Program update

By John R. Hotvet, MMR

We have awarded five achievement certificates and five Golden Spikes since our last update in THE FUSEE. The following AP certificates were awarded since May, 2007:

John Hotvet, MMR, Minneapolis, MN – Master Builder Structures
Alan Saatkamp, Harrisburg, SD – Association Volunteer
David Hamilton, Plymouth, MN – Model Railroad Engineer – Electrical
Douglas Harding, Sibley, IA – Model RR Author & Association Volunteer

The modelers who received the Golden Spike are:

Alan Saatkamp, Harrisburg, SD
Jay Davis, Everly, IA
Dennis Davids, Sibley, IA
John Givan, Montevideo, MN
Jon Bratt, Bird Island, MN

I thought I had awarded another Golden Spike, but it turned out that Brian Wordes of Renville, MN, had received one back in 1989. By NMRA regulations you are only eligible to receive one Golden Spike award in your lifetime, not one for each model railroad that you build. 

Summer 2008 New Products

N-scale Vista-Dome coach sides for *Empire Builder* and *North Coast Ltd.* for Con-Cor CZ-style dome coach. #173-520 \$21.75.
N & HO P-S dome sides for Wabash, MP, B&O, IC, N&W, SR and CofG smoothside coaches for Con-Cor ATSF-style dome. HO #173-64 \$31.75; N #173-564 \$21.75.
New two-DVD 2nd Edition of “Indiana, Minnesota, and Early Amtrak RR Memories: 1964-72” with higher quality video, short SP & UP chapters and 12 minutes of previews. New lower price \$28.75. #412.

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NP “Holiday Lounge” 487-93; GN/CB&Q 8-4-4 “Pass” Sleeper for 1947 *Empire Builder* & *Western Star*, UP/C&NW “Western” & Wabash “Blue” P-S 12-4 Sleeper; P-S B&O/MP/KCS 1-4-4 sleeper-N.

Recent Releases

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No. 1 Northern Division reorganizes itself

By Paul Ullrich

For several decades, the #1 Northern Division of the Thousand Lakes Region has operated as part of the Winnipeg Model Railroad Club (WMRC). Although the WMRC was never a 100% NMRA member organization, there were always enough NMRA members in the club represented among its officers to allow it to qualify and remain as a division. However, in recent years, active membership in the NMRA among WMRC has been dwindling. For the past few years, we haven't had a single member of the WMRC executive who was an NMRA member.

Throughout all of this, #1 Northern Division chairman and NMRA Canada President Ron Einarson has been the virtual one man band, chief cook and bottle washer, and cheerleader for the NMRA within the WMRC. At every meeting he'd haul out his NMRA display and hold an

NMRA-sponsored clinic, always keeping a stack of membership applications at his side. Like John the Baptist, he was a voice crying in the wilderness on behalf of the benefits of membership in the NMRA. But he didn't subsist on a diet of locust and honey as John the Baptist did. He consumed copious quantities of Winnipeg's famous Santa Lucia Pizza to give him the strength of carry on.

But he was getting weary of doing his one man show, and he was looking for some help among the NMRA membership in the WMRC. At the same time, the NMRA was closely examining its Divisions nationwide to make sure that all Division members were NMRA members, and to ensure that each Division had at least two elected officers. If that could not be done, their status as a division would be revoked.



John the Baptist posing as Ron Einarson during a typical Winnipeg Model Railroad Club clinic. Note: those are not locusts on the table.

Superintendent: Ron Einarson, Vice Superintendent: Paul Ullrich, Secretary Roger Kiendl.

Although we are no longer part of the WMRC, we will continue to operate under its wing. The members of the new executive are all long-standing members of the WMRC, and have no intentions of forming a competing organization. This is a common practice in the WMRC, which has always been an umbrella group that has supported other groups within its membership.

The new executive has tentative plans to schedule some events for NMRA members only. We will also discuss the possibility of holding a TLR regional convention in Winnipeg, with the support of the WMRC. We will be presenting such a proposal to the membership of the WMRC at the September meeting.

For those who enjoy irony, it should be noted that out of all the 35 NMRA members of the #1 Northern Division (the largest Canadian division of the TLR), the two members who came to the rescue are American born, and New Yorkers, yet! Paul Ullrich comes from Queens, and Roger Kiendl hails from Brooklyn. I guess the moral of the story is: if ya wanna get something done, call a New Yorker! 🇺🇸

This past June, a meeting was held at a downtown Winnipeg Subway restaurant to discuss saving the #1 Northern. Concerned NMRA members present were Fred Headon, MMR, WMRC President Norm Leathers, Roger Kiendl, Paul Ullrich and #1 Northern Division Superintendent Ron Einarson. It was decided that the #1 Northern must separate from the WMRC, and form its own board of officers.

The new members of the executive are as follows:

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Hilt Friesen, 1932 - 2008

By Nick Andrusiak



Hilt Friesen, a resident of Winnipeg, MB, passed away Wednesday, July 23, 2008, at the age of 75. He was taken ill on the previous Friday as he was getting ready to go to work at his model train store,

Elmwood Hobby Works, and was planning to attend a lunch meeting that day at the Winnipeg Convention Centre that marked the 25th anniversary of Railway Jamboree '83. [See page 3] Hilt had played a prominent part in planning the convention as he was on the committee of four that was to oversee all other volunteer activities.

Hilton was predeceased by his parents Jacob and Julianna, his son James, brother Allen, his sister Verda, her husband Arley Dueck and brother-in-law Al Rattai. Hilton is survived by his loving wife of 55 years Stephanie, his daughter Kim, her husband Larry Sigurdson, beloved grandkids Matthew and Bethany, sisters Aldyth (Ernie), Lavina, Valerie (Herman), and brother-in-law Bill Melnyk. He also leaves behind many friends, his business partner, many cousins whom he was close to, many friends from the Winnipeg Model Railroad Club, his friends, employees and customers at his store Elmwood Hobby Works. He was also well-known and well-liked in the NMRA, The TLR, and the CN LINES Special Interest Group.

Hilt was born on September 19, 1932, in Steinbach and spent his early years teaching his mom patience and tolerance until he moved to Winnipeg where he met the love of his life at a business college. He spent many years doing various different jobs but it was when he started his train store after retiring that he really enjoyed himself and his retirement years.

A time of celebration and remembrance of Hilt's life was the afternoon of Sunday, July 27 at Braeside Mennonite Church, 1011 Munroe Ave, Winnipeg. About 200 people came to pay their respects and to offer condolences to the family members.

Hilt participated in model railroad politics at all levels, stepping in whenever he saw a need to do so. He served as President of the

Winnipeg Model Railroad Club for four terms, and in 1971 he received the President's Shield for his outstanding contribution to the model building and photography contests. As WMRC President he continued to work in the contest area.

Bill Taylor, of the Assiniboine Valley Railway observed, "Hilt was active in the WMRC serving the club in many capacities including President over the years. He has been involved in the NMRA and TLR in a number of areas for many years. He was a member of the AVR and was active in setting lettering for many of the AVR cars. He was very involved with laying out and printing the CN and CP Special Interest Group publications for a number of years.

"Hilt you leave a really big hat to fill," he adds.

At the Memorial Service Stafford Swain summarized the effects of Hilt's presence at the WMRC, from model and photograph contest



entries in the early 1970s to the five years of heavy concentration on the myriads of details that had to be tied down for the NMRA Convention, Railway Jamboree '83.

Hilt's experience in NMRA politics and contest judging and his reputation served us well. He was a valuable member of the committee that did the overall planning and transmitted the policy decisions to the dozens of subcommittees that carried out the policies.

At age 65 Hilt and Vern Gibson started a model train store. After his time on the NMRA board was finished he began building a layout for the CN Lines Special Interest Group which had started in 1989.

Hilt received the TLR President's Award in 1977 from Bob Dew Jr. In 1978 he received the International Order Of The Bent Spike

Fred Holzapfel, past editor of THE FUSEE, remembers Hilt as, "...an outgoing fellow, willing to share his opinions and experience on any number of topics, especially when it came to photography of trains and model trains. During the social hours and banquets, walking around in his black cowboy hat, he was very easy to see and impossible to avoid. He was easy to engage and over time became a very good friend."

Hilt served as TLR trustee to the NMRA Board of Trustees in 1979 and 1980. Two years later he was elected Plains Vice President with jurisdiction over the TLR, the Midcontinent Region (MCoR) and the Rocky Mountain Region (RMR)

Hilt had numerous occupations in his lifetime. He once told Nick Andrusiak, former TLR President, that he had been a real estate agent and ran a fast printing shop. He had the first Kentucky Fried Chicken franchise in Manitoba at the east end of Portage la Prairie but couldn't make a go of it and had to return the franchise to the Colonel. He had a partnership in a furniture store at the corner of Main Street and York Ave. He wrote and published a genealogy of his family. He did computer layouts for many fledgling publications.

Nick recalls, "I'm glad I recently had the pleasure of a long conversation with Hilt. When the last issue of CN LINES was being distributed in June, I had nobody to take the 30 copies to Elmwood Hobby Works. I phoned the store and they sent Hilt to my house one afternoon.

"He and I sat and talked about two hours. I'm glad we did."

Elmwood Hobby Shop will continue without him.

Harry Downs

Harry Downs of the Prairie Lakes Division, passed away on Sunday morning, July 20, 2008. Besides being one of the founding members of the Prairie Lakes Division, Harry was one of the original seven Directors on the Board when the Thousand Lakes Region was incorporated in 1969. Harry will be missed by all who knew him.

Basic tools you may not consider tools

by Lester J. Breuer, MMR

Many times when talking to another model railroader the topic of conversation turns to tools. What basic tools do you need? If you ask someone this question, you normally hear “hobby knife” or “scale rule” followed by various other tools. Do you ever hear “workbench work surface,” “lighting or magnification” as an answer? I don’t. And yet, I believe that the three tools I just mentioned should be considered among the basic tools every modeler needs. I believe they will help you to become a better modeler.



Here you can see a photo of my workbench. You can see the basic tools: work surface, lighting and magnification. I am going to describe each of these basic, needed tools.

For my workbench surface I use plate glass with grey cardboard under it. It’s tempered plate glass, so it doesn’t break easily, and the grey cardboard under it makes kit parts and tools on it easy to see. Since the plate glass is flat and stays flat it acts as a very nice surface plate on which to build or work on your models. Plate glass is a lot cheaper and lighter than granite.

Another major plus of the plate glass is that spilled glue, whether CA or another type, can be easily scraped off with a single edged razor blade. If the single edge razor blade is installed in a window scraper the glue removal is even easier. One problem with the plate glass is that you can scratch it if you cut directly on it. A healing mat placed on the plate glass protects it when cutting. The heal-

ing mat is available at your local craft store or in the Micro-Mark catalog.

Good lighting is a must. In the photo you can see I use two adjustable desk lamps that are clamped to either side of the desk. The lamps hold 60 watt bulbs. I used regular incandescent bulbs in these lamps until a few years ago, when I changed to Verilux bulbs. These bulbs provide natural daylight for the workbench. Verilux makes a standard style bulb which looks like and matches the size of the regular incandescent bulb. The bulbs provide true color throughout their life. In my opinion the natural daylight bulb is easier on my eyes. In addition, I really believe the natural daylight Verilux bulbs have helped me improve my modeling, especially in mixing and matching paints for models. If you would like to give them a try you can order a catalog by phone at 1-800-454-4408 or www.Verilux.com

For magnification I use a quality fluorescent magnifier lamp that is suitable for the task. I just never could get comfortable using a Optivisor magnifier as many modelers do. It is a five-inch 3-diopter glass lens that offers distortion-free magnification. A 22W circular fluorescent bulb provides plenty of light. The metal swing arm is adjustable and the adjustable head lets you put the lamp into almost any position. The lamp has a C-clamp for attaching to your workbench. If you would like to try this lamp you can find it in the Micro-Mark catalog, item number 82718. A larger selection of magnifying lamps is available from Model Expo online at www.modelexpo-online.com

A word of caution. I do not recommend you buy a magnifier lamp that uses a standard 60-watt bulb. I bought one when I first setup this workbench and quickly found the heat produced by the standard 60-watt bulb was not good for the model or for the back of my hands which turned a bright red after the first day of use.

If the tools I mentioned above are not among your basic tools, I encourage you to add them as I believe they will improve your modeling.

Three TLR members receive awards at NMRA Anaheim Convention



The TLR’s own **Jim Perske** posthumously received the prestigious “Fellow of the NMRA” Award at this year’s Anaheim Special convention. The award is determined by the NMRA Honors Committee and given to an individual who has championed the NMRA and the hobby, but who hasn’t done it in a formal way so as to warrant an Honorary Life Membership or Distinguished Service Award.

Jim, a member of the Twin Cities Division, is the third NMRA member to ever have received the award, which began in 2006. The previous two awardees were Allan McClelland and Gil Freytag.

Jim Perske passed away last January 30.

Tim Klevar, another member of the Twin Cities Division and TLR member, received a President’s Award at the Anaheim Convention banquet for his service to the NMRA. Tim took over the job of National Webmaster and successfully spearheaded the complete redesign of the NMRA’s website.

Lastly, your not-so-humble editor, **Gerry Leone, MMR**, won 2nd Place / Model Color Print in the photography contest in Anaheim for his shot, “In Farm Country.” The photo won 1st Place at last May’s TLR convention, and was featured on the cover of the February 2008 issue of *Railroad Model Craftsman* magazine.

Fitness exercise for model railroaders

Begin by standing on a comfortable surface where you have plenty of room at each side. With a 5-lb potato sack in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, then relax.

Each day, you’ll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 10-lb potato sacks. Then move up to 50-lb potato sacks, and then eventually try to get to where you can lift a 100-lb potato sack in each hand and hold your arms straight for more than a full minute. After you feel confident at that level, put one potato in each sack.

A quick and easy repair to a structure

By Ron Einarson

Ever find or purchase a used structure that loses something on its way home? I got one structure from my late friend Charlie that was missing a window. It was there when I left his place so I probably knocked it out while bringing it home or it got lost as I moved it around the layout or workbench.

No problem, right? Just put a new window in and that ends the drama. Sounds quick and easy but Charlie was an artist and mixed his own paints to give his "stuff" a unique flavour. I dug into my spare parts bin and found the matching window to the structure, then spent two weeks trying to match



the window colour. After many futile efforts I put the structure back on the shelf until I could decide what to do.

One Saturday afternoon I was moving the structure while dusting of the shelf when an idea stuck me. Why not just board up the window? Too simple. I grabbed my wood remnants box, found several pieces of stained wood, measured the opening, set my chopper to the correct length and proceeded to cut the necessary number of pieces. Some white glue was used to affix the wood to the empty window opening. It took all of 15 minutes to make the structure complete and have it back on the layout. Quick and easy, once the inspiration hit me. 

Now this guy can drive a tractor...

From the internet
Sent in by Jay Davis





Two-person crews operated along the BNSF Marshall Subdivision sessions hosted by Mike Kaufman in Garretson. The layout features highly detailed scenery and attention to the prototype upon which it's modeled. Here Joe Grimshaw (left) and Will Tajibnapis work the ADM corn processing plant in Marshall. Photo by Eric Carlson.

In addition to the six operating sessions held during the two-day event, guests enjoyed several special activities Saturday evening. Midwest Railcar Repair President Greg Carmon gave a personal, comprehensive walking tour of the 70,000 foot, 400+ car capacity prototype facility located just a couple minutes north of the Saturday night dinner site in Brandon, SD. Greg took time out from his weekend to share the growth and capabilities of the facility, which has been located on its present site since 2000. Midwest Railcar Repair does general repair, wreck repair, program maintenance, warranty work, and tank car repair. Interestingly, he stated that most of the damaged freight cars are trucked in on flatbed trailers. The facility serves a large number of Class I railroads as well as regions. Guests visited both major buildings, including

the 25,000 square foot blast and paint facility, located in a 550-foot structure with capacity for seven cars.

After the enjoyable tour, which lasted over an hour, crews adjourned to a private room in the restaurant of nearby sports lounge Tailgators. Rev. Doug Harding led the invocation, which included remembrance and prayers for the families of Tom Spaulding and Josh Fennen. Tom was an active PLD hobbyist and skilled operator who died this past

winter. Josh Fennen was also an avid hobbyist, and one of the boy scouts who died in the tornado that occurred during a camping outing near Omaha this spring. Following dinner and door prize drawings, the assembly enjoyed Doug Harding's slide presentation on the livestock industry. Doug covered the history of how railroads shipped livestock for most of the 20th century. His presentation included facts and figures as well as photos dating back over 100 years that showed stockyards, storage pens, stock cars, and motive power. Doug shared his expertise and information he's presented across the country at regional NMRA conventions in recent years.

By Sunday morning crews were back to work at the South Dakota layouts. The mix-and-



Over 20 SiouxRail participants enjoyed dinner at Tailgators in Brandon, SD. Doug Harding, Prairie Lakes Division Superintendent, ran his slides as guests awaited dinner. Following the meal and door prize drawings, Doug explained how vital the rail industry was for livestock transportation services during most of the 20th Century until the trucking industry took over. Photo by Eric Carlson.

match format allowed out-of-town guests to meet new friends and renew old acquaintances. Local DSED members especially enjoyed the opportunity to meet and learn from the experienced operators from several states.

SiouxRail 2008 marked the second year of this event, which premiered on the Rusty Spike and Iowa Central in 2007. From the modest inaugural year, which saw four operating sessions and about 20 operators, the event grew by 50% this year, offering six sessions for over 30 participants. Thanks from the four hosts to all who attended this year, and especially our out-of-town guests who selected SiouxRail from among their many choices to enjoy model train operations this year. 



Operating crews stayed busy at Miles Rohan's Rusty Spike in Everly, IA, on Saturday afternoon. The Rusty Spike, along with the Iowa Central in Sibley, hosted SiouxRail 2007 during its inaugural year as well. Photo by Eric Carlson.



Midwest Railcar Repair President Greg Carmon explains the ins and outs of the wreck repair and inspection services to interested SiouxRail participants Saturday evening as part of the weekend activities. Photo by Alan Saatkamp.

NMRA insurance questions are now answered on the web

The question of how our liability insurance works and how the NMRA's 100% Clubs, SIGs, Divisions, and Regions can take full advantage of its protection has recently become a raging discussion. As understanding of the workings of the program has spread, several Divisions have rewritten their Bylaws and many individuals have taken a new look at how layout tours are set up and run.

The NMRA hopes to clarify some of the insurance issues with the information included on its website. Explanations of the program, opinions from the General Counsel, applications, and waivers for non-member layouts are available to help make the insurance program work for each NMRA entity.

Go to the web and read the explanations of our insurance program carefully. Then, if you have questions – even small ones – please do not hesitate to ask them of the National Staff. Your questions could save you from inadvertent liability issues and possible personal exposure in case of an accident.

The insurance information is on the NMRA website at: <http://www.nmra.org/national/insurance/insurance.html>. Or go to www.nmra.org, and click on the "Insurance" link under the "Resources" heading on the left side of the page.

Hop aboard the
Luce Line Railroad Club, Inc.'s

14th Hutchinson Model Railroad Show

9 a.m. to 4 p.m.
Saturday, October 11, 2008

McLeod County Fairgrounds
780 Century Ave. S.W.
Two blocks west of Hwy. 15 So., behind Wal-Mart

Many model railroads, large flea market, model linics,
door prizes and model contest!

Admission: \$3 Adults, 12 or younger free

Layouts wanted! Call (320) 587-8641
or e-mail zachmeyer@mac.com.

Flea market tables \$18 until 9/10, \$23 after 9/10.
Call (320) 587-2279 or e-mail mkbraun@hutchtel.net

www.lucelinerailroadclub.com

30th Annual Spud Valley Hobby Show

Sunday, October 12, 2008
9:00 am to 3:00 pm

- ★ 14th Annual "Plastics on the Prairie" model contest
- ★ Large & small operating model railroads
- ★ Vendors selling farm toys, plastic models, model railroad items, die cast vehicles, old toys, railroad collectibles and more
- ★ Door prizes -- No need to be present to win

Admission: \$4 (under 12 free with paid adult)

For information, call Gerald: 701-799-0534

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Fill out this form and include your payment. U.S.: Send \$9.95 (U.S.) to NMRA-Rail Pass Membership, 4121 Cromwell Road, Chattanooga, TN 37421-2119. Canada: Send \$9.95 (Cdn) to NMRA-Canadian Rail Pass Membership, 69 Schroder Cres, Guelph, ON N1E 7B4, Canada.

*Rail Pass offer is for new members and those who have not been NMRA members for two years or more. Individuals can join at Rail Pass rates only once; membership renewal will be at the regular membership rate. Rail Pass members can attend conventions and participate in contests, but cannot vote or hold office and will not receive a New Member Pak.

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So much bang.
So few bucks.

A sneak peek at the 2009 TLR Convention: Three Roads to Hutch

By Terry Davis
TLR convention director

It is not too soon to begin making plans to attend "Three Roads to Hutch," the Thousand Lakes Region's convention that occurs from May 29-31, 2009, in Hutchinson, MN. It's the TLR's 60th birthday!

Today no railroads serve this city of 14,000 people an hour west of the Twin Cities, but for more than 40 years, from 1915 to 1957, three "roads" — the Milwaukee Road, Great Northern and Luce Line (later M&StL and C&NW) — brought goods and people to and from Hutchinson. Next year, convention attendees will travel three state highways — 7, 15 or 22 — to Hutch.

Luce Line Railroad Club Inc., a 15-year-old, 100-percent NMRA club, will welcome TLR members. The convention timetable is still being spiked down, but the club, with the blessing of the TLR Board, is shooting for a shorter and less expensive gathering next year.

We'll start at noon Friday with contest entries and an afternoon of six or seven modeling and local rail history clinics at convention headquarters — the Best Western Victorian Inn on the west side of town. Non-rails will have an afternoon activity scheduled. The Friday night dessert reception and local railroad history presentation will take place at the nearby McLeod County Museum.

Saturday will be devoted to tours. Some of the possibilities include the Twin Cities & Western RR in Glencoe, an ethanol plant, Hutchinson's GN depot and the Dassel Depot Museum.

The annual banquet and awards presentation will feature NMRA representatives Fran and Miles Hale of Missouri as our guest speakers. The Hales may also be coaxed into giving one or two of their nationally famous clinics.

The convention wraps up Sunday morning with the annual general membership meeting, followed by tours of a few home layouts in Hutchinson and others in the area. LLRC members hope you'll attend! 📍

Tools: can't live with 'em, can't live without 'em.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted vertical stabilizer which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh sh**!"

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

8-FOOT LONG YELLOW PINE 2X4: Used for levering an automobile upward off of a trapped hydraulic jack handle.

E-Z OUT BOLT EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50-cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMMITTOOL: Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also, most often, the next tool that you will need. 📍

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THE FUSEE is a quarterly publication of the Thousand Lakes Region of the National Model Railroad Association and is mailed to all subscribers. A subscription runs for one year and costs \$10.00. Mail subscriptions to the Treasurer.

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Changes of address should be sent to the Treasurer.

FUSEE Advertising

Commercial advertising from hobby shops, manufacturers, and other businesses with a model railroading interest is accepted. Pike ads are for individual layouts, model railroad clubs, or other non-commercial groups. All ads can be run in a single issue at the rate of 35% of the annual rate.

Ad size (HxW)	Annual Comm. rate	One time Comm. rate	Annual Pike ad rate
Full pg 9 1/8" x 7 1/8"	\$145.00	\$50.75	\$90.00
1/2 pg 4 1/4" x 7 1/8"	90.00	31.50	45.00
1/4 pg 4 1/4" x 3 1/2"	45.00	15.75	25.00
1/6 pg 4 1/4" x 2 1/4"	35.00	12.25	18.50
1/8 pg 2 3/8" x 2 1/4"	25.00	8.75	15.00
1/8 pg 3 1/4" x 2 1/4"	25.00	8.75	15.00
1/12 pg 2 3/8" x 2 1/4"	18.50	6.48	10.00
1/16 pg 1 1/8" x 3 1/2"	15.00	5.25	7.50

All advertising should be mailed to THE FUSEE editor as camera-ready artwork or electronic files (jpeg, tiff, gif, or EPS with outlined fonts). Payment must be enclosed and should be in U.S. funds, international money order, or by check drawn on U.S. Banks. Questions? Contact the Editor!

Subscribe to THE FUSEE!

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

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Fall 2008

THE FUSEE

18015 33rd Place N.
Plymouth, MN 55447

INSIDE:

SiouxRail 2008

Tools and more tools

A sneak peek at the 2009 convention

Train shows & events in and near the Region

Compiled by Gerry Leone, Jim Bernier, and Terry Davis

Saturday, 9/13/08, C&NWS Minnesota Division Meet, 10 AM - 5 PM, End-O-Line Railroad Park, Currie, MN. Admission: \$17. Tour the park and one in Tracy. For more information, contact Terry Davis, 320-587-7820 or ptdavis@hutchtel.net

Saturday, 9/20/08, Twin Cities Model Railroad Museum Swap Meet, 10 AM - 5 PM, Education Building, Minnesota State Fairgrounds. Admission: \$5 (under 5, free) For more information visit www.tcmrm.org or call 651-647-9628 or hobbysalesinfo@tcmrm.org.

Saturday, 10/4/08, Prairie Lakes Division's Fall Meet, 9 AM - 4 PM, Ihlen Community Center, Ihlen, MN. Admission: \$3 (under 12 free with adult). Clinics, BNSF presentation, swap tables, displays, layouts, and contests, plus a *new contest*: create a scene on a 6"x6" piece of plywood (can't go beyond the edges or be more than 24" tall). Ihlen is about 8 miles south of Pipestone and 22 miles north of Luverne on MN Hwy 23. For more information contact Ken Berghorst 507-442-7571, Denny Davids 712-754-3996, or Ron Peterson 712-225-4789, pete31545@yahoo.com.

Saturday, 10/11/08, 14th Hutchinson Model Railroad Show, 9 AM - 4 PM, McLeod Co. Fairgrounds, 7780 Century Ave. SW, Hutchinson, MN. Admission: \$3, kids under 12 free. Hosted by the Luce Line Railroad Club, Inc. 50+ tables of trains for sale, a dozen operating railroads, how-to clinics, contests, prizes. For more information contact Terry Davis at ptdavis@hutchtel.net

Saturday, 10/11/08, 3rd Annual Model Train Open House Layout Tour, 12PM - 5PM, sponsored by the Dakota Southeastern Division. Passes available at HobbyTown, 1007 W. 41st St., Sioux Falls, SD, starting at 10AM that morning. Cost: \$5/individual, \$10/family. Route maps will be provided for this self-directed tour of model railroad layouts in Sioux Falls and the surrounding area. For more information, contact Alan Saatkamp, saatkamp@iw.net.

Saturday & Sunday, 10/11-12/08, Indianhead MRRC 7th Annual Train Show, 10 AM - 5 PM

(Sat), 10 AM - 4 PM (Sun), Regis High School, 2100 Fenwick Ave., Eau Claire, WI. Admission \$5 (under 12 free with adult); \$1 off with food donation. For more info, contact Andrew at 715-559-0380 or awdoney@sbcglobal.net

Sunday, 10/12/08, 30th Annual Spud Valley Hobby Show, 9 AM - 3 PM, Ramada Plaza Suites, Crystal Ballroom, 1635 42nd St. S., Fargo, ND. Admission: \$4 (under 12 free with adult). 14th annual "Plastics on the Prairie" model contest, operating layouts, vendors, door prizes. For more info, call Gerald at 701-799-0534

Thursday - Sunday, 10/30 - 11/02/08, Naperville Railroad Prototype Modelers 2008, Holiday Inn Select - Naperville, 1801 North Naper Blvd., Naperville, IL 60563. For more information: www.sunshinekits.com/sunimages/thesun2008.pdf

Sunday, 11/02/08, 2008 Dubuque 23rd Annual Model Railroad Show, 10 AM - 4 PM, Dubuque County Fairgrounds Ballroom, 14569 Old Highway Road, Dubuque, IA. Admission: \$3, kids 50-cents with adult. For more info call 563-663-0425

Saturday - Sunday, 11/08-09/08, Trainfest, 10 AM - 4 PM, Wisconsin Expo Center, Stair Fairgrounds, West Allis, WI. For more info: www.trainfest.com

Saturday - Sunday, 11/22-23/08, 7th Annual Trains at Christmas, 10 AM - 5 PM (Sat), 11-4 (Sun), Expo Building at WH Lyons Fairgrounds, Lyons Blvd., Sioux Falls, SD 57101. Admission: \$3, kids under 12 free with adult. Model railroad show and swap meet. Buy, sell, and trade. Fun for the whole family. For more info, contact Sioux Valley Engineers Society, PO Box 1963, Sioux Falls, SD 57101 or www.svmes.net

Saturday, 12/13/08, Granite City Train Show, National Guard Armory, 1710 Veteran's Drive, St. Cloud, MN. Admission: \$4, kids under 12 free. Swap meet, operating layouts, kids' play area, door prizes. For more information call 320-255-0033 or email edwardolson@cloudnet.com. www.granitecitytrainshow.com.

If you're in the Thousand Lakes Region and would like your train show, swap meet, Division meeting, club meeting or other railroad/model railroad-related event listed in our calendar, please send it to Jim Bernier at jrbernier@hotmail.com by the deadline listed inside.