



# The FUSEE



Volume 53 Number 3

www.thousandlakesregion.org

Spring 2007

## WELCOME!

This issue of THE FUSEE is being sent to all National Model Railroad Association (NMRA) members of the Thousand Lakes Region (TLR), along with our regular subscribers. The TLR Board of Directors thought this was an excellent issue to send to NMRA members in the TLR because this is the "convention issue," featuring the up-to-date listing of activities for the 2007 Thousand Lakes Region convention, "Steamin' to Winona." You'll find details and a registration form inside.

We hope you'll take the time to look over the convention details and consider joining us in Winona.

Likewise, we hope you'll take a few minutes to look through this issue of THE FUSEE. If you like what you see, we encourage you to subscribe. Every quarter you'll find interesting articles about what others in our region are doing, along with entertaining stories, modeling tips, and a whole lot more.

We think you'll like what you see both on these pages, and in the upcoming convention, and hope you decide to become part of it all!

Bruce Selb, President  
Thousand Lakes  
Region

## Who's the next winner?

By Jim Bernier  
TLR Contest Director

It's that time again to start working on your next contest model entry for the TLR Convention in Winona. Since Tom has it scheduled for June, you have some extra time to add those extra details to make it stand out in the contest.

At this point, most of you are figuring that this is just the usual promotion for the Model Contest, and you can move on to the next page of your FUSEE. Of course, I want to see lots of models entered. And this brings up an issue in the hobby. We have seen a decline in entered models for a number of years, and this is not a Thousand Lakes Region problem. It is a concern nationwide throughout the NMRA. With all of the excellent 'RTR' model items available, many folks have not even assembled a basic Athearn 'Blue Box' or Accurail kit in the past several years.

I am just as guilty, as good, accurate models with correct paint schemes and individual numbers have made it easy to amass the 'fleet' for a railroad. One can even look at this as resulting in more time to work on the layout. I pulled out a pile of freight car kits this winter, and started building them. Here is the list of things I planned to do:

- Drill/Tap truck/coupler mountings for 2-56 screws (I hate those plastic pins).
- Replace all plastic wheelsets with metal wheelsets.
- Weight the cars as close as possible to the NMRA standards.
- Do some touch-up and light weathering.

Along the way, I made another list of modifications/upgrades to the appearance of the cars:

- Replace the roofwalks with either wood or those nice Kadee roofwalk castings.
- Add coupler lift bars (cut levers) and trainline air hoses to the end of the cars.
- Scrape off the molded plastic 'grab irons,' drill and mount metal grabs.
- Add some better/complete brake equipment to the bottoms of cars where it shows.



FUSEE editor Gerry Leone started at the bottom and upgraded an Athearn "blue box" boxcar by replacing grab irons, ladders, brake rigging and the roofwalk. The project was part of his "Master Builder-Cars" certificate that helped him qualify for Master Model Railroader. Even the lowliest of cars can be substantially improved with a little reworking!

So far I have upgraded several Accurail/5th Ave Shops car kits, and I like the results. One person looked at one of my cars (the only one 'finished' so far) and commented that he did not realize that Kadee was doing older wood side cars now!

This type of work is maybe a week of evenings (got anything else to do in this sub-zero weather?). But the point is this: those sorts of car upgrades make a car contest worthy, and you can enter them in a model contest. So why not enter your upgraded plastic kit in the next contest? You may not be the big points winner, but with enough work, you might get that magic 87.5 points for a Merit Award. And the bottom line: no matter how your model fares in the contest, you'll come out a winner in the end! 

# View from the cab

by TLR President Bruce Selb

On a cold February night I sit writing this message to all past, current and (I hope) future members of the Thousand Lakes Region (TLR) of the National Model Railroad Association, thinking about the warm June weekend coming in Winona. Welcome to the convention newsletter. As described on pages 6 and 7 in this newsletter, "Steamin' to Winona" is a convention not to be missed.

Winona was headquarters to the first railroad west of the Mississippi in Minnesota. The railroad was the Winona & St. Peter that began operation in 1862. The area is full of Minnesota history and at one time Winona was Minnesota's third largest city.

Chairpersons Dr. Tom Mauszycki and his wife Leone have done a terrific job of organizing this year's TLR Convention in Winona, MN. Note that the convention is later in the year than usual -- the second weekend in June -- to permit the river cruise.

I am sure all of you will agree that this is a Convention not to be missed.

Dr. Tom has studied the history of Winona and I am sure he will be showing many places not on the Chamber's tourist guide.

Remember to register early, as there are a limited number of rooms available. Try to come for the optional day (Thursday) and see the rail route into Winona from the West. This is not the river route that the other railroads used to access Winona. It is also the route that is attempting to expand (wonders never cease) its traffic base.

As a side note, the Twin Cities Division (TCD) has moved to a new and improved location for the monthly TCD clinics. The location in downtown Minneapolis is at the Mill City Museum. The site is easily reached by train (Hiawatha Line), bus or car. There is a sandwich shop in the museum and other restaurants in the area. Parking on the street is available and there is a lot across the street.

Until the convention, have fun attending the various area club tours, flea markets and Divisional clinics in your area. 

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## A FEW MORE WORDS...

by Editor Gerry Leone, MMR

# What are you missing if you miss the annual TLR convention? Well...everything!

I'd like to take this opportunity to say a hearty "hi" to all of the NMRA members out there who are reading THE FUSEE for the very first time, or for the first time in a number of years. Welcome. We hope you'll like what you see in this issue well enough to become a regular subscriber. (See page 11.)

And I emphasize the word "subscriber" because, thanks to the "One Dues Policy" approved by the NMRA last year, there are no more Regional "membership dues." Because you live where you live, once you've paid your NMRA membership fee, you're *automatically* a member of the Thousand Lakes Region, with all its rights, privileges, and responsibilities. The only thing you pay for now is what you're holding in your hands.

But "selling the newsletter" isn't my message. I'd like to talk about you and your participation in what the TLR does.

The Thousand Lakes Region is somewhat unique in the NMRA because we cover one of the largest pieces of geography in the Association, yet our population density is one of the smallest. We're one of the few Regions to encompass two different countries. And except for the Twin Cities, the TLR's other major metropolitan areas are dwarfed by some of the *suburbs* in other Regions.

So we don't have quarterly meets. We don't have 6-month get-togethers. We get one chance every year to get together, and it's called our "Annual Convention."

And maybe, because we're so spread-out, that's what makes our annual convention so much fun. It's the one time a year all of us TLR folks get a chance to rub elbows, swap stories, lie, brag, and get to know one another. Come to a convention and you'll get to meet some of the faces behind the names you've heard and read. For a change you'll get to talk trains with folks who *aren't* in your town, your club... or your country. You'll get to pick the brains of some of the hobby's brightest luminaries. I'd call that the "icing on the cake."

The "cake" is informative clinics, interesting tours, a good meal, and free stuff. And a chance to get away for a long weekend.

If you've been to a TLR convention, you know what I'm talking about. If you haven't, this year's convention in Winona, MN, would be a great one to get your feet wet, because it promises to be an outstanding convention. Convention co-chairs Tom and Leone Mauszycki have been working on it since early 2006 and have put together a stellar program.

So think about it. Take a look at page 6, then rip out page 7 (*after* you read page 8) and fill it out. I'll see you in Winona.

And *then* I'll try selling you a newsletter subscription.



I'd be totally remiss if I didn't publicly congratulate two of my model railroad friends -- two guys I met through the TLR -- Les Breuer and Tom Mauszycki. Both of them worked long and hard to get their Master Model Railroader certificates (see page 3). What's more, they're both great modelers. Honestly, the honor of "MMR" couldn't go to two nicer guys. Congrats! 

*The next issue of The Fusee is due out on June 1, but will be delayed several weeks to allow for coverage of our "Steamin' to Winona" convention this June.*

THANKS!

Contributors to this issue:  
(in no particular order this time)  
Tom Mauszycki, MMR; Les Breuer, MMR;  
John Hotvet, MMR; Ron Einarson; Paul  
Ullrich; Terry Davis; Alan Saatkamp;  
Jim Bernier

Next issue's deadline:  
May 30, 2007

# TLR welcomes two new Master Model Railroaders

## Lester J. Breuer, MMR 387

**W**hy my interest in railroading? The simple answer is "trainwatching." I would spend hours watching trains from the yard of my parents' home in Shakopee, a block from the CNW mainline. Both sets of my grandparents lived near the same Milwaukee branch line providing even more train watching hours when visiting them.

That interest in trains inspired me to build my first HO layout - a 4 by 8 sheet of plywood set on top of a steel cot. It was here that my scratchbuilding skills began to develop, starting with a loading ramp made of plaster poured into a wood form. Today the steam engine that ran on my first railroad is in my display case. Even more amazing, one of the boxcars it pulled, a B&O timesaver, is still running on my current railroad, The Minneapolis & Northland Railroad Company.

Like many of us, I took a break from trains after my first railroad. Instead, I focused on a two year business school accounting degree,

my marriage to Susan (my Best Friend in life), a tour in Vietnam, our son Michael, a four-year



college accounting degree, and finally a career. Living in an apartment only a block from the Milwaukee mainline, it was easy to let that old habit of trainwatching return. And along with

it came my interest in model trains. I soon began building structures in HO; the scale I had known before.

Once I had several structures built, I told Susan, structures need a home on a layout and a layout needs a home in a basement. And a basement needs a home under a home....so I guess we would just have to buy a house. Susan liked the idea.

**S**oon we found that home in 1970 and the first M&N, the Minneapolis & Northland Railroad Company, was built. Four years later we moved to our current home and I immediately began building the present M&N, incorporating parts of that previous railroad into it.

Today the Minneapolis & Northland Railroad Company is a fully scened and operational short line railroad based in Minnesota in the spring of 1955. The railroad was among those on tour during the 1999 NMRA National Convention in St. Paul.

**"Breuer" continued on page 10**

## Thomas E. Mauszycki, MMR 388

My wife Leone and I have been members of the NMRA since 1973.

**M**y interest in the Achievement Program developed when I met a fellow dentist, Earl Johnson D.D.S. (MMR #72), at a national convention in the early 1970s. Dr. Johnson's involvement in the Achievement Program opened a new dimension for me in model railroading. I saw that my interest in electronics and scratchbuilding matched the NMRA Achievement Program very closely. This was about the level of my participation in the late 70s and 80s and it remained as such as I was very busy growing my dental practice as well as building a business and professional office building.

Then, in the 1990s, a good friend of mine, Art Van DeWater, would stop at my office weekly to inquire as to whether I had been working on my railroad. Well, not as hard as he was. Yet, his enquiries revived my interest in the achievement program: that is, to become an MMR.

When I retired in 1999 I focused on achieving my MMR. The crucial step occurred when I was asked to join the team of selected judges for the modeling contest at the spring TLR



Convention in Winnipeg, Canada. My direct involvement in the modeling contest ignited my interests. Now, I was truly involved in the development and expansion of my hobby

skills with a regional as well as a national group. Plus, I was beginning to contribute new methods and skills that I had learned in my dental profession to the art of model railroading.

The years spent as the Model Contest Chairman, Author and Volunteer enabled me to understand and work toward being the very best modeler that my abilities would allow. I knew that I still had to strive to improve my skills and techniques in order to become an MMR - my dream.

**I**entered the NMRA convention in Toronto in 2003. I was awarded second place in Off-line structures for the "Clyde Grade School". The very same structure received the National Contest Chairman's Award as well as the first place photo match in the popular vote contest.

It was the direct involvement in the NMRA programs that helped me grow.

**"Mauszycki" continued on page 10**

# Prairie Lakes Division celebrates twenty years in a big way

By Terry Davis  
TLR public relations chair

Memories of the past and visions of the future were on the minds of about 50 Prairie Lakes Division members when they gathered Oct. 7, 2006, to celebrate the group's 20th anniversary. Members attending received a 16-page history of the Division.

Estherville, Iowa's impressive Regional Wellness Center was the site of the Division's party, planned by PLD members Tom Spalding and Dick Williams. It was the Division's seventh meet in the town in which it was formed in December 1986.

The approximately 150 people who attended browsed about 40 flea market tables recruited by convention director John Davis. There were four layouts in operation, including the Division's HO module group.

Supt. Doug Harding stepped in to help fill the first clinic slot when the scheduled speaker was unable to attend. Doug taught us how use early 20th Century Federal railroad valuation documents in modeling. Terry Davis filled the remainder of the time with railroad slides. MMR John Hotvet (TLR AP chair) showed us the many forms of bridges found on railroads, and FUSEE editor Gerry Leone, MMR took the mystery out of working toward becoming a Master Model Railroader.

Thousand Lakes Region Contest Director Jim Bernier and former TLR Contest Director Tom Mauszycki offered NMRA judging of models as part of the usual contests organized by PLD Contest Chair Dale Hanna.



PLD Supt. Doug Harding, center, shared good times with Division founders Dick Williams, left, and Miles Rohan during the group's 20th anniversary banquet.

Secretary Roger Sleezer and Public Relations Chair Ron Peterson jumped in to run the silent auction at the last minute and did a great job.

After the business meeting, a tour of home layouts arranged by former PLD Supt. Doug Clarke was offered. Dick Williams (HO), Howard Cavanaugh (N), Gene and Craig Sorbo (HO) and Ron Kaltved (HO), graciously opened their layouts. It was the final public showing of Dick's Midlands Railway before his death Nov. 7. Most of his equipment and tools will be for sale at the PLD's spring meet, April 21, in Sibley, Iowa.

An entertaining non-rail program organized by Grace Spalding was attended by about 10 women. They had lunch at Annabelle's Tea Room at the Wash House in West Okoboji, toured Lakes Art Center; shopped at The Barn Swallow, and tasted wines at the Little Swan Lake Winery.

The Division's evening banquet attracted 60 members and wives. PLD founders Miles Rohan and Dick Williams spoke of the Division's early years. Superintendent awards were also presented.

Banquet entertainment was a riveting 55-minute slide/digital railroad photo show set to music by Steve Glischinski and Chris Guss, which concluded with a segment on why it isn't always a good idea to railfan with a rental car!

The night closed with a Chinese auction. 

*The late Dick Williams' layout, tools, books and other modeling equipment will be part of an estate sale April 21 at the PLD meet in Sibley, IA. Contact Miles Rohan at [mnrohan@netins.net](mailto:mnrohan@netins.net) for details.*



PLD member Ben Wells of Cherokee, IA, right, shares his vast knowledge of model railroading with new member Josiah Sunderman of Westbrook, MN.

# Dakota SE Division wraps up a successful year

By Alan Saatkamp  
Dakota Southeastern Div. Superintendent

The Dakota Southeastern Division of the TLR currently numbers over 20 members, up slightly from last year. We have seven new members this year, which offsets losses due to relocation out of the region, death, and scheduling conflicts causing loss of interest.

Special events this year included more than half the Division members enjoying tours of both the DM&E operations center at their corporate headquarters in downtown Sioux Falls, a comprehensive tour of Midwest Rail Car Repair shops in nearby Corson, and a

model train open house on October 28. During our monthly meetings, clinics on constructing cost-effective quarries, grain elevator complexes, plus digging a river bed channel from pink construction subroadbed insulation were appreciated by members.

The DSED appreciated the TLR's posting of our announcement of the open house event on the region's website — several folks attended from out of state (Iowa and Minnesota, including Prairie Lakes brethren).

Our open house event was well publicized, including a radio interview and newspaper announcement. Over 100 guests of all ages and levels of interest in the hobby enjoyed the

five home layouts and Sioux Empire Fairgrounds club layout. The Sioux Valley Model Engineers Society, in which many of our folks hold dual membership, threw its support to our event by operating trains there, too. Our club expects to gain new members from the open house and distributed NMRA membership applications likewise. The event received coverage from the regional newspaper, *The Argus Leader*.

November 2 was our final business meeting of the year, which included the election of a new chief clerk and development of a program to increase enjoyment and participation of our members during 2007. 

*In memoriam*

## Dennis Neumiller

Dennis Neumiller of West Fargo and Superintendent of the South Red River Valley Division, died Sunday, October 29, 2006, in St. Joseph's Hospital, Park Rapids, MN.

He was born in 1948 in Harvey, ND, grew up near Heaton, ND, and graduated from Fessenden (ND) High School in 1966. He taught math and science in Luverne, Killdeer, Strasburg, Hague, and Chaffee, all ND. After his marriage to Pam Dobrinz in West Fargo, he studied culinary arts and became a chef for the Conservatory, Seasons at Rose Creek, the West Fargo VFW, and for Ribs West BBQ. He later operated the County Seat Cafe with his wife.

## The Achievement Program Report

By John Hotvet, MMR  
TLR Achievement Program Director

After a very slow year in the region for AP activity, the last two months have been a flurry of activity, and what a way to end the dry spell! Two members have recently received five certificates, including both achieving Master Model Railroader status.

Congratulations are in order for Lester Breuer, Minneapolis, MN, who has received his Master Builder – Cars certificate and becomes Master Model Railroader Number 387.

Congratulations are also in order for Thomas Mauszycki, Winona, MN, who has received certificates for Model Railroad Engineer – Civil, Model Railroad Engineer – Electrical, and Master Model Railroader Number 388.

Three more certificate requests have recently been received and are currently being processed by the AP staff. And several other modelers have indicated that they are pulling together information for more AP certificates.

It is great to have to do some work. Keep up the good work and keep me busy.

## The latest from Brass Car Sides

NP 500-517 PS 56-seat coach sides;  
N #530 \$19.75

NP 450-455 PS diner sides;  
HO #61 \$29.75, N #561 \$19.75

Milw Road 2152-3 60' Postal sides;  
HO #59 \$35.75, N \$19.75

Milw Road "Grove" café parlor;  
HO #60 \$29.75; N \$19.75

#412 DVD "Indiana, Minnesota, and Early Amtrak Railroad Memories". Organized into 13 Chapters, including St. Paul, Northfield, and Chicago, with memorable scenes of the *Zephyrs*, *Rockets*, *Hiawathas*, *North Coast Ltd.*, *Empire Builder*, *Mainstreet*, *Western Star*, *Dakotan*, *Blackhawk*, and many other favorites. Color, 107 minutes, boxed. \$34.75 postpaid. Reserve future GN and NP sets. Add 6.5% MN sales tax for MN orders. See [www.brasscarsides.com](http://www.brasscarsides.com) for catalog and bulletins.

### Brass Car Sides

715 S. 7th St., St. Peter, MN 56082

### TrainToons

by Paul Ullrich





# CONVENTION SCHEDULE

This year's annual TLR Convention will be held in the beautiful town of Winona, Minnesota, along the banks of the Mississippi River. Here's a listing of the events planned for the week. Use the Registration form on the next page (or photocopy it) to sign up for what looks like a spectacular convention!

## Thursday - June 7, 2007 (Optional day)

### Afternoon

Attendees will drive their own vehicles but will visit the following sites as a group, departing at 12:45:

- Railroads sites within a 15 mile radius of Winona
- Railroad Industries
- U. S. Lock and Dam #6 - Trempealeau, Wisconsin A tour of the operations of this Federal waterway facility.

### Evening

- Dinner at the historic Trempealeau Hotel (not included in

Registration fee; order from the menu) with double track BNSF main line track traveling along the edge of the property (less than 200 feet away) and a view of the railroads on the Minnesota side of the Mississippi River.

- Layout tour: BNSF Idaho Falls Subdivision - observe this mammoth operations layout in Trempealeau. Long coal drags with Distributed Power Units. At the crest of the summits, you'll even see the slack in certain portions of the consist. Ten operators are employed at any one moment. Digital images are at RiverRail.com.

## Friday - June 8, 2007

Registration at the Holiday Inn (opens at 8:00)

Attendees will drive their own vehicles but will visit the following sites as a group:

### Morning

- Photograph the eastbound Amtrak No. 8 at the Winona station near Franklin Street
- Layout tour at the Watkins Museum & Company Store (structures depicting Winona)
- Model Railroad shopping excursion to the Ace Hardware Center for spectacular discounts.

### Afternoon

- Biesanz Stone Quarry tour
- A selection of several additional railroad industries: Badger Equipment Company (Burro and Little Giant Cranes), RailMate, River Grain Terminals (Rail, truck to barge facilities)

### Evening

- Social hour on the veranda of the Holiday Inn Hotel & Suites (order from the menu)
- Program (beginning in the early evening) includes "Steam On The Mississippi Remembered" (Douglas D. Johnson), and "Unusual Rolling Stock" (Douglas D. Johnson)
- Board of Directors Meeting (9:00pm)

## Saturday - June 9, 2007

### Clinics (9:00 a.m. to 4:00 p.m.)

- Biesanz Stone Company by Thomas E. Mauszycki, MMR
- C&GW Railroad, CMSt.P&P Railroad and C&NW Railroad in the Winona Area by John Luecke
- CMSt.P&P Railroad Rib Side Cars by George Schmidt (Rib Side Cars)
- Electronic circuitry for safety and signaling with dioramas by Gene Olsword (Cir-Kit Concepts, Inc.)
- Scratchbuilding an Express Refrigerator by Lester J. Breuer, MMR
- History of Railroads in Winona by William Kuhl
- Steam Sound Decoders and Programming by Evonne and Dennis Gapinski (Lok Sound)

More may be added in the coming months!

### Non-Rail (10 a.m.)

Maritime Museum of Minnesota (Admission fee is included in your registration). Luncheon outdoors along the river. (Approximately \$6.00 to

\$8.00 per person. You will pay the Museum.) Afternoon activities include a visit to Sugar Loaf Antiques & Crafts - 35,000 square feet across from the Convention Hotel. 90 exhibitors. More activities are being added.

### Dinner aboard the Julia Belle Swain Steam Paddleboat

Boarding is at 5:00 p.m. and returning at 9:00 p.m.

We plan to be traveling along the west shore of the Mississippi River when northbound Amtrak #7 passes. Dinner will be served in the main saloon. You may want to wear some railroad related costume.

Models and Photos with the awards will be on display from 9:30 p.m. to 10:30 p.m. for viewing. Models may then be removed.

The TLR Photo Displays would like to recognize individual railroad employees in their positions and/or roles with the railroad industry.

## Sunday - June 10, 2007

### General Membership Meeting at 8:00 a.m.

Breakfast Buffet is included in your registration

### Chinese Auction (see last issue of THE FUSEE for details)

### Layout Tours (beginning at noon; you will drive your own vehicle)

- Lake Superior & Pacific Railroad (HO) - A point-to-point operation featuring a loop design and complete scenery
- Iron River Railroad (G) -- Narrow gauge dogbone design with DCC
- Stone Street & Western Railroad (1" gauge)
- Other layout tours may be added before the convention

**Remember: you'll get spectacular discounts on all model railroad equipment at the Ace Hardware Center throughout the convention. It's a scratchbuilder's paradise!**



# REGISTRATION FORM

**Note:** you must be a member of the National Model Railroad Association to attend. Membership will be checked. If you used an NMRA "Rail Pass" membership to attend last year's convention, you must sign up for full NMRA membership to attend this year. If you haven't been an NMRA member for at least 3 years, you will be issued a "Rail Pass" membership for an additional \$10. See below.

at the Holiday Inn Hotel & Suites  
 Winona, Minnesota 55987  
 507-453-0303

Name \_\_\_\_\_ NMRA Number (Required) \_\_\_\_\_

TLR Spouse or Guest Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State/Province \_\_\_\_\_

Zip/Postal Code \_\_\_\_\_

Telephone Number \_\_\_\_\_ E-mail \_\_\_\_\_

**HOTEL:** Call the Holiday Inn Hotel & Suites in Winona, MN, at 507-453-0303 to reserve your room. Each room has two Queen-size beds or one King-size bed with a Queen pullout. Special price: \$119.99/night. Use code "TLR." A block of rooms has been reserved at this price until 5/11/07.

	<u>Received by May 1, 2007</u>	<u>Received after May 1, 2007</u>
<b>"Steaming to Winona"</b>	<b>\$95.00</b> per person	<b>\$105.00</b> per person
NMRA "Rail Pass" membership charge (see note above) <u>add \$10.00</u>		<u>add \$10.00</u>
<i>Registration includes admission to the Maritime Museum of Minnesota, Dinner Cruise with Prime Rib Entree, and Sunday Morning Buffet.</i>		
How many plan to take the Thursday Afternoon Tour? (Begins at 12:30pm)		Number _____
How many plan to take the Friday Afternoon Tour? (Begins at 12:30pm)		Number _____
How many plan to take the Maritime Museum of MN Tour? (Begins at 10:15am)		Number _____
How many plan to attend the Maritime Museum of Minnesota Noon Luncheon? (outdoors along the river; approximately \$6.00 to \$8.00 per person; you will pay the Museum)		Number _____
<i>If you have any questions pertaining to the Dinner Cruise or the Tours, contact Tom Mauszycki. See below.</i>		

**Mail the completed form and payment to:**

**Thomas E. Mauszycki, MMR**  
**"Steaming to Winona"**  
 1671 Valley View Drive  
 Winona, Minnesota 55987 - 6221

**E-mail Address: tmauszycki@charter.net**

**Telephone: 507 - 454 - 3800**

# My five-minute movie consulting career

By Paul Ullrich

I blew my chance to have my trains in the movies.

I received a voicemail from the production company shooting "The Stone Angel," starring Ellen Burstyn. A woman named Kim said that they were looking for someone who had O-scale trains. I was referred to them by John Morris.

I called John Morris to find out what was up. He said they called Warehouse Hobbies. Bev Iredale didn't know anyone who had O-scale three-rail trains, so she called John Morris, who thought of me.

I have some connections in Manitoba's film community, but these connections pale before the ones I have in Winnipeg's model railroad community.

I returned Kim's call. She said they needed a steam engine, three passenger cars, and a caboose.

"Why a caboose?" I asked.

"To put on the end of the train."

"Passenger trains don't have cabooses."

"Oh, really?"

I was dealing with someone who wouldn't know a GP9 if it ran over her.

"The only way a passenger train would have a caboose would be on a mixed train, which was a freight train that had a passenger car." I was giving her too much information, a common ailment among model railroaders.

"We need a train from the late 30s and early 40s," she said.

"Can you give me a year?"

"Does that matter?"

"Yes, it does. In the 30s, toy trains weren't realistic. They were made out of sheet metal."

Reliable plastics weren't perfected until after the war."

I was giving her too much information again, but I was on a roll.

"How about 1946?" she said.

"Perfect! I have some trains from that era."

"Great! We need some track to run it on."

"I have a portable layout."

"Sounds wonderful!"

"I insist that I be the one operating them."

"Not a problem!"

Cool! Maybe I'll have an operating session with Ellen Burstyn.

"We have a scene where there's a picnic outside of Brandon. A passenger train will pass by the picnickers. We'll shoot the scene using a blue screen and composite your trains behind them."

I assumed they needed a toy train layout because some character in the script had a toy train layout. This wasn't going to work.

"You're welcome to try it, but I wouldn't recommend it." I said.

"How come?"

"My trains lack detail. The wheelsets and track are larger than scale. My passenger cars have frosted windows with black silhouettes on them. They're illuminated inside, and the windows glow when the power is on. I could remove them from the cars, but then you'd have an empty passenger train. On a movie screen, it'll look like a gigantic toy train is passing by."

"Oh!" She said.

"Have you considered contacting the Prairie Dog Central?"

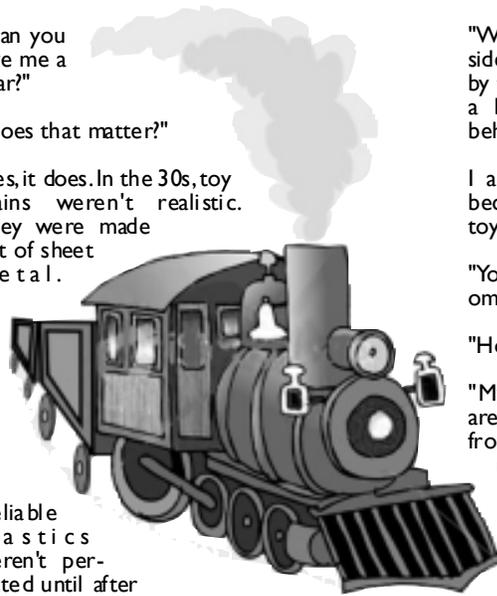
"Yes, but we had a problem with that."

Translation: they wanted money. Even with their all-volunteer crew, it isn't cheap to run a real train. I would've done it for lunch and car fare.

"I'll have to tell this to my boss, and we'll get back to you."

But they never did.

There went my operating session with Ellen Burstyn.



## Add some signs that tell the future

By Ron Einarson

Have an area on your layout that is sitting bare? Is it waiting for a structure or industry you have yet to build or yet to purchase then build? Is the area always in question by visitors?

Why not do what one of our members did on the Winnipeg Model Railroad Club's Gateway Western layout: put up a sign announcing the arrival of the new industry to the site.

Larry Leavens had volunteered to build a Walther's Oil Depot for the layout and got tired of hearing people saying, "What's going over there?" or "Do you have plans for the area?" or "That would be a great place for \_\_\_\_\_!" After hearing enough of this Larry made the sign in the photo and planted it at the site one evening. The sign not only quiet-

ed the questions about the use of the area but brought very positive feedback about what a great idea it is to advertise upcoming projects, what a great looking sign, and what a clever idea to model what the prototype does.

So if you plan to add something to your layout that is still on the workbench or still awaiting funding, why not add a sign to advertise what is coming? It might even inspire you to build faster or save harder in order to take the sign down and put the new structure or industry in place. Don't forget to have a groundbreaking ceremony and a ribbon cutting ceremony as things progress.

To make the sign you could use styrene plastic or wood. The sign can be made on a computer and printed to paper or you could use dry transfer lettering. The actual size of the sign will be determined by the lettering and



any logos put on, but 0.20" styrene or wood should do for the backing. For the legs I suggest 6"x6" pieces to match the prototype. You could use 4"x4" posts but they might be undersized and, as in real life, easy to push over and break, like what happens in the construction business.

Well that's all there is to sprucing up your layout while you prepare to fill a blank area on it. Thanks to Larry for the clever idea.

# The Peconica Division: Saga of an HO Empire – Part 5: The resurrection of some long-forgotten structures

Text and art by Jim Bernier  
TLR Contest Director

Without a lot of layout construction going on, I have been working on some structures and the placement of them on the layout. I needed a grain elevator that was in 'relief' for one of the sidings. I had a commercial cast foam elevator with a tall head house and three silos. My plan was to use it on the spur behind the roundhouse in Sinsinawa Yard. I also wanted an elevator in the "end of the line" branch line town of Peconica. With a week off between Christmas and New Year's Day I started on the "Sexhauer Feed & Seed" elevator project. By the way, that is the real name of an elevator in North Dakota!

Last year at the Woodbury Flea Market a friend stopped by with a large box of structures. These were all built in the winter of 1973/1974. They were used on the "Taylor Street Workshop" switching layout that appeared at several train shows in the Twin Cities and was used as a switching puzzle at the 1974 TLR convention in St Paul, MN. Bob Lavelle had kept them in his basement and found them when he was cleaning. All will find some use on the



Peconica Division:

I had a wood grain elevator that was built in relief from the above assortment of structures. This one is about 15" long and the head house towers 11" over the rails. I based it on the old Waukasha Feed Mill article in *Model Railroader* by the late Paul Larsen. It was built out of wood, with Campbell windows and various detail parts. The curved feed delivery tubes were K&S aluminum tubing filled with fine sand and 'formed' to fit. Over the past 30+ years, the decking on the dock has suffered the usual wood shrink, but it is a good basis for my version of the Sexhauer Feed & Seed company in the small town of Peconica. An elevator like this would ship grain in 40' box cars, and would



Coal Company. This was scratch built from an old *Model Railroader* article by the late Ray Daylida. A few years later Campbell produced a "Quick's Coal" kit that is still available. The model has some damage, but can be repaired.

The next one is a small elevator that is typical of the Southern Minnesota area. I started this one using Northeastern wood siding, and Grandt Line windows. The roofing is Campbell corrugated roofing material.

The last one is an old AHM plastic kit. It was based on a railroad rooming house article in *Railroad Model Craftsman*. I basically assembled it per the instructions, and did some painting and weathering on it. It became the "House of Kraus," that infa-

receive bagged feed for sale to local farmers.

The second one is the Daylida



amous brothel on the "other side of the tracks." The detail on those old AHM structures was coarse, but I suspect they just copied the E. L. Moore construction articles (including his wood burning pen brick siding...). It's amazing how we accepted that level of detail back then.

The last picture is the old "Mountains in Minutes" foam relief structure that will grace the Sinsinawa Yard. This is brick & steel structure, and would be basically shipping grain. The delivery spout appears high enough that it could load covered hoppers. The storage silos are a riveted steel design. I hope to have this one finished by next June.



The Luce Line Railroad Club's

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# Barging in: Winona's river of fun facts

By Thomas Mauszycki, MMR Convention Co-Chair

The December issue of *Model Railroader* magazine featured an article entitled "Change river levels with a dam site." Well, one of the highlights of this year's "Steamin' to Winona" TLR convention will be the opportunity to tour Lock and Dam No. 6 at Trempealeau, Wisconsin.

Lock & Dam No. 6 is one of 29 navigational locks between Minneapolis, Minnesota and St. Louis, Missouri. Construction was completed in 1936 with a major rehabilitation in 2002. It has a maximum lift of 6.5 feet.

The distance between Upper St. Anthony Falls, Minnesota (elevation - 799.9 feet) and St. Louis, Missouri (elevation - 400 feet) is



L. J. Sullivan at Lock & Dam No. 7

approximately 854 Miles with a navigational drop of 434.20 feet.

One single barge has a cargo capacity equivalent to 15 jumbo hopper cars or 58 semi trucks.

The very same barge grouped together in a fifteen barge tow (which is the usual and customary arrangement in this area) has a cargo capacity equivalent to 2 1/4 unit trains of 100 cars each or 870 large semi trucks.

There is an excellent probability that a tow will be locking through the Lock & Dam No. 7 sometime during our visit. A towboat has an average length of 150', average width of 40' and an average draft of 9'.

The Convention's Thursday evening meal will be served on the front porch of the Trempealeau Hotel with the double track mainline of the BNSF across the yard.

A visit to a local "operating model railroad" will follow this event. 

Statistics:	Tons	Bushels	Gallons
Barge	1,500	52,500	453,600
15 Barge Tow	22,500	787,500	6,804,000
Jumbo Hopper 100	3,500	30,240	
100 Car Unit Train	10,000	350,000	3,024,000
Large Semi Trucks	26	910	7,865

Equivalent Length:
<b>Fifteen Barge Tow</b> has the equivalent length of 1/4 mile.
<b>2 1/4 Unit Trains</b> of 100 cars each has the equivalent length 2 3/4 miles.
<b>910 Semi Trucks</b> , assuming 150 foot distance between trucks, has the equivalent length of 34 3/4 miles.

Statistics:	
Cost of a new barge:	\$300,000.00
Cost of a new tow boat:	\$10,000,000.00
Fuel Capacity:	100,000 gallons
Fuel Consumption:	2,500 gal/day
Horsepower:	3,200 to 6,000
Number of crew members:	10
Number of days from St. Paul to St. Louis:	5
Tow boat average life:	50 years
Waterway user fuel tax:	\$0.20 per gallon

## "Breuer" continued from page 3

Besides the modeling, being active in the NMRA has always been a big part of my hobby. In 1973 I joined the NMRA and the Thousand Lakes Region. The NMRA had just allowed Regions to recognize Divisions, so I helped incorporate the Twin Cities Division and became its first President in 1982. Not forsaking the Region, I also served a term as Vice President and five terms as TLR President while serving as Trustee on the NMRA Board of Directors. Finally, I became the last TLR Trustee in 2004, when this position was phased out with the reorganization of the NRMA.

While enjoying my Life Membership in the NMRA I became interested in the Achievement Program. Through building the Minneapolis & Northland Railroad Company and serving in various elected and volunteer offices I quali-

fied for my first two certificates in 1986. In the AP program I earned certificates in Association Official, Association Volunteer, Model Railroad Author, Chief Dispatcher, Model Railroad Engineer-Civil, Master Builder-Scenery, and Master Builder-Cars.

I look back on my time in the NMRA as a long period of fun enjoyed and shared with many, many lifelong friends I have met because of our passion for trains. As an MMR the fun and service will continue in the World's Greatest Hobby. 

## "Mauszycki" continued from page 3

I have to thank my wife for her support and active participation in the Upper Mississippi Railroad as well as the functions of the TLR. The Upper Mississippi Railroad is one of the railroads featured in a previous Kalmbach publication entitled "20 Custom Designed Track Plans" by John Armstrong. The Upper Mississippi Railroad required the profession-

al design services of my wife and John Armstrong. The railroad right of way begins in Chicago, IL, and travels to St. Paul, MN, under illumination that represents the changing daylight hours. The terrain varies from the water level elevation to the elevation of the 600 foot bluffs along the Mississippi River in a specifically built room measuring 15' x 33'.

In June of 2007, my wife and I will be hosting the TLR Convention in Winona, Minnesota entitled "Steamin' To Winona". The theme will be the steam era in southern Minnesota as well as TLR functions aboard the steam powered paddle-wheeler "Julia Belle Swain."

My merit awards were in: Master Builder - Cars, Master Builder - Structures, Model Railroad Engineer - Civil, Model Railroad Engineer - Electrical, Association Official, Association Volunteer, and Model Railroad Author. I am currently finishing my requirements for Scenery and Motive Power. 

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**Changes of address should be sent to the Treasurer.**

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Ad size (HxW)	Annual Commer. rate	Annual Pike ad rate
Full pg	9 7/8" x 7 1/8"	\$145.00 \$90.00
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Spring 2007

## THE FUSEE

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### **INSIDE**

**"Steamin' to Winona"  
convention registration  
materials**

**Two new TLR  
Master Model Railroaders**

**My five-minute movie  
consulting career**

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## **Train shows & events in and near the Region**

*Compiled by Gerry Leone, Jim Bernier, and Terry Davis*

Sunday, 3/11/07, Twin City Model Railroad Museum's "Northern Pacific Day," Noon-5PM, Bandanna Square, St. Paul, MN. The largest collection of NP O-scale models all together at one time; videos and NP displays. For more information, call (651) 647-9628.

Saturday - Sunday, 3/17-18/07 10 AM to 6 PM (Sat), 10 AM to 4 PM (Sun) LaCrosse & Three Rivers Train Show LaCrosse Center, LaCrosse, WI. For more info contact Marilyn Klawitter (507) 894-4787 or Shane Lambert (608) 780-2356

Saturday, 3/31/07 - Greater Upper Midwest Train Show, 9 AM-2 PM, Century College, 3300 Century Ave. N, White Bear Lake, MN. Admission: \$4, under 12 free. For more information, call Tom Jefferson at (651) 429-2885.

Saturday, 4/14/07 - Luce Line Railroad Club's Flea Market, 10 AM-6 PM, Hutchinson Mall, Highway 15 South, Hutchinson, MN Admission: free. Flea market and operating layouts. For vendor information contact Mark at (320) 587-2279. For layout information, contact Zach at (320) 587-8641.

Saturday, 4/21/07 - Randolph Second Annual Railroad Days, 10 AM-3 PM, Randolph School & Museum, Randolph, MN Admission: \$3, under 12 free. Swap meet, operating layouts, collectibles, books & magazines, more. For more information, [www.trains.com/community/events](http://www.trains.com/community/events) or Will Grovender, (507) 263-3199.

Saturday - Sunday, 4/21-22/07 10 AM to 5 PM (Sat), 10 AM to 5 PM (Sun) Annual WMRC Open House Modeling demos for public; judging model contest & photo contests; TLR / No1 Northern Display, Winnipeg Railway Museum, 123 Main Street, Saturday and Sunday Admission: \$3, family \$6. Contact Morgan Turney (204) 668-0168

Saturday, 4/28/07 - Newport Club's Woodbury Flea Market, 10AM-3PM, Woodbury Senior High School, Woodbury, MN. Admission: \$4, kids under 5 free. For more information contact Stan Whittingham at (952) 200-9729

Friday - Sunday, 5/18-20/07, C&NW Historical Society's "Hurryin' to Huron" Convention & Flea Market (5/20 only), Huron Event Center & Crossroads Hotel, Huron, ND. Flea Market admission: \$2. For more information on the convention visit [www.cnhws.org](http://www.cnhws.org). For more information on the flea market, contact Terry Davis (320) 587-7820 or [ptdavis@hutchtel.net](mailto:ptdavis@hutchtel.net)

Saturday, 5/19/07 - Twin City Model RR Museum Hobby Sale, 10 AM to 3PM, Education Building, Minnesota State Fairgrounds. Admission: \$4.

Friday-Sunday, 6/8-10/07 "Steaming to Winona" / Thousand Lakes Region Annual Convention Holiday Inn Hotel & Suites, Winona, MN. Focus is on steam and early diesel power and operation. Banquet to be held on the steam-powered paddlewheeler "Julia Belle Swain." For more info contact Thomas E. Mauszycki, (507) 454-3800 or [tmauszycki@charternet.net](mailto:tmauszycki@charternet.net). See pages 6-7, this issue.

Saturday, 7/21/07, Great Tri-State Rail Fair, 9 AM-3 PM, Copeland Park, LaCrosse, WI. Admission \$3, kids under 12 free. For more information call (608) 582-4761 or (608) 784-0036 or visit [www.lacrosseshortline.org](http://www.lacrosseshortline.org)

Saturday, 7/21/07, 4th Annual Kid Day Train Show, 11 AM-4 PM, Lakes Area Model Railroad Association, National Guard Armory, Benson, MN Admission: \$2.50, kids under 10 free. Memorabilia, flea marketers, vendors and layouts welcome. For more information Randy Thoen (320) 762-8840 or [lanrra@yahoo.com](mailto:lanrra@yahoo.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](mailto:jrbernier@hotmail.com) by the deadline listed inside.*