



Rule 5.13 Blue Signal Protection of Workmen – A one evening project



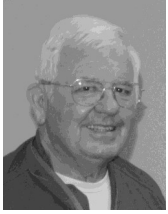
Photo 1- The blue "flags" indicate the track is protected by a derail and that the tank car in the background is connected to the building. The blue flags are protecting the two tracks behind the turnout.

Tom Gasior
Photos by author

On the prototype railroads, a blue flag or light is a signal that workmen are on, under, or between rolling equipment and requires that no one is allowed in that area except the persons who put up the blue flag. The General Code of Operating Rules (GCOR) states many reasons for this and we will look at a couple that you can replicate in miniature form on your layout. Use of blue flags adds detail, realism and potentially operational fun. The basic rule to observe for our use is that no train or cars should enter a track that is locked out and protected by a blue flag and/or a derail. The second thing to remember is that only the person who put the blue flag up may remove it, or a person of the same craft. This means that if an engine mechanic put up a blue flag to work on a diesel in the fuel track, but his shift end-

ed and the next crew comes on duty, they may remove the blue flag when finished with the repairs and the engine can be moved by train crews. This also applies to car men and industry workers.

The prototype where I work has many blue flags and derails in place to protect employees. They show that tank cars are attached to connecting plumbing and that derails are in place. The industries and railroad workers in charge of blue flags are also required to lock out any switch that allows access to these tracks. They will use different locks than the normal railroad switch locks so train crews will not have the correct keys. This helps keep everybody safe as a double layer of protection. To model the blue flag application on your layout, you need to identify a track that would fit these requirements. Do you have a
(cont. page 3)



View from the Cab

President Jay Manning

Succession Planning is critical to the life of an organization, particularly one made up of volunteers. There is a troubling weakness within the Thousand Lakes Region and its Divisions which must be a point of emphasis in the coming years. The reality, simply put, is that we are all getting older. At some point we will no longer be able to, or willing to, serve in leadership roles. Without working on this succession planning continually, the organizations will not survive.

I am an example of “blind luck” as far as both the TLR and the DSED not carefully planning succession. I arrived in South Dakota not knowing anybody in these organizations. I attended an open house, and in a casual conversation with Alan Saatkamp told him that I had a bad experience with NMRA when we lived on the East Coast; at one time I had been treasurer of a Region convention. Alan leaned on the DSED membership to go to Winnipeg and run for the Board. I did, and was elected by people I did not know and had never seen before. When it came to assigning rolls, it seems that Alan remembered what I had done in the past, and “appointed” me Convention Director. I had no idea what I was doing and did not even get an organization manual until 5 months later. I also was “appointed” a member of the team that planned the Sioux Falls convention. As a result of the success of that effort, Alan assigned me the task of writing 2 articles about how to organize a convention, and Gerry Miller requested I write a handbook on doing a convention. As a result of term limits, I had an understudy, Scott Nesbit who saw what was being done and in particular the worry about planning 2 years in advance. His assumption of the role of Convention Director was a seamless transition.

The leadership of the TLR and at Division level MUST be proactive in recruiting and training future leaders. You are looking for energetic folks who are interested in the hobby and ensuring its future. They are there, you have to find them. The first key is to recognize that succession planning is critical to the future of the organization. We are all dedicated to the future of the hobby; the issue is finding folks who are willing to step up.

The TLR has an Organizational Handbook and a Convention Handbook. I urge all members to become familiar with both documents. The burdens of being in a leadership role in this organization are not onerous, but unless one takes the time to explore them, volunteering will not be a common occurrence. Organizationally speaking, there are not difficult tasks that must be done that consume hours and hours of time. The annual reports are short and can be done in less than an hour. The expectations of membership on the leaders centers on promoting the hobby, not bureaucracy.

SUCCESSION PLANNING CRITICAL TO THE SURVIVAL OF THE TLR AND DIVISIONS. EMPHASIZE IT AND DO IT.

Thoughts from the Pickle Barrel

Kevin Dill, Editor

Technology is constantly changing the way we interact with our world, and also our hobby. We have digital control of our trains, LED lighting, accurate sound and high quality models. It has also changed the way that we interact with our reading. Paper is very tactile— we feel the paper, smell the ink and move the pages. For me, it’s part of the reading experience that I love. However, it also has limitations when it comes to space, budgets and flexibility. The Fusee is published in black and white to keep costs down, and limited to 12 pages to save weight, and therefore expense. This keeps the amount of information I can put into each issue limited by the space. It also limits the quality of the photos. This can be eliminated by embracing our technology to give us more space, higher quality images and color photos. The TLR Board of Directors and I have been discussing switching to an electronic version of the Fusee. Since there would be very little cost, every issue would be available to every member. There would no longer be a subscription fee, either.

Since there would be no printing or mailing costs (about \$2000 in 2016), any advertising income would be direct profit for the TLR. You would gain a full color, high resolution edition that would not be bound by the 12 page limit— no more part 1 and part 2 articles due to space constraints! And since the Fusee is supposed to be the main communication between members around the Region, you would get each one. The details are being worked out, but the plan is to discuss this at the spring convention membership meeting and go “live” with the Summer 2018 edition. Once “live”, you would receive an e-mail that the new edition is available on the TLR website. You would go to the website and either read it directly from there or download it to your computer, phone or tablet and read it later. Give it a try! Go to Thousandlakesregion.org, and click on “about us” at the top. On that page you will find electronic versions of past Fusee editions. The 2017 Fall edition is in color. See what we can do! There will be more about this in the next edition. Let me or the BOD know what you are thinking.

Happy Rails, Kevin

(cont from page 1)

RIP track, an engine track, a caboose track or certain industries that workers would climb on or under the rolling stock? Think tank cars, covered hoppers, lumber flats, scrap gondolas, and loading of heavy machinery. It could be anything except a mainline or siding.

I model in HO scale so I picked up some Details West MW-451 men At Work details. These packages come with enough to do one track. You can protect multiple tracks with one blue flag if there is a central entrance point. See the prototype photo that protects many tracks at the Hawkins Chemical plant in St. Paul (photo 1). The kit comes with a base and stand made of soft metal. Also a decal sheet with two blue signs. These decals are fragile so be careful cutting and handling them (photo 2).

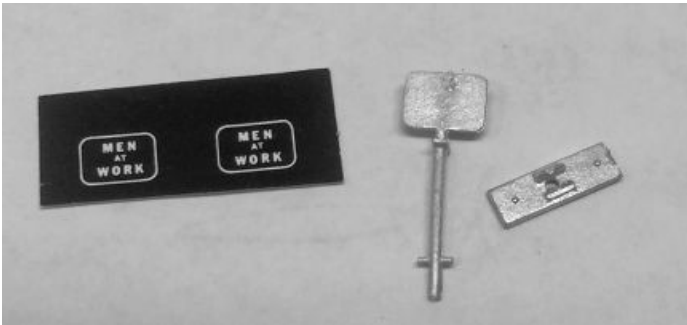


Photo 2- There are very few parts, so assembly is quick.

I removed some excess metal from the casting process on the stand portion. Details West recommends that you paint the base and stand black, but most of the ones I see are still silver or steel colored, so I left them alone. I cut the decal to size, grabbed it with a tweezer and wet it with water. Then I let it sit on a paper towel until it was ready to lift off the paper backing. After about two minutes I slid the decal into position on the sign post with a small soft brush. Let it dry for a bit while working on the base portion (photo 3).



Photo 3- The finished sign. Note the extension that goes into the base glued to the ties.

Adding these to my ore loading tracks at the Diana-Lynn Mine in Ely, MN on my Splitrock Mining Company layout. The best location would be clear of the lead track but near enough to the mine loader to be seen. I positioned the base over two ties and cleared out the ballast between them. The stand pokes down into the base so it can stand on its own. I like to use these blue flags for operations and keep my operators out of certain tracks. A small drop of CA adhesive applied with a small disposable



Photo 4- The base is glued to the ties, and the sign can be placed upright, or flat, depending on your needs.

brush and positioned the base with a tweezers (photo 4). It only took a minute for the CA to work. You can then place the blue flag in the on or off position depending on your operational needs (do not glue the flag in the base!).

I plan on using these blue flags on my RIP track, my mine loadout tracks (photo 5), the equipment storage tracks and eventually the caboose and engine facility tracks. This is a great little detail that only takes a few moments to add, but can make a lasting difference.



Photo 5- The sign is placed down by the worker so the car can be moved

Tools needed: File, tweezers, small brush, CA Glue, scissors

Publishing Deadlines

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

What Happens in the Contest Room?

Ron Olson

TLR Contest Director

Have you ever wondered what happens in the contest room at a regional convention? Are you curious why some amazing looking models don't score high in judging and the one you thought was kind of plain looking won Best of Show? Or do you just want to know how to make your own contest entries score better in a contest?

There's a common answer to all of these questions - become a contest judge or shadow judge.

What's a shadow judge, you might ask. That's a great question. A shadow judge is a person who follows a contest judge around while he or she is judging the models. The shadow judge learns what the contest judge is looking at for the different categories and how to use the scoring tables to determine a fair score for the model. Once a shadow judge has built up some experience and confidence in their judging abilities, he or she could be a contest judge in a future contest.

Being a contest judge, as you may have already guessed, typically involves having at least some experience as a shadow judge. The contest judge has two responsibilities - to



Whit Johnson evaluates a model structure at the 2017 TLR-MCoR convention in Omaha.

Kevin Dill

judge the models and also to mentor available shadow judges. The mentoring is important so that we don't run short on contest judges. As much as we'd like to hope, our contest judges won't be around forever. Plus, having more judges to spread the work around makes everything easier for all of the judges.

I have a challenge for those of you planning to attend the TLR regional convention in 2018.

First, for those of you who have been gracious enough

to volunteer as contest judges in previous years - I challenge you to find someone who is willing to be a shadow judge at the upcoming convention. Show them what you do as a judge. Encourage them to gain the experience and confidence to be a contest judge.

For those of you who always wondered what happens during the contest judging, I challenge you to volunteer to be a shadow judge. Learn how the judging works from the experts we have available, and be ready to volunteer as a contest judge when you feel you're ready to do so.

Finally, for everyone

else - I challenge you to bring a model to enter in the contest at the 2018 TLR convention. It's a great way to learn how to become a better modeler. It's also a way to show others what you've been working on that you're especially proud of. It might also be the piece that sparks a conversation with a new friend who has some of the same modeling interests. You might even win an award for it.

The Achievement Program: Model Railroad Engineer - Civil Certificate

John R. Hotvet, MMR

In this issue I will cover the Model Railroad Engineer - Civil requirements, which falls under the "construction and operations" category in the Achievement Program along with Model Railroad Engineer - Electrical and Chief Dispatcher, which I will discuss in future articles.

The Statement of Qualifications (SOQ) form, which can be found on the NMRA website, lists the various requirements that must be completed for the Model Railroad Engineer - Civil certificate.

There are three distinct areas that must be completed.

First, the applicant must prepare a scale drawing of a model railroad trackplan and identify several items that are listed on the website. Please note that the model railroad does not have to be completely constructed. The items that must be identified are the overall size of the plan, the scale, track elevations identified, curve radii noted, turnout sizes noted, terminal or station, motive power storage, mainline passing siding, at least four switching locations, a means of turning motive power e.g. a wye or turntable, and the means to operate at least two

mainline trains.

Second, the applicant must construct and demonstrate the satisfactory operation of a completed section of the model railroad track work described in the previous paragraph. In HO scale it must have at least 50 linear feet of track, and in Z, N, or TT scale at least 25 feet, 50 feet in S scale, 75 feet in O scale, and 100 feet in G or #1. The track shall have appropriate ballast, drainage facilities, and roadbed profile. The track work shall contain at least six of the features out of the 19 listed on the website.

Finally, the applicant shall scratchbuild for Merit Award judging, three of the 14 track features listed on the website. While these items do not have to be incorporated into the model railroad, the applicant must be able to demonstrate to the judges that locomotives will satisfactorily operate on them.

After the applicant has completed all three requirements, they should submit the completed Statement of Qualifications Form with all the necessary signatures and attachments to me for approval and further processing at the National level.

Tool Drawer – Cleaning Tools Old and New

Lester "Les" Breuer, MMR
Photos by author

Fall yard cleanup is here. Once we have the leaves done, many of us that have not spent as much time working on or running our railroad due to other fall and summer activities will return to it. Just as the yard needs fall cleanup, your railroad may need it too. You will need tools for the cleanup. Therefore, this time we will look at tools that you can use for your railroad cleanup rather than those we keep in the modeling tool drawer.



A two gallon shop vac and miniature tips from Micromark make this a versatile layout cleaner.

The basic cleaning tool needed for the railroad is a vacuum. Any vacuum you choose should do. My favorite is a two gallon vacuum, a Stinger, I purchased at my local home improvement store. It has served me very well for many years. The two gallon vacuum is fine for general cleanup of dust on track and scenery; however, it is, in my opinion, poor for tasks such as getting dust that has accumulated on certain small areas such as a structure roof.



The Crafted Imports cordless mini-vacuum from Walgreens is handy for small areas.

While looking at the MicroMark catalog I found a set of miniature attachments that would work with my shop vacuum that might solve the problem. The Miniature Vacuum kit, #81064, which is in the MicroMark online catalog, proved very effective in removing dust from small areas such as structure roofs. Even with the the Stinger and attachments doing the job, I added one more vacuum this past Christmas. The "tool junkie" just could not resist the price. A cordless vacuum made by

Crafted Imports, item 952461, that I purchased at my local Walgreens in the stocking stuffer section for \$5.00. The vacuum was made for, and distributed by, Walgreens. It came with two attachments that are useful for small areas on the railroad. After using it on the railroad where it did a good job I also used it around my modeling desk. It is really handy there for cleanup there as needed due to being cordless and its small size. As on the railroad it did a fine job. In fact, I liked the way it performed so well I went back to Walgreens and purchased two more. As well as these tools worked I was not completely satisfied with the results they produced for poured water surfaces.

No one that I asked had a good solution for poured water surfaces. Then one day, my wife was doing some dusting of the furniture told me she was really pleased with a new product she had tried- the Swiffer duster. Of course, I immediately began to wonder if this Swiffer duster would work on the railroad. I got my wife's



Swiffers are inexpensive, disposable and remove dust better than a vacuum from many surfaces, and safely!

permission to try it on the railroad. It did a wonderful job on the roads, where I tried it first. Next I used it on the poured water areas, such as my lake. To my surprise, it did a wonderful job. In my opinion, it cleaned the water areas much better than the vacuum tools. Not only did it clean better, I felt it was easier to use. I soon purchased a couple of Swiffer dusters devoted to cleaning the railroad water areas. The Swiffer duster comes with an original handle, and an extender handle can be purchased. The Swiffer duster has a throw away replaceable refill which is easy to change which allows one to have a clean duster head when desired. (I have found this works very well on Locos and rolling stock as well, Ed.)

Another cleaning tool I use is "wet water." Wet water is just water poured in a spray bottle with a few drops of dish washing detergent added. I normally use wet water for scenery work. For example, I spray ground foam that has been applied to the railroad with wet water prior to adding diluted white glue. Of course, wet water for scenery work; however, for cleaning? I have found that ground foam areas on the railroad that were put down with wet water and white glue that have collected dust can be made to look as good as new by spraying with the wet water.

(cont. page 6)

(from page 5)

At the Thousand Lakes Region annual convention in Ames, Iowa this year I discovered another great cleaning aid when visiting the Racoon Valley railroads. A gentleman there was using a new cleaning product produced by Woodland Scenics called Dust Dabber. He showed me how it removed dust from the railroad. I was interested in how the product performed and purchased a bottle at the local hobby shop when I got home. The Dust Dabber is a slippery substance, lime green in color, which comes in a wide mouth bottle. You pull a small amount out of the wide mouth bottle it comes in. You roll the amount you pulled out into a ball and hold that ball with your fingers to touch "dab" the area with the dust you want to remove. It works great. I



Roll this slime-like material into balls and dab onto surfaces to collect dust

have experimented with it to remove dust from scenery including poured water, structures, vehicles and figures. It worked well on all the areas I tested. The ball of Dust Dabber turned from light green to black as I removed dust from various areas. I believe Woodland Scenics has given the model railroader another fine product. You can find additional information and videos discussing the product on the internet.

I have shared with you the tools I use to clean railroad scenery, structures, vehicles, etc. I am not going to discuss cleaning tools or products I use to clean track here as I have discussed tools for cleaning track in a previous article in The Fusee. As always, remember "Modeling is Fun" and I believe "Modeling is Fun at a higher level with the right tool."

Breaking News— Social Media Sadness!

Tom Gasior, Social Media Manager

I'm looking for photos of models, layouts, projects and people in the TLR. Anything that has a little story. Something to start a conversation. I received no photos from the Ames convention. Not one. Sigh. No pictures at meets, meetings, train shows, or anything. I have to glean all my info off the web when I can find it. Please make my Social Media space for the TLR a much more interesting place and send me stuff! Contact me at tgasior@hotmail.com, PLEASE (sob)...

The Twin Cities Division 4th Annual Railroad Modelers Retreat April 6-7, 2018

Shake off the winter blues and jump into spring with a great weekend of Model Railroading sponsored by the Twin Cities Division. The Retreat begins April 6th at 5:00 PM with presentations and displays open until 10:00 PM. Saturday the doors open at 7:00 AM, presentations begin at 8:00 and go all day until 4:30. The presentations will feature some of the finest modelers in the Upper Midwest focusing on making us all better prototype modelers and operators. During the presentations, the model display room where outstanding modelers will be showing off their projects and sharing their modeling techniques will be open.

This is amazing amount of Model Railroad enjoyment is part of the Twin Cities Division's mission to be the premier or-



Dan Dossa displayed his wonderful modeling work. Dan and many other great modelers will display their projects and be available to sit down and discuss their techniques at this years event.

ganization providing education and Fellowship to the model railroad community. Most amazing of all is that this event registration is only 20.00 for pre-registration, 25.00 at the door. Similar RPM meets across the country cost up to twice that amount and they do not include a great lunch with the registration!

More information and registration materials will be posted on the Twin Cities Division webpage <http://www.tcdnmra.org/> of you can contact Ken Zieska mhry19@gmail.com

If you have a great idea for a presentation, we still have several openings for presenters. 45-50 minute presentations on prototype modeling, operations and history are welcome. contact Ken mhry19@gmail.com.

2018 TLR Convention Update

Terry Davis

DSED Superintendent

“Come along and ride this train” is the title of a song from Johnny Cash. This also sets the theme for ‘Rails to the River’ 2018. The main event for the convention will be the excursion train ride on the Dakota and Iowa RR. The Dakota and Iowa RR [Reporting marks DAIR] is a shortline wholly owned and operated by L G Everist Inc. It runs from Dell Rapids, SD to Sioux City, IA. It operates on track formerly owned by the Milwaukee Road.

The main commodity hauled by DAIR is Sioux Quartzite rock from the quarries at Dell Rapids, SD. The DAIR also services industries in Hudson, SD (Poet Ethanol plant, and Siouxland Ethanol transloading) and has a large yard at Hawarden, IA where L G Everist Inc also has a transloading facility.

Currently we are finalizing plans for the train ride, however the tentative route will be:

Start out getting on board train at the beautiful restored Historic Canton RR Depot. The train will then take the group south across the Big Sioux River, through the huge metropolis of Beloit, IA (pop 100) will continue south where the tracks wind along the river. It will travel through the community of Fairview,

SD where we again cross the Big Sioux River travelling through beautiful scenery of the rolling hills, cross the Big Sioux again at Hudson, SD and a few more miles down the line brings us to Hawarden, IA.

Highlights of the ride will again be the raffle for available seats in the locomotive cab. We are planning on a down and back trip so that everyone will get a chance to experience this beautiful ride. Prototype tours are still being worked out as well, however I can say with certainty that we will be touring the Hudson Poet Ethanol plant. Other tours are still in discussion stage.

The Dakota Southeastern Division is looking forward to hosting the event again in Sioux Falls! Stay tuned to the TLR website for details and registration info.

You're not supposed to eat that!

By Paul Ullrich

Photo by author

I like to look for landscaping supplies at thrift stores, as they usually have craft sections. I happened to be at the Menonite Central Committee thrift store in Portage La Prairie, Manitoba when I came across a rare find.

On the shelf in their craft section was a big shaker container of Woodland Scenics green fine turf ground foam. It was completely full, and was going for \$2.30! Right next to it were two bags of Woodland Scenics foliage clusters, which had been opened, but the contents were untouched. They were also going for \$2.30.

This was an offer I couldn't refuse, as these items would go for about five times the price in a retail store. I eagerly snatched up the items and hurried over to the check out counter and stood in line. While I was waiting, a store volunteer saw me holding these items, and came over to me with a very concerned look on her face.

“You're not supposed to eat that!” She said.

Ground foam is a very versatile product, but it has never occurred to me to eat it! I suppose that you could, as it's only bits of foam coloured with a non-toxic dye. It's fibre content might be high, but it has no other nutritional value. It probably doesn't taste all that good, either.



Most people don't think of ground foam as a food product, but author Paul Ullrich must have looked hungry when purchasing these items.

“I'm a model railroader.” I replied. “I use this to simulate grass on my layout, and I assure you that I have no interest in eating it.”

“When someone donated this, we had no idea what it was for, so we put it in the craft section.” She said. “Because of the big shaker container that it was in, we didn't want anyone to mistake it for a condiment.”

You could understand her confusion, as the shaker bottle was the exact same one that you see in any supermarket holding ground pepper, garlic powder and various other spices.

“Madam,” I answered, “I give you my solemn vow that I won't sprinkle it on my salad tonight.”

With that, I stepped up to the counter and paid for my items. It was a win-win situation. I got the landscaping supplies I needed at a bargain price, and the store's volunteers were relieved of the burden of watching over the bottle of ground foam for fear that someone might eat it!

Region Round-up

South Red River Division

Don Radeck, Supt.

We had another successful Spud Valley Hobby Show, October 15. We had nine different layouts from Z, N, HO, and O, including the Red River Railroad Modular's large HO layout. There were also remote control airplanes, every once in a while a small helicopter would fly above our heads, several farm toy displays, plastic and die-cast models, old toys and railroad memorabilia. The local chapter of the National Railroad Historical Society had a table with a small HO layout. The SRRVD also had a table to promote the NMRA, TLR, SRRVD and model railroad-ing, manned by our Fusee Editor, Kevin Dill. Division secretary, Andrew Merkel had his HO layout set up at the table next door. We even got a surprise visit from the NMRA Canada Director, Fred Headon, who traveled "up" from Winnipeg. Winnipeg is geographically lower than Fargo, as Fred pointed out.

The Red River Railroad Modular club will be set up at the Fargo Library November 18 & 19. There is always a good turnout to see the trains running. The Library has a railroad themed weekend including train stories and books on railroad-ing. The Modular Club will turn to maintenance and updating for the rest of the winter before displaying again next spring.

The Spud Valley Club will be running trains for Bonanza-ville's Christmas on the Prairie, December 2. The layout in the Kathryn Depot will be running Christmas themed trains. They will also have the N-scale set up in the museum near Santa. The trains are always one of the highlights for the kids (old and young) that come each year.

The Division has been putting together the plans for building a T-Trak module layout as part of a project to get us active in hands on activities. We hope to share what we learn with the public at future clinics we plan to hold at our local hobby store, the Hobby Hut of Fargo. We got the inspiration to build T-Trak from the module that was set up at the train show at the TLR/MCoR Convention in Ames, IA last May.

No.1 Northern Report

Ian H Plett, Supt.

The No1 Northern Division HO Free-mo Group had great success joining with the Kildonan Short Lines, a local modular club here in the Winnipeg area with our layout at Manitoba Mega Train end of September. It seemed that every time I looked up another member from the other club was running on our side layout. Which was the whole idea of joining layouts together.

This year we decided not to have our annual November Division Event. Not enough interest and also it was not open to public as we have had in the past. We will try again next year.



*All Aboard
for the Capitol 400*

Midwest Region Convention.

April 13-15, 2018

Madison, WI

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

Visit www.nmra-scwd.org for details.

Come Join The Fun!

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.

I'm enclosing payment for:

_____ \$10 for one year _____ New subscription

_____ \$20 for two years _____ Subscription renewal

_____ Returning member

Name: _____

Scale(s) modeled: _____

Address: _____

City: _____

State/Province: _____ Zip/Postal code: _____

NMRA #: _____

Phone: (_____) _____

Email: _____@_____

Make checks payable to Thousand Lakes Region

Mail to: Tom Gay, Treasurer

2015 Rose Creek Drive, Fargo, ND 58104

What convention topics do you want to hear about?

The convention crew in Sioux Falls wants to know what you want to hear about at the TLR convention next spring. Topics on modeling? Prototype operations? Railroad history? They want to get you what you want, so send Jay Manning (Chessie@manningperry.com) or Scott Nesbit (Drthud@msn.com) a line and let them know. The goal is to make things as interesting for as possible, so speak up!

Minutes of the National Model Railroad Association Thousand Lakes Region Board of Director's Meeting held on October 2, 2017 at 7:00 p.m. by teleconference.

I: CALL TO ORDER

Meeting was called to order by President Jay Manning at 7:13 pm.

II: INTRODUCTIONS

A quick roll call was conducted by Secretary Art Suel. The following officers were present: President Manning, Vice President Caleb Van Der Brink, Treasurer Tom Gay, Secretary Suel, Contest Director Ron Olsen and Public Relations Director Wes Garcia.

Division Superintendents present were Gerry Miller of the Southeastern, Jay Davis from the Prairie Lakes and Terry Anderson of the Dakota Southeastern. Fusee Editor Kevin Dill was also in attendance.

III: APPROVAL OF MINUTES

Board of Directors Meeting 5/21/2017

Approval of Minutes from the Board of Director's meeting held on Friday May 21, 2017 in Ames. Dill moved to approve the minutes, second by Miller. There being no discussion, motion passed.

Organizational Meeting 5/23/2017

Miller moved to that the minutes of the organization meeting to be added to the General Membership Meeting minutes. Dill second and motion passed.

IV: TREASURER'S REPORT

Gay gave the treasurer's report. Region is financially healthy. Dill moved to accept the report seconded by Miller. Motion passed. If a member would like a copy of the financial report, contact Treasurer Tom Gay for the report.

V: CONVENTION DIRECTOR REPORT

The board moved on to the Convention Director report. Director Nesbit could not make tonight's meeting due to work constraints so President Manning gave his report.

Recap of 2017 Convention

Recapping the 2017 convention, Manning reported that the financials have not finalized but there will be a positive cash flow to the region. When it is finalized between the Mid-Continent Region and Thousand Lakes Region, Manning will inform the board.

2018 Convention Sioux Falls SD

Next item under convention was the 2018 convention to be held in Sioux Falls, South Dakota. The convention hotel has been reserved, train ride has been finalized and caterer locked up. The Dakota Southeastern Division committee is working on prototype tours now. More information at the January board meeting. The DSED will have sole financial responsibility for the convention. The committee is looking for clinicians to give presentations.

2019 Convention La Crosse WI

Next item up was the 2019 convention. Gerry Miller has been working vigorously in wrapping up the details. The convention will be a joint convention with the Midwest Region. Location is La Crosse, Wisconsin and the hotel is the Days Inn. The region has signed a contract with the hotel locking in the room rate at \$65.00 per day plus tax. MidWest region will handle the clinics which is their specialty. Miller is working with the local tourism board for prototype tours. It is possible that at this convention the prototype tours will be an extra fare. More details at the January Board meeting after Miller meets with the MidWest region during Train Fest. Board was supportive of Miller meeting with the other board and will consider forming a committee to assist Miller. Manning and Nesbit will handle the Chinese auction. At the January board meeting, tours and costs will be finalized.

Manning ask that the members start thinking about the 2020 convention.

VI: CONTEST DIRECTOR REPORT

Next order of business was the Contest Director report. Ron Olsen is concentrating his efforts this year on the following points. First, to increase the number of contest entries, he asked that board members encourage modelers to enter.

He will be submitting an article to the Fusee as part of this push to increase contest entries.

Second item is increasing the pool of judges. He wants to have at least five members shadow judges to learn how judging works. The final item is that for the First Timer award (which is awarded to a first time contest contestant) he has narrowed the categories that will be eligible for this award. Those categories are Structures, rolling stock, displays and motive powers. Dill asked if the paperwork for models that received at least 87.5 points have been submitted to the Achievement Program Chair.

VII: PUBLIC RELATIONS DIRECTOR REPORT

The Board moved on to the Public relations Director report. Garcia stated that the region is trying to sell the TLR pin. Garcia urged the division superintendents to push sales at the division level. Dill recommend that divisions purchase the pins and hand them out to new members.

VIII: NATIONAL OFFICERS REPORT

The board now moved to National Officer's reports. NMRA Vice President-Special Projects Gerry Leone, MMR and NMRA Canada Director Fred Headon, MMR were both unable to attend due to other obligations. Headon submitted a report to Secretary Suel who read the report to the board.

His first item was that Regions and Divisions need to have succession planning in place in the event an unscheduled vacancy occurs in the officer ranks during the year. The NMRA has signed the agreement with the California State Railroad Museum that will result in the Kalmbach Library be relocated there from Tennessee. The Gallery Exhibit will soon be under construction.

In the Member's Only section of the NMRA website, the financials of the NMRA is posted. This includes the national budget, audit and tax information. The new program Member Benefits (discounts on model railroad products) is in this section and is constantly being up-dated.

The NMRA "Turntable" has been successfully launched. Members need to give the NMRA an up to date email address to receive this message which also has links to interesting websites. Looking for clinics, try the Edu TRAIN site in the members only section.

IX: VICE PRESIDENT

Superintendents Reports

Division Superintendent reports was the next item on the agenda.

No. 1 Northern Division no report submitted

Dakota Southeastern Division

First division superintendent to give his report was Terry Anderson of the Dakota Southeastern Division. The DSED has been busy with many activities. The membership set up their modular layout at the following locations. June the layout was at the Oakview Library in Sioux Falls on June 3rd. Trains were operated to the enjoyment of the library patrons. Next the layout traveled to the Threshing Bee at Granite, Iowa. The temperature was more tolerable than years past which made it more enjoyable to operate trains. The attendees were appreciative of the layout and asked many questions on model railroading. In September, the layout was displayed at the Lakes Area Technical Institute in Watertown, South Dakota for two days. More than 200 people visited the layout including 20 plus children from the daycare across the street from the Institution. Looking ahead, the division will be participating in the Annual Trains at Christmas at the WH Lyon Fairgrounds in Sioux Falls in November. After this event the layout will be participating in the Active Generations "Polar Express" event and finally at the Minnehaha Country Club. At each of these events, we hand out literature on model railroading and the NMRA. DSED will also be hosting the 2018 Thousand Lakes Region convention to be held May.

Twin City Division no report submitted

Prairie Lakes Division

Superintendent Jay Davis of the Prairie Lakes Division reported that their fall meet will be at St James Minnesota this upcoming Saturday. The meet will have vendors and clinics besides the popular vote contest of models. At the end of

the meet, the St James Model Railroad club will open their doors to meet attendees. The spring meet will be at Everly, Iowa on Saturday April 28, 2019.

South Red River Valley Division

The South Red River Valley Division report was given by Kevin Dill. The first meeting this fall was held at the Dilworth Minnesota VFW club. Among items the division is planning is having each member build a T-Track module. The goals of this exercise are to gain familiarity in building layouts, working together on a common goal, learning skills that can be turned into clinic presentations and have a modular layout that the Division can display at public events.

The division is working on final arrangements of the 2017 Spud Valley Hobby Show to be held in Fargo. The Spud Valley Model Railroad Club is in the process of winding down the tourist year. The club layout is at Bonnazville in Fargo. The club will turn their attention during the winter to maintenance of the layout and get it ready for the 2019 tourist season.

Southeastern Division

Southeastern Division superintendent Gerry Miller reported that the division's modular layout was at a show in August, will be at Dubuque in November and Davenport, Iowa in 2019. Division first meeting is at the end of October.

Minnesota River Valley Division no report submitted

X: Committee Chairs Reports

The next items on the agenda were the reports by the various committee chairs.

Achievement Program no report submitted

Membership no report submitted

Historian no report submitted

Social Media no report submitted

Webmaster

Caleb Van Der Brink gave the Webmaster report. He reported that he received a note from past regional President Alan Saatkamp congratulating the region on a well runned web site. Van Der Brink is updating the web site with upcoming events in the region. If you have an event, please send it to him to list under events on the web site. Dill asked if Matt Lentz has contacted Van Der Brink to update the South Red River Valley portion of the web site. Van Der Brink responded that he hasn't heard from Lentz yet. Dill had one more question, "Is there a member's only section?" Van Der Brink responded that the web site is open to everyone.

XI: Old Business

Fusee Future Format

Fusee Editor Kevin Dill asked the board how they liked the sample digital version of the last Fusee? Manning really like the electronic version. Dill reported

that the feedback he received was favorable to going digital with the Fusee. A few members had contacted Dill with concerns, but he feels he has alleviated those concerns. Members would need to make sure that the email on file with the national office is their correct email address.

Going digital advantages include eliminating the \$10.00 subscription rate to get the Fusee mailed to your address. It allows the use of color pictures and the Fusee can be longer than 12 pages. The printing costs of around \$2000.00 per year would be eliminated. Dill stated that the board needs to be onboard with the changes before proceeding any further. Dill would like to post the trial version on the website to get members comments.

Miller had a concern that there are members without computers or access to one and how would we notify those members of the upcoming election and convention details. Dill responded that a one or two-page mailing would be a fraction of the cost of mailing out one issue of the Fusee. Manning stated that this is a good solution.

Dill will put a burb in the next two issues about the proposed changes and direct them to the website to look at the trial version. Miller stated that this is an issue that needs to be discussed at the General Membership Meeting in May.

Suel moved that the Board is supportive of the proposed changes and direct Dill to continue moving in that direction with the final decision made in May. Seconded by Miller, motion passed.

XII: New Business

At this point, Dill brought up an issue that was not on the agenda. The membership chair has not been sending out the membership reports from national to the divisions. President Manning will contact the membership chair to solve this issue.

Under New Business President Manning stated that the region has not received any grant requests this year.

Manning asked the attendees for their comments on the new way of conducting the meeting through a teleconference service instead of using Skype. He stated there is no cost for using this service and the Commandant of the Marine Corp uses this service.

The region will schedule the next meeting sometime in January.

XIII: Adjournment

Dill moved to adjourned, seconded by Miller. Motion passed.

Meeting adjourned at 8:24 pm.

Respectfully Submitted

Arthur C. Suel

Secretary, Thousand Lake Region



Would you like a TLR pin? You can order your very own for just \$5.00 US/Canada dollars. Including tax and shipping. For each pin, send your order to:

Wes Garcia

2212 S. Sherman Avenue

Sioux Falls, South Dakota 57105

Or in Canada to:

Frank Gerry CFP

Sun Life Financial

1139 Alloy Drive, Suite 100

Thunder Bay ON P7B 6M8

2019 convention news

The TLR 2019 convention will be held in Lacrosse, WI. We will be holding a joint convention, this time with the Midwestern Region. The convention will be held at the Days Inn, Lacrosse Wi. Room rates are in the \$65-\$70 range. The planning stage has started. If anyone lives in the area and would like to help in the planning, please let me know. Contact me at miller-g20@gmail.com or 563-5579646.

Gerry Miller

The Thousand Lakes Region of the NMRA

Board of Directors

President

Jay Manning
7100 West Stoney Creek St
Sioux Falls, SD 57106
804-712-8056
Chessie@manningperry.com

Vice President

Caleb Van Der Brink
1226 8th Ave NE
Sioux Center, IA 51250
712-578-1029
calebvanderbrink@yahoo.com

Secretary

Art Suel
14500 Alabama Ave
Savage, MN 55378
952-440-6409
acsuel@integra.nat

Treasurer

Tom Gay
2015 Rose Creek Dr
Fargo, ND 58104
701-235-1711
tomandkath@hotmail.com

Convention Director

Scott Nesbit
5415 W. Dardenella Rd #107
Sioux Falls, SD 57106
605-360-0185
drthud@msn.com

Public Relations

Wes Garcia
2212 S. Sherman Avenue
Sioux Falls, SD 57105
605-310-0124
wesgarcia@sio.midco.net

Contest Director

Ron Olsen
8245 Henslowe Ave. S.
Cottage Grove, MN 55016
651-768-7181
rono@ieeee.org

Department Chairs

Membership

Jim Bernier
5631 Silas Dent Rd NW
Rochester, MN 55901
507-261-4991
jrbernier@hotmail.com

Achievement Program

John Hotvet MMR
5100 Nicollet Ave. S.
Minneapolis, MN 55419
612-822-5788
johntrain@aol.com

Historian

Jim Bernier
5631 Silas Dent Rd NW
Rochester, MN 55901
507-261-4991
jrbernier@hotmail.com

Webmaster

Caleb Van Der Brink
338 14th Street SE
Sioux Center, IA 51250
712-578-1029
calebvanderbrink@yahoo.com

Fusee Editor

Kevin Dill
3920 15th St S
Fargo, ND 58104
701-298-0132
Dillkev@aol.com

Social Media

Tom Gasior
763-291-0708
tgasior@hotmail.com

Division Supers

Dakota Southeastern

Terry Anderson
109 Milwaukee Ave
Harrisburg, SD, 57032
605-838-5778
topcop@iw.net

Minnesota River Valley

Terry Davis
1380 Jefferson St. S.E.
Hutchinson, MN
320-587-7820
ptdavis@hutchtel.net

No. 1 Northern

Ian H. Plett
Box 187
New Bothwell, MB
Canada ROA 1CO
ianplett@gmail.com

Prairie Lakes

Jay Davis
207 Ochevedan St.
Everly, IA 51338
712-834-2073
jdandice22c@hotmail.com

South Red River Valley

Don Radeck
346 7th Ave S.
Fargo, ND 58103
701-234-9351
DKRadeck@cableone.net

Southeastern

Gerry Miller
1040 HawkeyeDr
Dubuque, IA 52001
563-557-9646
miller20@gmail.com

Twin Cities

Jim Buck
info@tcdnmra.org
zota54@gmail.com

The *FUSEE* is a quarterly publication of the TLR and mailed to all subscribers for \$10 yearly. A subscription form is on page seven of this issue or prior issues on our website.

Permission is granted to reproduce any portion of The *FUSEE* in any non-profit publications if credit is given to both the author and the THOUSAND LAKES REGION *FUSEE*, and a copy is sent to the editor.

ARTICLES: All contributions except advertising are considered donations. Authors retain all rights to their articles and photos and may submit their material for publication elsewhere. Submission, including photos, can be made by floppy disk, email, CD-ROM, DVD, or hard copy. Handwritten or typed manuscripts are fine, too. (Photo prints will be returned.) Send materials or questions to: Dillkev@aol.com. Put "FUSEE" in the subject line, or mail to Kevin Dill, 3920 15th St S, Fargo, ND 58104.

**Bring a friend
To your next
Club meeting!**

Advertising should be mailed to THE *FUSEE* editor as camera-ready artwork or electronic files (jpeg, tiff, gif, or EPS with outlined fonts).

Enclose payment in U.S. funds, international money order, or by check drawn on U.S. banks. Checks should be made out to **TLR**. Contact the editor if you have questions.

Fusee Advertising

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

<u>Ad size (HxW)</u>	<u>Annual commercial Rate</u>	<u>One time commercial rate</u>	<u>Annual Railroad ad rate</u>
Full pg 9 5/8 x 7 1/8"	\$145.00	\$50.75	\$90.00
1/2 pg 4 3/4 x 7 1/8"	90.00	31.50	45.00
1/4 pg 4 3/4 x 3 1/2"	45.00	15.75	25.00
1/6 pg 4 3/4 x 2 1/4"	35.00	12.25	18.50
1/8 pg 3 3/4 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



Winter 2017

The Fusee

3920 15th St S
 Fargo, ND 58104

Check your expiration date! If you have questions (or a change of address) email Tom Gay at Tomandkath@hotmail.com

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

Great Train Show	Jan 6-7
Council Bluffs, IA	
Red Cedar Train Show	Jan 6-7
Menomonie, WI	
Great Midwest Train Show	Jan 14
Wheaton, IL	
Newport Model RR Show	Jan 20
Woodbury High School, Woodbury, MN	
Great Tri-State Rail Sale	Jan 27
LaCrosse, WI	
Greater Upper Midwest Train Show	Feb 3
Century College , White Bear Lake, MN	
Mad City Train Show	Feb 17-18
Madison, WI	
North Metro Model RR Club	Mar 3
Coon Rapids, MN	
3 Rivers RR Club Train Show	Mar 17-18
Onalaska, WI	
<u>TLR Annual Convention</u>	May 18-20
Sioux Falls, SD	
28th Annual Narrow Gauge Convention	Sep 5-8
Bloomington, MN	

Whats inside?

Blue Flags

TLR Convention Update

Is Ground Foam Edible?

Vacuum Crazy

Behind the scenes

Mind blowing information....