

NMRA

THOUSAND LAKES
REGION

THOUSAND LAKES REGION

NATIONAL MODEL RAILROAD ASSOCIATION

The FUSEE

NMRA



Thousand Lakes Region Summer Fusee Edition

TLR Convention Coverage & A Whole Lot More !

In This Issue of the Fusee...

Regular Columns

- View from the Cab - President's Update – Page 3
- Neil's Nuggets - Fusee editor's thoughts – Page 4
- The Call Board - Vice President's Update - Pages 5 - 6
- From the Desk of Matt Lentz – Page 7
- From Our Secretary - Is the Hobby Dying - Dan Cohen Pages 8 - 10
- Modeling on a Dime - Dan Dossa – Pages 21 - 22
- Cheap & Nothing Wasted - Jimmy Anderson - Page 43 - 44
- What's on Your Workbench - Neil Carleton - Page 45

Features

- Coverage of Thunder Bay Convention Activities and Events - Pages 11 - 20
- Coverage of Regional Activities and Events - Pages 25- 28
- Cumberland Northern Railroad (The Diane) - by Ken Zieska - Pages 29 - 30

- Introduction to the Black Hills & Eastern Railroad - by Eric Carlson- Pages 31– 32
- The Brass Hat & Is O the Perfect Scale for Story Telling-? - by Greg Terhaar- Pages 33– 35
- Model Railroading Primer - Glue Drying Times and Types of Glue - Dan Cohen- Pages 36 - 40
- My downsized layout - By Paul Ullrich - Pages 41– 42

News and Directories

- TLR Historian Update- Matt Lentz– Page 7
- Division Updates– Pages 23 - 24
- Model Railroad Advertising– Pages 46– 50
- TLR 75th Anniversary Decals (Still Some Available) Page 35
- Upcoming events calendar– Page 46
- TLR & Division Directory (Updated)– Page 51

Cover Photo - by Jimmy Anderson



Nice shot taken by Jimmy of a passenger train running on Jason Baxter's layout at the TLR Convention in Thunder Bay

Save the date...

**2027 Thousand Lakes Region
Convention (May 20-23)**

Sioux Falls, SD





View from the Cab

President Art Suel

Convention Recap Wow, Thunder Bay hosted a fantastic convention. The hotel was right on Lake Superior and the amenities were awesome. Clinics and tours were fascinating and informative. Food choices either at the hotel or in the nearby downtown area were excellent. View from the hotel were either of Lake Superior or the Canadian National mainline. I took a break on Saturday, and rail fanned from my room of Canadian National trains. Caught a MOW train returning to the yard which was just down the road.

The celebration room entries were top notch, and I learned from Fred Headon, MMR and Neil Maldeis, MMR, how to really judge entries. Thanks to those two I now have an understanding of how to Judge.

Thanks to the organizing committee for all the time and effort that was put into the convention consisting of the following; Peter Vanstone, Paul Campbell and Scott Garner - Co Chairs, Brian Martyniuk -Treasurer, Don & Barb Hupe -Registrars, Lyle Hetsler - Contest Room, Ian McEachern - Tours (prototype & layout) & clinics, Marilyn Johnson - Advertising / promotion, Karl Hamilton -Tickets and Paul Gerry - Advisor.

Officers Our region left the convention with a full roster of officers. New Officers are Paul Gerry as Vice President, Jimmy Anderson as Treasurer and Dave Menard as Convention Director. Thanks for volunteering to take on these duties.

A big thank you to the departing officers, Fred Hofzapfel as Vice President and Tom Gay as Treasurer. Thank you for your time and efforts.

Finally, to everyone who attended, it was nice to see fellow modelers and meet new modelers. Next year's convention is in Sioux Falls. 2028 is being explored by a division and hopefully we can make that happen. Next a host for 2029, interested division(s) contact Dave Menard.

Convention information the number one comment is how expensive the hotels are! A lot of planning goes into deciding where the host hotel is. While we could stay at a Motel Six type of hotel, the fact we do not is that there are not adequate conference facilities available. We need three decent-sized rooms to host the celebration room and two for clinics. Banquet availability is a large consideration in planning a convention. We would prefer not to be running all over a host city for our activities other than tours. Finally, hotels will give our group discounts on how many rooms are being rented through the 3 nights. I hope this helps explain the costs of conventions.

Regional Honors The following modelers were recognized at the convention in Thunder Bay Ont.

President's Award : Greg Dahl from the Twin Cities Division. For promoting the hobby and Divisional Leadership growth.



Bob Dew Sr Award : (Service on the Regional Board) Scott Nesbit from the Dakota Southeastern Division, six years as Convention Director.

Stafford Swain Memorial Lifetime Achievement Award: Frank Gerry from Thunder Bay Ont. Former TLR President,



Secretary and many positions in NMRA Canada, currently Treasurer of NMRA Canada.

Future rail modeling events. I will be attending the N Scale Convention in Milwaukee from June 23rd to the 27th. In July, the spot will be at NMRA National in Chattanooga TN July 27th through August 2. The final convention will be the National Narrow Gauge convention in Bloomington MN. This is occurring September 2nd through the fifth. Its only ten miles from my residence, not a long drive.

Thanks to everyone for expressing confidence in me by re-electing me to a third and final term as Thousand Lakes Region President. It is quite an honor, and I hope to deliver what is expected of me.

Thank You

Art



Neil's Nuggets - Spring Season is TLR Convention Time

The summer season is with us, which means members are looking forward to being outside and having fun outdoors with family and friends and hopefully still able to spend some time on your favorite model railroading interests. ☺

A big thank you to all of those members in Thunder Bay that put on an outstanding convention! Even for an upper Midwest guy that is used to cold weather it was dang cold! (One morning there was frost on the car). Despite the weather everyone had a great time. Be sure to check out the convention coverage pages as there are lots of photos from the activities, clinics and layout tours to enjoy.

I can't say it enough, but I will again, I really want everyone to know that their efforts are greatly appreciated! **(Keep up the great work, I will still need your help to continue bringing you the excellent content in the Fusee!).** Remember, the Fusee is your newsletter, you need to let me know what you want to see in it!

Bottom line, if you have a picture, tip, technique, modeling or prototype topic that interests you, there are most likely other members in the region that would like to know about them too! I'd really like to encourage/challenge all of our members to contribute some content to me to include in the Fusee.

A big thanks to all that have been sending me pictures of all the events and activities around the region! Keep up the good work, it's a great way to share all of the fun that

takes place.

I have updated contact information for all of the new board members that were elected at the convention and created a section with pictures so that you know what everyone looks like.

A couple of new things I'm trying, first is a created a page for members to send me their "social media" information. I'm not much into social media, but I know a lot of members are, so let's promote "stuff" our members do or are interested in knowing about.

The second idea is for members to share insightful (even controversial) thoughts or ideas around they way you approach the hobby. Greg Tehaar and Paul Ullrich have shared their thoughts on down and/or right sizing their layouts. Our secretary Dan Cohen shares his research on "Is the Hobby Dying" Check their articles out, they have some excellent ideas that will get you thinking.

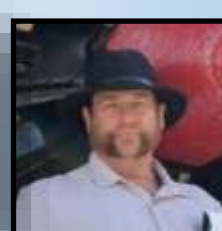
Since I have taken over editing the Fusee there are around 40 TLR members that don't have an email listed with the NMRA and typically around 20 of the email addresses are bad and can't be delivered. Everyone's help getting the word out would be appreciated to let members know they need to check and/or update their email addresses with the National team. If it isn't correct, they won't get the Fusee (Their list is what I use to distribute the Fusee)

Neil

612 940 0757 (Voice and Text ok)

[Fusee Editor](#)

Are you an old Goat? Have you been a NMRA TLR member for more than twenty years ore more? Speaking of old goats, let one of the board members know as there is a Thousand Lakes Region "Old Goat" pin available to those that meet this requirement.



Meet the TLR Board - Left to right, Art Suel (President) Paul Gerry (Vice President) Dan Cohen (Secretary) Jimmy Anderson (Treasurer) Dave Menard (Convention Director) Shadow Reddington (Contest Director) Neil Maldeis (Fusee Editor)

The Call Board - VP Paul Gerry



A Big Welcome for Our New Vice President - Paul Gerry, Thousand Lakes Region.

Parting Thoughts from our past

VP Fred Holzapfel:

CHANGE:

What is change?

This is a word that can carry many different meanings as well as outcomes for each of us. It can be BAD - it can be GOOD - It can even be very GREAT.....Of late this is a great thing for me within the Thousand Lakes Region of the NMRA. Our elections in Thunder Bay at the annual convention have voted in a new Vice President. For me it has made me a POM..... Plain Ordinary Member. Perfect!!

I have worn so many hats over the years. A founder of the Twin Cities Division of the TLR. The creator of 'The Crossing Gate' newsletter. The editor of 'The Fusee' for the region. As a note of interest we published the very first, in print, color cover of an NMRA regional newsletter. It was a picture of a part of MMR Gene Hickey's layout taken by Mark Wilson with a film view camera. Back then it was a unique accomplishment that was a real change for newsletters. Look around today. They are all digital and in full color. What is a real CHANGE that has been a Very GREAT one IMO. I joined the NMRA in 1977 after a fellow named Manny handed me a small slip of paper and said 'it's only a few bucks and it will bring you more than you can ever imagine. Joining something new was a real CHANGE for me. My gosh was he ever so correct. I think about this: Best friends Stafford Swain, Mike Fox, Jim Perske joining 'The Tuesday Nite Roundhouse' which was full of folks that became friends. What a CHANGE, again. So many really great friends.

Regional rallies in the fall, conventions each spring and eventually divisions. The TLR was the model railroad sponsor for the 1982 MRIA show in Minneapolis. Jim Perske took in over 300 new memberships that weekend, Why? A neat CHANGE they each got a 3 day entry to the MRIA show as well as discounts on goods they ordered. The vendors provided enough items and we then had door prizes for every single person that came to our dinner. What a unique CHANGE that was for the TCD and TLR! More great change.

I was trying to decide just what to model. Gary Martin suggested a bunch of us go up to Sioux St. Marie, MI and ride the Algoma Central all the way to the end of the line.

Overnight in Hurst, Ont. then back to the Sioux. That set the anchor for me. The ACR was going to be my HO railroad model. Especially going over the Montreal Falls dam. See the picture included in this article. I had a great start on that. However, CHANGE happened again. My father-in-law needed to move in with us. We needed more room. The answer was another CHANGE. A new home built in Apple Valley, MN. Down came the ACR in the old home basement. What will be next? Another CHANGE happened.

A new job came along. But that brought much less time for modeling, at first. I sold almost all my HO scale models at one of our local flea markets while deciding just what would be next other than more CHANGE.

About that time I discovered (New to me) a neat little narrow gauge railroad that ran out of Fenimore. Narrow Gauge in the Midwest. WOW. We even had one for a short time near Wabasha on the Mississippi River up to Plainview, MN. Really?? I made that the basis for what I would do next...The Mississippi Midland Railroad. I'd start at Reeds Landing. Why? At one time they had a very large lumber and logging business hauling cut trees to a mill by the river. Too much history to go into here. But that was just the thing for me. Perfect CHANGE, again

I must say the most recent change for myself is to become a Plain Ordinary Member for the first time in a long time. Well how has that worked out? Wonderful. I am back to my modeling desk working on things I think are important. Yes, just to me. CHANGE has won once again. As I move along the rails of the Mississippi Midland Railway I fully

endorse this entire concept of CHANGE. Don't fear it. Find you may enjoy it. I certainly am. Here's to you all - thanks for helping me to CHANGE again. Have fun, great fellowship, as well as make memories you will not forget. Take care, you all !

Fred Holzapfel, POM, L4507

<https://fennimore.com/community-life/museums/railroad-and-historical-society-museum/dinky-photo-gallery/>



From the Desk of Matt Lentz - Simple Designs for Model Railroading Uses

Matt is taking a well deserved break this issue, however, he has something big planned for the Fall issue. Matt is giving a clinic at the National Convention in Chattanooga and promises to share his clinic experience and the content .

No pressure Matt! We will be looking forward to see what you come up with for the next issue of the Fusee!

From the TLR Historian: Matt Lentz



I've received a couple nice things for the archives. One of those things is a spreadsheet of past Meets and Conventions. That list is going to appear on the new website as a searchable table. I've got 2 small sets of pictures to begin the database of photos. If anyone wants to contribute a selection of photos, especially single subject set, please let me know and I'll give you instructions. It's my goal to make the photo archive a real research tool to provide nice large photos that assist in modeling. That's all for now!



Publishing Deadlines

<u><i>Publishing Date</i></u>	<u><i>Submission Deadline</i></u>
Spring Edition	February 28/29
Summer Edition	June 20
Fall Edition	August 31
Winter Edition	November 30





Is the Hobby Dying? - TLR Secretary Dan Cohen

Is the Hobby Dying? Putting this question to rest, I hope.

Change is hard, especially in a hobby built on nostalgia. When shops close or long-familiar practices shift, it's easy to fall back on the question, "Is the hobby dying?" It's not — and the data, the industry, and the community all prove it.

I would like to take this time to give everyone a little bit of a primer on hobby health and try to remove this question from meetings, forums, distribution lists, livestreams, videos, and every other "venue" it pops up in.

Why People Think the Hobby Is Dying

The hobby is changing for sure, but the answer is no it's not dying. There are so many parts to the overall hobby, but market research is a good indicator that the hobby is getting stronger. A review of a few industry research studies shows that retail model railroading is healthy and will continue to grow over the next 10 years.

The research also shows that the retail landscape is changing. While over 300 brick and mortar hobby stores have closed over the last several years, online sales continue to grow. How hobbyists are getting their locomotives and rolling stock is changing too. It's getting harder to get this merchandise "off the shelf." Manufacturers of these items are moving to pre-orders to safeguard their companies. If they don't hit a certain order threshold, they don't



spend the money to produce the models. There are lots of other changes too.

As the modeler population changes there is a move away from steam and the transition era to models of the 1970's to the 1990's. DCC is becoming more prominent than DC for powered equipment. With swings in the economy, space is at a premium and there are changes from basement em-

pires to modules and smaller layouts. There are many more changes than these examples. There are movements to add additional operational systems to work alongside DCC and even the introduction of Deadrail (battery operation). I could keep going.

As I move towards the older demographic of the hobby, I need to stop myself from being negative at times. The NMRA has seen a decline in its membership. It knows the hobby is not dying so it is making changes to move mem-



bership in a positive direction. Change is uncomfortable, and we all definitely want to be comfortable. That's why we will hear this question again and have voices against change. They have created a vision and a schedule of changes. Yes they spent money studying how to get better and bring in more membership. This includes a branding change. This is incredibly hard when we have membership who have been comfortable with the brand for many years.

I find myself somewhere in the middle. I am a change agent at my work, but I get uncomfortable with change personally. In spite of this, I get so much out of the hobby that I want to ensure it doesn't die. That's why I elected new leaders and believe in a branding change to help us move our membership in a positive direction. So, while I haven't agreed with everything the new leadership has done over the last five years, I believe in the vision to keep the hobby and the NMRA alive and growing.

What the Market Data Actually Shows

Some numbers from a couple of studies show that the global industry valuation is in the billions. The industry makes most of its money in the layout building process, such as scenery items, buildings, and other layout items. The serious hobbyist on average spends nearly \$900 a year. Projected growth is anywhere from 4.5% to 5.5%.

Another thing that shows the hobby's strength is the continued entrants into the market while some manufacturers age out. Some of the larger players have done their part to keep older companies going by obtaining their tooling and manufacturing as the owners try to exit the hobby retail space

(e.g. Walthers acquisition of Chooch Enterprises, Atlas acquisition of Micro-Trains, and MTH tooling going to ScaleTrains and Atlas) . As the hobby gets more and more niche, small manufacturers continue to enter the market. Lighting has changed from grain of wheat bulbs, to LEDs, and now there is even a manufacturer of fiber optic hobby lighting. The emergence of 3D Printing has allowed many new retailers into the market with 3D printed items focusing on details. There are manufacturers that focus on sound, and several manufacturers of controllers, including the entrance of manufacturers of phone apps used for controlling locomotives and accessories. Through social media and in person train shows, manufacturers are more reachable and able to focus their product lines on the things people want by talking directly with them.

In spite of the over 300 brick and mortar stores closing and reduced face to face interactions on the retail side, the NMRA promotes face to face interaction at the local, regional, and national level. Have you attended an NMRA sponsored or club sponsored RPM recently, or a division meeting in person? Have you engaged in the NMRA's Interchange (Discord), Facebook, Instagram, or other social media outlets (NMRA and non-NMRA)? The pandemic sparked the use of social media in the hobby, and it remains a strong connection tool.



While the face to face part of the hobby has changed, the online retail market remains strong. Some online retailers keep their brick and mortar stores open with the strength of their online business.

The market data shows that there is sustained demand from those participating in the hobby, a healthy ecosystem of manufacturers, and strong projected growth, dispelling the argument that the hobby is dying.

What We Can Do to Keep the Hobby Growing

The hobby doesn't survive because we argue about its future. It survives because we build, share, teach, and welcome new people in. Every time you hand someone a throttle or a kit, you're proving the hobby is alive — and ensuring it stays that way.



Photos by Ken Borowski

Cont. on next page

Industry studies reviewed for this primer:

<https://dataintelo.com/report/global-model-train-market#:~:text=Key%20drivers%3A%20rising%20adult%20hobbyist,294%2B%20pages%20of%20comprehensive%20analysis>

https://growthmarketreports.com/report/model-railroading-market?utm_source=copilot.com

Photos by the author unless identified on/near the photographs.

Apology from the Editor: Convention Coverage

Unfortunately I am having some problems getting complete information on the Celebration room results and making sure I have everyone's names correct.

I don't want to delay getting the Fusee published, so, I am not including the Celebration Room results and not identifying members in the photos (Unless I am sure who you are)!

I will include the Celebration Room results and proper credit in the Fall edition. Thank you for understanding. Fusee Editor - Neil

Convention Coverage from Thunder Bay (Photos by Brian Martyniuk, Unless Noted)



Many, Many Great Clinics!



Celebration Room



Bus Tour



Bus Tour - Jimmy Anderson

More Convention Coverage from Thunder Bay



Women in MRR at the Clubhouse



Women in MRR at the Clubhouse



Right by the Hotel - Jim Peterson

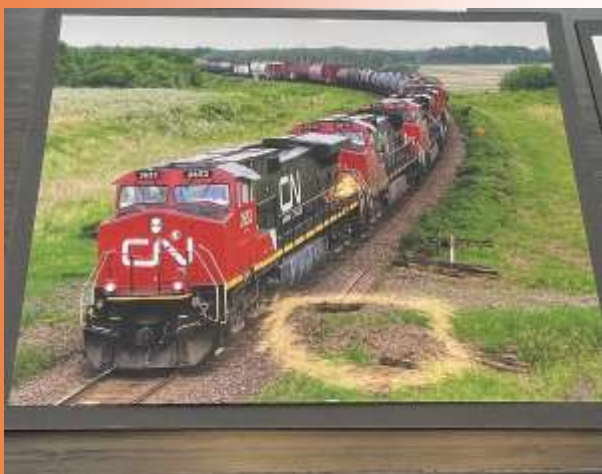


Grain Tower Bus Tour - Editor

More Convention Coverage from Thunder Bay



Celebration Room (A Sampling of the Entries - Photos by Editor)



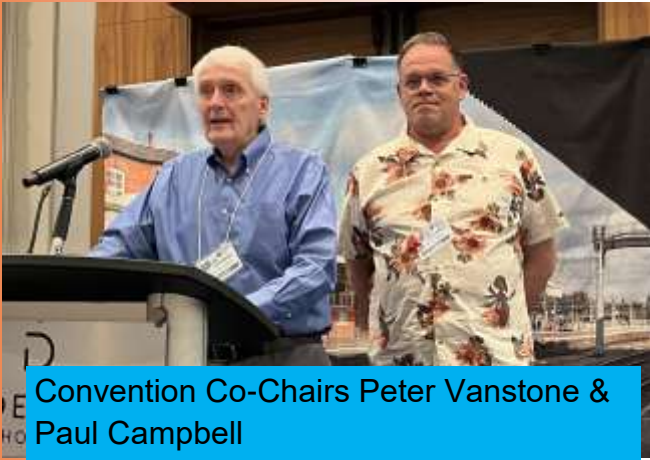
Celebration Room (A Sampling of the Entries - Photos by Editor)



Celebration Room (A Sampling of the Entries - Photos by Editor)



Convention Banquet Coverage from Thunder Bay (Photos by Brian Martyniuk & Editor)



Convention Co-Chairs Peter Vanstone & Paul Campbell



Celebration Room Award Winners



Penny Auction



Celebration Room Award Winners



Celebration Room Award Winners



Convention Banquet Coverage from Thunder Bay (Photos by Brian Martyniuk & Editor)



Celebration Room Award Winners

Convention Layout Tours Coverage from Thunder Bay (Photos by Jimmy Anderson & Editor)



Frank Gerry's Layout



Scott Garner's Layout



Paul Gerry's Layout



Paul Gerry's Layout



Scott Garner's Layout

Convention Layout Tours Coverage from Thunder Bay (Photos by Jimmy Anderson & Editor)



Jason Baxter's Layout



Jason Baxter's Layout



Jason Baxter's Layout



Jason Baxter's Layout - Jimmy Anderson



Jason Baxter's Layout - Jimmy Anderson

Modeling on a Dime - Necessity is the Mother of Invention - By Dan Dossa



Happy summer to all of my fellow TCD modelers. I'm writing this quarter's installment as many of you are preparing for the upcoming Regional Convention in Thunder Bay and/or the National Convention later this summer. You know, there are two groups of people in the NMRA. The first are my friends, and the second are friends I have yet to meet.

The moral of my introduction is that one of the greatest aspects to this hobby we share are the friends we have met and will meet. What better place than our local Region and Chapter within the NMRA to do exactly that? True story: I joined the NMRA in 1999. The reason I joined was that my former layout was on the convention layout tours, and I joined for the NMRA's liability insurance. For decades I wasn't at all active and my membership was about the same as when I "joined" the National Geographic Society. In other words, I received the NMRA bulletin. I knew of local activities from newsletters I received now and then, but in truth I was so danged busy with life that I never attended anything beyond local flea markets. But over time I slowly met some of the local modeling community. And as my children grew older and my work settled into a dull roar, I began to make connections with more local model railroaders. I occasionally participated in some (not many) events. As the internet became a place to share the hobby, I developed more local connections. Fast forward to 2023 when I was tapped to help with running the TLR convention. Suddenly I was unceremoniously thrown into the deep end of the swimming pool. By the end of the 2023 convention I was "all in" with our local modeling community. So here's my take-away. There is value to me in supporting the NMRA at a national level. But, up close and personal, the real value was at Regional and Division levels where there were opportunities to build relationships with people who spoke my language fluently; the language of model trains. For those still on the sidelines, come on in, the water's fine, in fact, it's fantastic!

With that let's turn to this quarter's topic: Necessity is a mother. Whoops, my bad! Necessity is the mother of invention.

How many times has this happened to you? I was at the Spring train show at the state fairgrounds. I wanted certain detail parts and was digging through a bin of these. As I searched through the bin I saw some diesel air cylinders. Of course, I thought I didn't need them so I left them behind. A couple weeks later I was working on a locomotive I purchased a few years back and, you guessed it, one of the air cylinders was missing. Dang it all, another project derailed because of a missing part.

Fortunately for yours truly, I had encountered a similar

problem on another locomotive and figured I could apply the solution I used for this loco. And what I needed to accomplish the project was both readily available and free.

I keep a tub of unused model parts for kit bashing and scratch building. But for this project I wasn't looking for a specific part. I just needed a chunk of plastic sprue. We all have these and usually after a model is built we discard them. But I've used them in a number of applications, including scratch building, among other things, you guessed it, air tanks.

I wasn't building a contest quality model so being a bit sparse with details was an acceptable compromise (of course the last time I used this technique my locomotive earned a merit award so I think it is plenty good enough).

Here is how I made mine in HO Scale.

Materials: a length of plastic sprue of the (approximate) correct diameter and length (a little longer is good). Some brass wire of about the diameter of the lines emanating from the ends of the air tank. No brass wire laying about? No problem, another scrap of wire will work fine (in HO I have used paper clips when I needed to model a small pipe). Optional, a thin piece of electrician's tape or chart pack tape to make the reinforcing bands at the ends of the cylinder.

Tools: Flush cutting plyers or mat knife, needle nose plyers, a straight scribe, a pin vice and bits, an emery board, and 600 or higher numbered sandpaper.

Cut a length of the sprue just a bit longer needed. Using the emery board file the ends flat. Next mark the center of each end with the scribe and then, using a pin vice drill holes into both ends the diameter of the wire you will be using. Next round the ends of the sprue. I find an emery board is easier to work with than sandpaper and is coarse enough to make the job simple. What you want to do is gently shape the end so it takes on a nice rounded shape. Working by eye is fine. Next, smooth the sanded ends with high numbered sandpaper. When the ends are smooth, you can wrap the ends of the cylinder with the tape to form reinforcing bands around it. I like to apply some glue to the ends of the tape to seal them in place. Cut two lengths of wire, longer than what is needed to fit your particular locomotive's piping. Shape the wire to what is needed, and glue into the ends of the sprue. Paint the whole assembly black (I used Tamiya's rattle can Nato Black #TS-63) as it is close to the old Flowquil weathered black. When dry, glue into place.

And volia' another project moved my locomotive on toward completion at no cost.

The take-away on this project is less about what I actually built, but that sometimes we don't need to buy something to finish a project if we think outside the box and construct what we need instead.

That's it for this time. Until next issue, happy modeling.

Dan



The completed air tank before painting



Installed tank on my SW1500



Region Round-up

South Red River Valley Division – Matt Lenz

In the South Red River Valley, we conducted our Judged Models event and Tom Gay completed his final car and passed! Look for the announcement of Tom's Master Model Railroader award very soon. Kevin Dill had 3 fabulous O scale models, each of which received a Merit award. Kevin is just a car or two away from also earning the MMR.

We toured the Grand Forks club, which is absolutely amazing. That club is growing rapidly. It's a very large layout in an old train station in the historical village at the fairgrounds. If you get the chance to get up there, it is well worth your time. That layout is fully operational and handles huge trains on multiple levels.

We plan on conducting another Judged Models event this fall. Let me know if you'd like to participate. We try to have it coincide with Tom's operating session and will probably do another trip to Grand Forks!

No 1 Northern Division - Ian Plett

The No 1 Northern division has been fairly quiet this summer. The Freemo Group will start getting busy with work session on getting our loops three and four ready for the MB Mega Train show in October on the first weekend 3rd & 4th

Dakota Southeastern Division - Scott Nesbit

Clinicians needed for 2027 TLR Convention

The 2027 TLR Convention will be taking place in Sioux Falls, SD May 20 – 23, with clinics primarily occurring on Friday May 21. More convention details will follow, but for now: We're seeking clinicians. While it is yet early, we would really appreciate you reaching out to Richard Dahl at richdahl@gmail.com with your thoughts and start a conversation. A clinic will last 45 minutes including Q&A, etc. We'd also appreciate anyone being willing to have a back-up clinic to cover for anyone that may not make it. Hope to hear from you!

Prairie Lakes Division - Jay Davis

On Saturday April 18 the PLD had its spring show at the Webster County Fairgrounds in Fort Dodge, Iowa. This was our first time holding a meet at this fantastic facility. Also, we haven't had an event Fort Dodge in about 20

years! So, it was time we got back to this southern portion of our division. The day was a big draw with 140 members and general public attending. We had 30 vendor tables of model railroad and prototype memorabilia available. It offered a great selection of many scales and I think that everyone went home with something. The local 4-H chapter provided snacks and lunch for purchase. This was a great fundraiser for them. We had two great presentations by published authors. First up was former PLD superintendent Doug Harding, presented on the Midwest's clay and tile industry. Next was Jason Klocke, who presented on his Chicago Great Western RR model railroad. There are several YouTube videos about his layout out there. What a fantastic layout! He did give indications that the layout was maybe short lived because of his family relocating to a new home.

This fall marks the PLD's 40th anniversary of our formation. We will be back in Spencer, Iowa at the Clay County Fairgrounds on Saturday October 3. More details to come on this event.

No Updates from the Following Division Superintendents:

- Southeastern
- Dakota Southeastern

Editor's Comment: I apologize upfront if I haven't given proper credit and/or haven't correctly identified events/locations/spellings, etc.. I try to do my best, but, realize that I may get something wrong. Please let me know if I do so I can correct in the next issue of the Fusee.

Region Round-up

Twin Cities Division - Fairwell from Tom Gasior MMR©



I want to take this opportunity to thank all the members of the TCD for putting up with me for the last three years. I want to say how fortunate I was to have the honor of being the president of one of the best, if not the best, Divisions in the entire NMRA.

Ken Borowski MMR and Greg Dahl took on the challenge of leadership with me, and have been instrumental in the advances of our Division. I also want to thank Ken Zieska for being a great sounding board and a great mentor for the position of president.

Mentorship has always been my goal with the NMRA. I believe that is one of the greatest things we can offer a fellow model railroader. We have the tools with the Achievement Program and our monthly meetings. I am very proud of the people who worked to earn an AP Certificate during my tenure, and enjoyed seeing our newest Master Model Railroaders celebrated.

My simple goals were to leave office with the treasury having one more dollar than when I took over, and the roll-call having one more member than when I started. Time with all of you made me realize my real goal was to see you all succeed.

I feel we have stability with our meeting location and time. The Show and Tell feature allows all our members a voice to show off their skills. The clinics we lined up were informative and entertaining.

I will continue to boost the TCD presence on Social Media and look for new ways to showcase Damian's dream of becoming the Go-To group for all model railroad-related activities in our area. I hope to see you all at a meeting, a train show, or an operations session.

Thank you all once again for this opportunity.

Thomas W Gasior MMR©

Welcome Incoming President Damian Kostron MMR©

I am honored that the members of the TCD want me to represent them as the new Superintendent. The TCD has been a place where members can share their creativity, knowledge, and passion for the hobby, and I truly appreciate the confidence everyone has placed in me.

I hope to build on the work of past officers while focusing on being a place where members can share and also learn more about model railroading.

Through layout tours, skills events, modeler's meets, and

other activities, the TCD provides many opportunities for members to learn, connect, and share their enthusiasm for model railroading. We welcome new ideas and strive to create an environment where both experienced model railroaders and those just getting started feel encouraged and included.

I look forward to continuing the strong tradition of fellowship, craftsmanship, and learning that makes the TCD such a special group to be part of. Most of all, I am excited to work alongside each of you as we continue to enjoy and promote the model railroading hobby together.

Visit TCDNMRA.org for information on meeting/event times and locations.

I look forward to meeting you.

Damian

president@tcdnmra.org

TCD Summer/Fall Calendar:

- July 15th, 2026 – Wednesday – Member Meeting (See Updates on Website)
- July 27-Aug 2 – NMRA National Convention 2026
- August 19th, 2026 – Wednesday – Member Meeting
- September 16, 2026 – Wednesday – Member Meeting
- September 26, 2026 – Saturday -Fall Layout Tours
- October 21, 2026 – Wednesday – Member Meeting
- November 18, 2026 – Wednesday – Member Meeting
- May 20-23, 2027, Thousand Lakes Region Convention

The TCD webpage (TCDNMRA.org) is full of updates so make sure to check it out!

Announcement from Greg Dahl:

This year, at each of the monthly TCD meetings, we're going to have (what I am calling) a "mini-clinic" - a 15 minute presentation on something interesting that other members would find interesting or may not know about.

For example, I have Andrew lined up to talk about his metal benchwork. In September, we have Ken B. and Jimmy talking about the conventions they went to this summer.

I'm looking to line up future presenters. If you have something you've discovered or have been working on - consider putting something together.

Better yet, if you know of someone who is doing something interesting, volunteer them and I'll track them down! All sources will remain confidential.

It doesn't have to be a massive, formal presentation. It can be really simple if it sparks a good conversation. I can guide you more what I'm looking for.

Activities Happening Around the Twin Cities Division

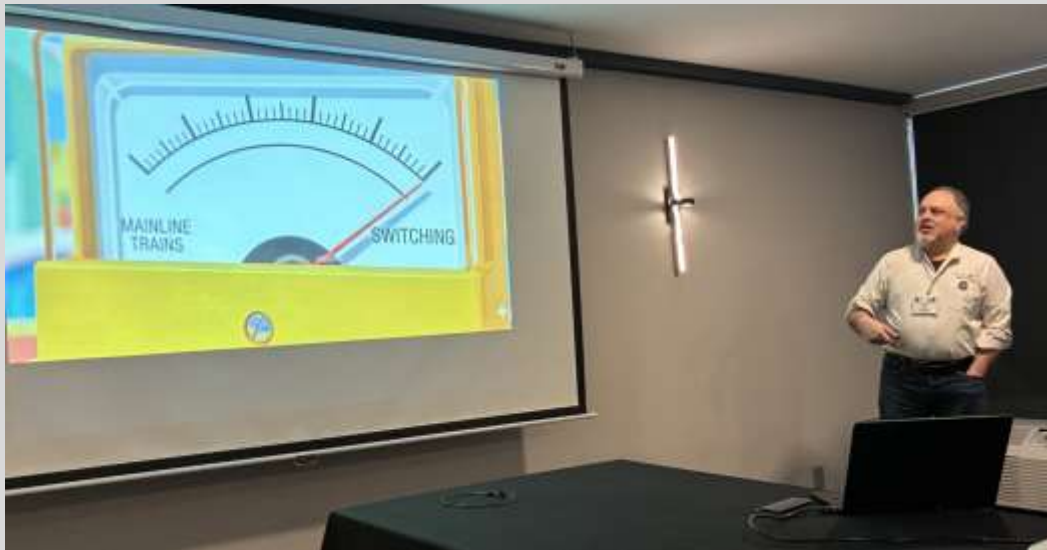
Operations Retreat 2/28/26 (Photos by Dave Hamilton, I missed getting these into the Spring Fusee - Editor)



Fair Ground Train Show 5/14/26 (Photos by Ken Borowski)



Activities Happening Around the Twin Cities Division
Modeler's Retreat 3/14/26 (Photos by Ken Zieska)



Activities Happening Around the Twin Cities Division

Doug Complin Open House 6/20/26 (Photos by Tom Gasior & Editor)



A nice bunch of TLR/TCD members showed up to honor Doug's layout last run before it is dismantled. Joe Binish is graciously helping Doug's wife, sadly with the process that unfortunately we all will need to deal with in the future :(



Prototype Railfan Action Around the Region - Photos by Jim Peterson

While in the Duluth area Jim captured some great rail action on a nice snow free spring day! Jim didn't say how cold it was, hopefully it wasn't too bad being outside.



Cumberland Northern Railroad (The Diane)- Tribute by Ken Zieska (Photos Provided by Author)

Consider the depth of model railroading skill and history in the Thousand Lakes Region of the NMRA. The Region has been home to many notable modelers and model railroaders. One certainly is Dave Vos who holds the distinction of the most senior NMRA member in the Region. Dave has invited to take a ride on the Cumberland Northern's Business Car, B-1, the "Diane" (HO Scale) and hear the amazing story. Join me if you will on this fun excursion through TLR history that is still flourishing today.

The Diane, has run on 338 different railroads in all parts of the United States; from Boston to San Diego, from Seattle to Savannah. B-1 has "run" on all railroad scales from "N" to 7-1/2 inch gauge. For N scale Diane can only rest on a piece of track on the railroad, for "S" or "O" scale she rides in a gondola or flatcar. On the live steam railroads Diane is carried Dave while riding or switching during an operating session. At times Diane runs as a one car special, owning the right of way. Other times she runs as part of the home railroad's regular passenger service. The car made its maiden voyage on the Cumberland Northern, September 27, 1973. This was the first of the 338 trips meticulously documented by her Owner, Dave Vos.

Over the years, the Diane has graced the rails of NMRA presidents and other notable railroad we have seen featured in National publications.

A partial list of the railroads include; the Idaho Midland of Gene Hickey; Virginian & Ohio of Allan Mc Clelland; the Arcwood & Rice Creek of Gary Freseman' the C&O Ry. of Jim EuDaly; the Canadaigua Southern of John Armstrong; the Allegheny Midland of Tony Koester; the Tehachapi Pass Railroad of the La Mesa Club in San Diego; the Ohio Southern of Jim Hediger, the Boston & Maine of Lou Sassi, the Sunset Valley of Bruce Chubb. Her most recent journey was on the Great Northern Railroad - 1970, of Bill Sampson, Sr in St. Michael, MN. This journey occurred on November 9, 2025, showing she is still riding proud after 52 years of service!

Let's look closer at B-1, Diana. She started life as an Athearn Blue Box Observation car. She was retrofitted with Central Valley trucks and brake shoes, steam and air hoses, and full underbody details including air conditioning appliances and propane supplies. The Diane is a fully self sustaining she can be set out on any available siding or spur track. Her occupants will continue to relax in her accustomed grand manner.

The interior of this beauty has a master bedroom and two guest bedrooms, lavatory facilities, and a porters space for our trusted valet, Henry. A full kitchen is available for the creation of fine meals with all the trimmings. The dining area can seat eight and the observation room is furnished with excellent, leather bound, very comfortable, furniture. Two high wattage "search light" type are focused on the receding roadbed for the enjoyment of night time viewing and checking for rail and roadbed problems.

Electrical refrigeration, supplemented by battery, is available for the protection of meats and produce. Cabinets contain sufficient liquid reserves so no one goes without a cool drink before dining or an after dinner aperitif while watching the world go by. Speaking for me, I enjoy the vision of relaxing in the observation car with a tall Ensign Morgan and a fine Cigar while the miles recede behind us.

Our gracious host Dave Vos thanks us for our interest in the Cumberland Northern Business Car, The B-1, know as the "Diane". I hope you have enjoyed this glimpse of the rich history of Model Railroading in the Thousand Lakes Region.



Introduction to the Black Hills & Eastern Railroad

My name is Eric Carlson and I am constructing an HO Scale model railroad focused on the Burlington Northern's operations in South Dakota in the 1980s. The layout is located in my residence in southeast South Dakota. My intent is to provide regular construction updates to the Thousand Lakes Region Fusee. I am also documenting layout progress and other fun on a YouTube channel that bears the layout's name.



The Black Hills & Eastern Railroad is a multi-level HO scale model railroad set mostly in the South Dakota Black Hills and eastern South Dakota. The target era is 1985, plus or minus 10 years.

Burlington Northern ended service to Deadwood in 1983 and fully abandoned the entire Deadwood branch in 1985. This layout speculates what things might have looked like if the line had been allowed to survive.

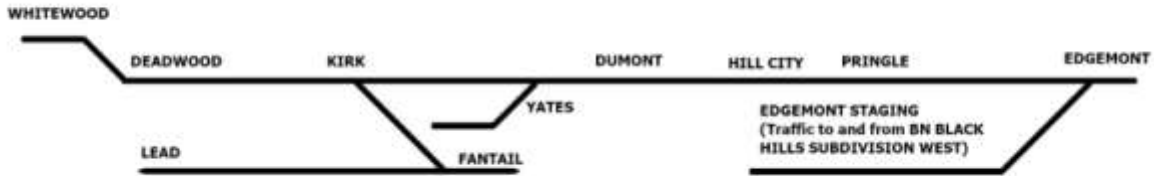
The layout depicts Burlington Northern's operations in southeast South Dakota, southwest Minnesota and in Sioux City Iowa during the same era. These lines continue to be operated by BNSF in current times.

Regionals D&I and Dakota Minnesota and Eastern Railroad have small roles to play on the layout. My freelanced short line Morefield Southern may also have a small part. Telling these short line and regional stories will involve a bit of time and geography bending.

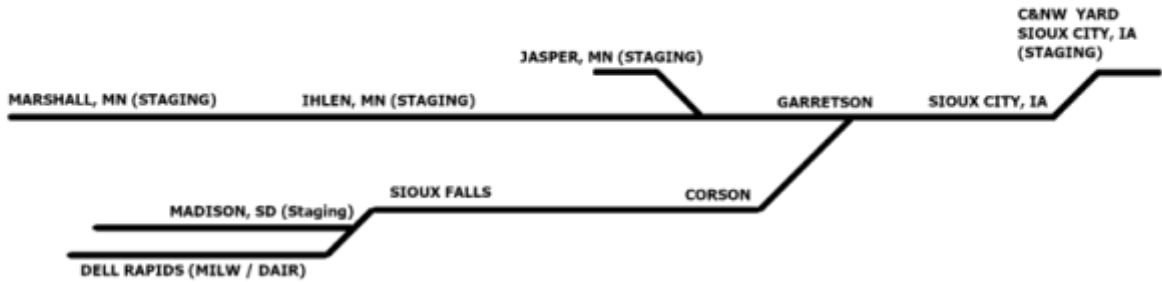
The layout is being built for model railroad operations, but will be capable of continuous loop running. I have not decided on car forwarding for the layout. I have considered JMRI switch lists, Micro-Mark style car cards and way-bills, and the Rockford Standard car cards.

Layout name:	Black Hills & Eastern Railroad
Layout scale and format	Multi-level HO scale model railroad
Locale:	South Dakota Black Hills and southeastern South Dakota.
Era:	Target era is 1985, plus or minus 10 years.
Begin Construction	April 2020
Control	Digitrax Super Chief DCC
Staging track:	Atlas code 100 flex in staging, 100% reclaimed
Mainline track:	Atlas code 83 flex on main and upper decks (new)
Switches	Mostly secondhand Atlas code 100 and code 83, #6 and above
Minimum radius	24"
Layout Size	25 x 20, appx.
Floor to Railhead at staging	39.5 inches at the bottom of the helix to Whitewood in staging.
Floor to Railhead at main level	44 inches
Floor to Railhead at top level	~60 inches
Signals	None. Modeling 100% dark territory
Crew Size	Don't know yet, but probably between 6 and 10.

**BLACK HILLS & EASTERN RAILROAD
BURLINGTON NORTHERN
DEADWOOD BRANCH**



**BLACK HILLS & EASTERN RAILROAD
BURLINGTON NORTHERN
MARSHALL, CORSON and MADISON SUBDIVISIONS**



The Brass Hat - Thoughts from the Mind of Greg Terhaar

The basement had become a bit crowded. Three railroads, three scales, nearly every foot of wall space occupied. The three model railroads stood before the Brass Hat like subordinate divisions awaiting inspection.

The first was the San Gabriel Packing District, with its vibrant citrus label, Pacific Fruit Express reefers, and carefully choreographed icing sequence operations. Drawn in closely, it smelled faintly of orange crates, machine oil, and proto-freelance ambition. Tiny N scale workers with ice picks shoving ice into reefers beneath California palms that had, if one were being brutally honest, become a little too “selectively compressed”, for the aging Brass Hat’s eyes.

The second was Kirsten Road, British O Gauge 1:43rd, five digits bigger than her American equivalent, and theatrical. Her striking end of the line station, beneath Welsh-style lamps and immaculate GWR tank locomotives entered and existed “stage left” and looked as though they existed solely to sell tea and melancholy. It was beautiful. Dangerously beautiful. The sort of railroad that tempted a man to value atmosphere over photographic evidence.

And then there was the Ho Scale Canadian Pacific’s Moose Jaw Southern Saskatchewan Co-operative Stockyards. “Moose Jaw”, as Brass Hat had dubbed it, did not care about charm; Moose Jaw cared about fidelity and a close as practically possible approach. It cared about spring mud tones from April 1947. It cared about the exact arrangement of stock pens visible in Everett Baker’s brilliant color photographs. It cared about whether a CPR stock car had the proper grab iron placement. Moose Jaw was becoming less of a model railroad and more of a sworn affidavit.

The Brass Hat stood before the layouts one evening holding a yellow legal pad like a railroad superintendent preparing to abandon branch lines.

“This,” he muttered while staring at Moose Jaw, “is what truth looks like.”

The declaration echoed through the basement with all the solemnity of a boardroom speech. Somewhere in the distance, a furnace kicked on like a steam locomotive answering the call.

San Gabriel sensed danger immediately. The little N scale citrus empire tried to defend itself. Tiny orange-colored reefers gleamed beneath warehouse lights. The car sequencing system still worked beautifully, but the Brass Hat had begun noticing things. Compression. Compromise. Structures inspired by reality rather than measured from it. It’s fictional place on the map competing and losing against reality.

“Proto-freelance” had become a suspicious phrase.

Kirsten Road suffered an even harsher audit.

Its greatest crime was not inaccuracy. No, the line was too romantic. Too willing to trade prototype rigidity for storytelling. The blissfulness and dreamlike quality of over saturated colors and rural cliches. The deliberate placement of figures gazing wistfully at departing trains. It was all a bit... cinematic.

Bras Hat narrowed his eyes.

“British freelance modeling,” he declared quietly, “is dangerously persuasive.”

The givens and druthers of each netted two full yellow notebook pages of scribbled text, yet he could not quite condemn either railroad, at least not today. San Gabriel still conjured the smell of Southern California citrus operations he had loved since the beginning. Kirsten Road still whispered stories and feelings no prototype could ever fully capture.

And so the Brass Hat reached his decision.

Moose Jaw would become the standard. The benchmark. The railroad by which all future work would be judged. No freelancing, and no “what ifs”. The effort to justify make-believe locations and activities was too time-consuming and not nearly as satisfying. From now on adherence to prototype locations, equipment and practices would be the guiding principle, but the others would survive.

San Gabriel would remain as a fun and fully operational southern California get away. A place where the sequencing of reefer traffic and atmosphere still held enough truth to fool the uninitiated.

Kirsten Road? Kirsten Road would remain untouched. Because even the strictest prototype superintendent occasionally needed a train that ran through an imagined landscape purely for the poetry of it.

Besides, the Brass Hat suspected there was one truth even Moose Jaw could never disprove: A perfectly accurate railroad was admirable, but a model railroad that made a man pause and smile in the doorway after a long day, now that was something else entirely.

The Brass Hat put his yellow legal notepad back in the drawer as a new thought crossed his mind; where could one acquire more wall space?

Is O Gauge the Perfect Scale for Storytelling? - By Greg Terhaar (Photo by Author)

Model railroading has always been about more than trains. At its best, it is a form of visual storytelling, an opportunity to freeze moments in time and invite viewers to imagine what just happened, what is happening now, and what might happen next. With a lot of experience across several scales under my belt, I am contemplating a question that's currently reshaping my approach to modeling: if storytelling is my goal, is O gauge the perfect scale for storytelling?

My reason for this contemplation is because of Kirsten Road, my British-themed 7mm, 1:43rd O gauge layout that I've been constructing for the past 18 months. While the setting is in rural England in the late 1940s and early 1950s, the lesson is universal, regardless of era. The size and sheer presence of O Gauge offers a uniquely powerful way for a model railroader to tell stories, both railway stories and everyday human ones.

Why Scale Matters in Storytelling

In smaller scales, storytelling is often implied. Scenes are suggested through composition and color, and viewers fill in the gaps. In O gauge, those gaps largely disappear. Everyday objects, such as milk churns, coal sacks, and bicycles leaning against a fence become narrative tools rather than background texture or minor details. These details aren't lost in the scenery; they are the scenery. One of the unexpected joys of working in O gauge is how easily everyday life becomes the primary subject. A country inn becomes as important as the station. A farm gate left ajar suggests recent activity. Laundry on a line tells you the season and the weather.

O Gauge and the Human Scale

One of the most compelling advantages of O gauge is how naturally it accommodates human activity. Figures populating each scene are not an afterthought; they are central characters. In O gauge, you can give the impression that the railway exists to support daily life, not the other way around.

Details are paramount in storytelling, and O gauge figures may have faces you can read, with poses that convey purpose. A slight turn of the head, a raised arm, or the angle of a coat sleeve can suggest conversation, impatience, fatigue, or delight. Because figures are large enough to paint convincingly, they reward the time invested in them. Clothing colors can be subtle, and weathering can suggest age or class. A group of figures placed thoughtfully can imply an entire conversation without a single word being spoken.

Operational Simplicity, Narrative Depth

If operations are your primary interest, then O gauge will simplify operation in ways that will also support great storytelling. The heft of O gauge locomotives contribute greatly to the overall realism, and are easier to couple, uncouple, and rerail.

This allows the model railroader to engage in slower, more purposeful operation, exactly what storytelling demands. The train doesn't just arrive; it enters the scene with gravitas. It can interact with figures and modeled scenes to the extent that it gives one the sensation of real work being done.

As a bonus, for many modelers and operators, especially those with aging eyes or hands, the larger size is simply easier to work with. Details are visible without magnification, and parts are easier to handle.

Final Thoughts

O gauge is not just a larger scale; it is a larger opportunity. For modelers whose interests extend beyond operations into atmosphere, character, and everyday life, it is uniquely suited to storytelling, and well worth contemplating for yourself.



TLR Celebrates 75 Years (Still Some Available)

The TLR is celebrating 75 years by issuing a set of commemorative decals.

Decal sets are still available in N, HO, S and O scales.

Decals are \$6.00 which includes postage.

Contact Ken Zieska at (mhry19@gmail.com) if you would like to purchase a set.



Set of HO scale decals

Model Railroading Primer - Glue Drying Times and Types of Glue - Dan Cohen (Photos by Author)

My biggest pet peeve of any model railroader teaching others how to model in person, on YouTube, with written instructions, etc. is a phrase like, "let the glue dry before moving on." FOR HOW LONG??? WHAT TYPE OF GLUE SHOULD I USE? ARGH\$%#\$\$%!

For this quarter's Model Primer I am going to try to provide you with the recommended drying times for the common glue types used in the hobby. This will not be all inclusive, because I am sure you can tell me a glue I've never heard of. I am going to include the common uses for the different types of glues. My goal is to fill a gap in the instructions for that kit you either put back in your blue bin five years ago because you glued the walls together and then after 10 minutes tried and failed to glue the roof on, or, the other half done model in your blue bin that you could not get the walls to stick together with the school glue you had on hand.

If you find this information useful, I will be happy to expand on it to provide other useful information to help make the right glue choice. For now, I hope the chat becomes a useful reference for you, and hope this will keep your modeling fun and your blue tub empty.

Let's get started.

This article and chart breaks down the glues into categories, provides some examples, then explains drying times. Drying times usually have two durations associated with them. First is the don't touch period where the glue is bonding the parts. The second is the full cure time which provides the strongest and longest lasting bond. Pay attention to the second one, and most of all, have patience watching glue dry. The full cure time will ensure your models last forever, or until you take the sawzall to your basement empire.

Glues by Category:

Solvent-Welders (Styrene Cements)

These glues work by chemically melting styrene to form a welded joint. They are great for plastic seams like building corners and detailed parts. They are not clear so they should not be used on clear parts as they will dry cloudy. They also will not bond ABS and resin often used in 3D printing. Look for extra thin cements as they wick into joints hiding them from view.

Cyanoacrylates (CA / ACC)

Probably the most common glue often called CA or ACC bond parts instantly or at least within a few seconds. This glue in a thick (gel) form can be used for gap filling. The glue can be brittle at times depending on how the parts are stressed. These glues can be used with many part types and plastics.

Epoxies (Two-Part)

Two-Part epoxies have a short working time and create an extremely strong chemical cure. They can be used on many materials including metal, plastic, resin, and mixed materials.

PVA / Acrylic Polymer Adhesives

Many PVA glues dry flexible and clear. They are used for many different things in modeling. Beyond gluing parts they can be used for modeling water and other glazing. They can bond many materials as long as the materials are not being used for structural stability.

Rubber-Based Adhesives

These glues remain flexible when dry. They can help with vibration assistance.

Polyurethane Adhesives

These glues expand and remain flexible. They can often be used for gap filling, high volume parts, such as track, and are often used for weatherproofing needs.

Other Hobby Glue Types to Consider

Thermoplastic (Hot Glue) can be used to bond multiple surfaces including plastic, wood, and card stock.

Glue Sticks are generally non-toxic and can be washed out of clothing. They are often used in crafting, school projects, mounting photographs, and help 3D prints stay in place while being printed on FDM (filament printers).

Spray Glue is a polymer that is dissolved into chemical or water based carrier and stored in aerosol cans to be sprayed on the items to be bonded. Spray glue can be used for bonding large lightweight surfaces.

Caulk, most commonly Acrylic Latex and Silicone, is intended as a sealer and gap filler for household construction. Caulk has been used by some for roadbed and track laying. Its properties have been reported to help with sound dampening.

For ease of reference I have created a chart to follow with glue types, some brand names, their bonding time and their curing time. I hope this chart will be in a form that you can easily transfer to your workbench as a reference anytime you see or hear that phrase, "Once the glue has fully dried...".

Things to consider before referencing the Model Railroading Glue Drying Times Chart

Factors affecting drying time: There are many factors that can increase or decrease drying time. Humidity, temperature, and airflow can all have positive or negative effects on drying time. Properly preparing the gluing surfaces can help keep drying times to recommended durations and can help prevent glue failures. Understanding how different materials you are gluing react with glue and parts you are bonding to can help you keep the gluing time to recommended durations.

It would be irresponsible of me not to mention **safety** when using glues.

- Make sure you read all warnings related to safety when getting ready to use any type of glue. The majority of glues have some toxic ingredient, allergy irritant, and are flammable.
- Did someone ask how I know this? I have two examples in my own experience as to why this is important.
- I am allergic to most glues and need to take precautions so I don't end up with breathing problems. I happen to make sure I have extra airflow to an open window in my work space and wear a respirator, even if I am just using one dot of glue.
- Besides the allergy issues, I needed to move my workspace further away and separated by two doors from our water heater. It was able to detect fumes from the glues and automatically shut down.

I could not cover all glues ever used for model railroading, but my hope is that I captured many of the most common types. If you have a glue that works for you and is not on the list, please jump on line to the [Thousand Lakes Region](#) Facebook page and share your glue, how you use it, any warnings, and of course, the Drying Times.

Finally, all drying times were checked against manufacturer information and are samples within each category. Make sure to check with the manufacturer if you are unsure if the drying time listed applies to your chosen glue.

Solvent-Welders (Styrene Cements)

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Styrene Cement		Tamiya Extra Thin, Testors Liquid Cement, Revell Contacta	10–40 sec	5-10 min for handling 24 hrs full cure	Best for styrene kits, structures, rolling stock. Creates a true weld.
MEK / Hot Solvents		Pure MEK, Micro-Mark Same-Stuff	10 sec to 1 min	2-8 hrs for handling 24 hrs full cure	Very thin, fast, aggressive weld for large seams.
Plastruct Plastic Weld		Plastruct Bondene, Plastic Weld	5–15 sec	10-30 min for handling 12-24 hrs full cure	Works on ABS and styrene.




Cyanoacrylates (CA / Super Glue)

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Thin CA		Bob Smith Industries, Zap CA, Starbond	1-5 sec	2-24 hrs	Wicks into cracks; ideal for detail parts.
Medium CA		BSI Insta-Cure+, Zap-A-Gap	5–20 sec	3-24 hrs	Good all-purpose CA.
Thick CA / Gel		Gorilla Gel CA, BSI Maxi-Cure	10–45 sec	3-24 hrs	Gap-filling; good for uneven surfaces.
CA Accelerator		BSI Accelerator, Zap Kicker	Instant	1 hr	Forces instant bonding.



Two-Part Epoxies

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
5-Minute Epoxy		Dexcon, J-B Weld ClearWeld, Gorilla 5-Minute	3–5 min	1 hr	Strong, gap-filling; great for weights and motor mounts.
15–30 Minute Epoxy		Dexcon 30-min, Bob Smith 30-min	30 min	12-24 hrs	Stronger bond with more working time.


PVA (White & Yellow Glues)

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
White Glue (PVA)		Elmer's Glue-All, Woodland Scenics Scenic Cement	30 min–2 hrs	24 hrs	Best for ballast, scenery, paper.
Yellow Carpenter's Glue		Titebond II, Titebond III	30–69 min (clamped)	24 hrs	Stronger than white glue; ideal for benchwork.
Mod Podge		Mod Podge Matte/Gloss	Varies with thickness but most instructions state 15-20 minutes before adding another coat.	3-4 weeks but less for model railroad scenery projects. Depends on thickness.	Sealer + glue; good for water effects.





Rubber-Based Adhesives

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Walthers Goo		Walthers	2 min	2 min	Flexible, strong; great for windows, weights, clear parts.
E6000		E6000 Industrial Strength	2 min	24–72 hrs	Excellent for LEDs, wiring, accessories.
Pliobond		Pliobond 20, Pliobond 30	15 min-24 hrs	24 hrs (see msds for drying methods that can speed up cure time)	Good for metal-to-wood and trackwork.

Polyurethane & Construction Adhesives

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Gorilla Glue (Polyurethane)		Gorilla Glue Original	1–2 hrs, clamped	24 hrs	Expands as it cures; great for foam, wood, terrain bases.
Liquid Nails		LN-601 Projects, LN-903 Heavy Duty, Fuze-It	24 hrs	24 hrs	Excellent for foam-to-wood, benchwork, subroadbed, fascia, scenery shells.

Other Hobby Glue Types

Glue Type	Example	Brands	Initial Cure	Full Cure	Notes
Thermoplastic Hot Glue		Surebonder, Gorilla Hot Glue	30-60 sec	1-5 min for handling 24 hrs full cure	Good for temporary scenery and wire routing.
Glue Sticks		Elmer's CraftBond, UHU Stic	30 sec-5 min	5-10 min for handling 24 hrs full cure	Good for paper mockups.
Spray Adhesive		3M Super 77, Krylon Easy-Tac	15 sec-15 min	30 min-3 hrs	Ideal for backdrops, grass mats, photo laminates.
Caulk		DAP, Flex Seal, Tool Bench Hardware	*Check packaging as there are multiple materials resulting in different initial cure times.	*Check packaging as there are multiple materials resulting in different initial cure times. Generally, this ranges from 23-48 ours with exceptions.	Multiple base materials, such as acrylic latex, silicone, and more. Multiple initial cure times Used as a gap filler and sealer. Has been used for gluing down track.



My downsized layout - By Paul Ullrich (Photos by Author)

It took me two weeks to tear down my old layout. It was just too big and cumbersome for me to maintain anymore, and it had too many design flaws which made operating a chore. I was also just plain tired of it.

The sections were bolted together for easy disassembly, and tearing out the wiring was a lot easier than installing it. The real challenge was that it was fully landscaped. Every piece of track was ballasted with aquarium gravel and glue, and every piece had to have the ballast removed and cleaned by hand. Gravel was everywhere. The floor crunched when you walked in the basement. The structures were extraordinarily filthy, and that wasn't from weathering.

I didn't want to have another layout in the laundry room. The layout dominated the laundry room, leaving no place for storage. Anything we wanted to store ended up in the rec room. It seemed only logical to use the laundry rooms for storage and the rec room for my layout.

I also wanted a layout that could be easily taken down. We were inevitably going to downsize and move to a smaller place and I wanted my layout to come with me.

While I was attending the 2011 TLR convention in Dubuque, Iowa, I bought a Lionel train set at a shoe store which also doubled as a hobby shop. I bought it solely for the engine and the transformer, but it was cheaper to buy this entire set than purchase those two items separately.

The set came with a figure 8 of Fast track, Lionel's newest innovation. Each section came with plastic ballast and snapped together. I was fascinated by this track. The sections fit together so firmly that I could pick up the figure 8 (which was over eight feet long and three feet wide) and place it against the wall for storage. It also had superior conductivity. There was no voltage drop whatsoever. Best of all, my trains ran great on it. With this track I could build a layout without using a single screw to fasten it to the layout's surface.

This figure 8 became my temporary layout until I could figure out what my next layout would be. On the east wall of the basement I already had my back shop where I tinkered with my trains. Most of my trains were on display on shelves on the walls of the laundry room. I took down the shelving and put it up on the walls over my back shop.

I mapped out an area for feet wide and twelve feet long along the west wall of the basement. This was an area where we stored empty boxes, of which we had a copious supply. These empty boxes served as a reminder that one day we will take downsizing seriously, and that there would be no excuse that we didn't have any boxes to

pack our things.

But they were unsightly, and the perfect solution for me was to build my layout over there just to cover up the boxes. They would still be there to serve as a nagging reminder to use them one day, but we wouldn't have to look at them every time I went downstairs to the freezer to fetch some ice cream.

I have many operating accessories, but not all of them were going to fit into this space, so I culled them until I had some space for the track. They sold swiftly at local train shows. I used hollow core doors with banquet table legs for my benchwork, as I've used them many times before to build my many portable layouts that I take to train shows.

The average door is 32" x 80" and most bifold doors are 16" wide. Put them together and you have 48", a perfect fit for my space. I cut another bifold door to fill in the space. I installed banquet table legs on all three of them, making three small tables to put my trains on. I now had a space that was three feet by nine feet.

I took my figure eight to the next level and got four switches and some extra track to enclose the figure eight into an oval. This was a tried, tested and true track plan that I used for two of my portable layouts. It creates two reversing loops and gives me more straights to put my accessories.

All the switches are manually operated. I chose manual switches because the layout is small enough for me to operate them. I also didn't have any room for the remote controls for the remote switches on the layout.

One of my accessories is a coal ramp, which is almost three feet long, and it wasn't going to fit anywhere on my figure eight oval layout. I bought another switch and installed it on an outside track by the wall. I took a 2" thick piece of Styrofoam to support the ramp, using a filing cabinet as a base. I cut the foam to a three foot length and cut to match the width of the filing cabinet.

I also had a coal loader that didn't fit anywhere on the layout. I bought another switch and installed it on the other outside track against the wall on the other end of the layout. With these two pieces I now had a twelve foot straightaway.

I also planned the landscaping for easy take down and set up. I bought a 6' x 8' piece of green indoor/outdoor carpeting, cut it in sections to fit the three tables and glued it into place. Most of my wiring was on top of the layout. I covered most of it with lichen and two different shades of clump foliage. I was able to stuff some of the wiring under the hollow track. I made a road and a parking lot out of a piece of Homasote suspended ceiling tile

that I cut into an L-shape, which also covered some of the wiring.

I recycled trees from my old layout which I made from branches of an old Christmas tree that my church had thrown out that I rescued from the dumpster. I had sprayed each branch with hair spray and stuck each one into a plastic bag full of ground foam. The trunks were made of braided wire, so all I had to do to install them on the layout was to drill a hole and stick them in.

I also had four trees made from my good friend MMR Ron Einerson that he made from wire and dried Sedum. Ron had wisely made a wire base for the trees, so I installed them the same way. It was a nice tribute to an old friend, and every time I see them on the layout I'm reminded of him.

I had a backdrop for a portable layout that I made 25 years earlier that was being stored up in the rafters of my garage. There were almost enough pieces to serve as a background for my new layout. I made another piece for the three foot extension that I made for there coal ramp, which I fashioned out of a piece of blue Styrofoam, whose colour nearly matched the colour that I painted the sky in the backdrop.



I had originally painted the background by applying acrylic paints with a sponge, and I wanted to keep that simple look. After all, these are toy trains. I made the hills that I painted a bit larger using the same sponge technique. I used corner braces to install them on the layout.

I placed a beautiful hand painted tunnel that had since I was a kid on the layout. It's not realistic, but it's my layout, my rules, and I enjoy watching the trains go through it.

The only things on the layout that are screwed down are the controls and the backdrop. The controls are placed on the edge of the layout in a long row in front of the track. Each one is labelled. The transformer is located on the far corner of the layout. I used a piece of landscape for the

curtain concealing the boxes underneath the layout. For neatness sake, I used only red push pins to fasten it to the layout.

The layout is low enough for me to operate it sitting on a comfortable office chair with swivel casters. If I don't feel like getting up, I can just roll down to the long row of remote controls and operate them without getting up.

For the first time in decades my trains, my layout and my back shop are in one room. The lighting is also a lot better in the rec room. And if the time comes when we move, I can take the layout down in just a couple of hours.

And when we're ready to move, all I need to do is to find a room with a 12 foot long wall to put my layout!





“Cheap & Nothing Wasted” - Jimmy Anderson

Free Magazines

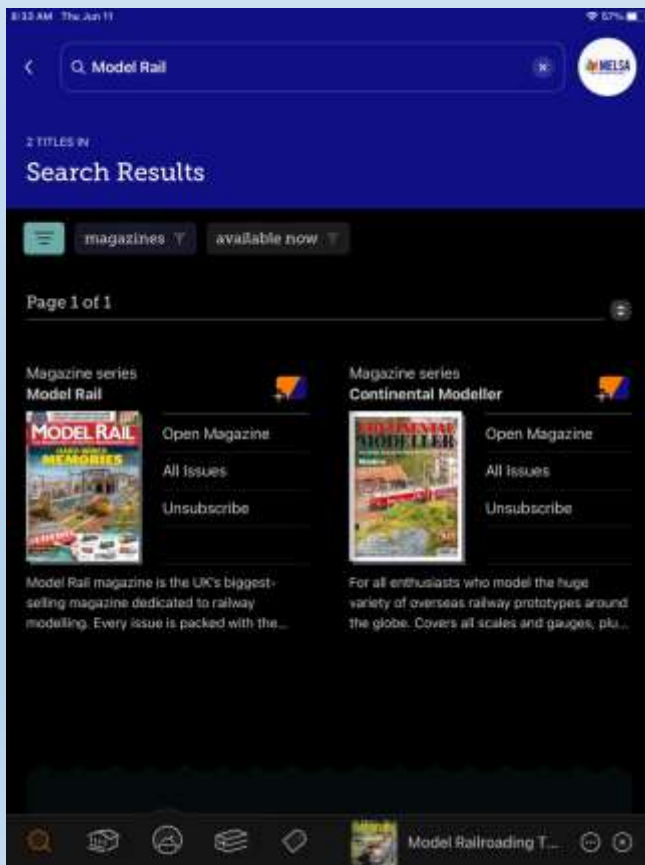
One of the best free resources available to us is the public library. In the digital age, libraries have expanded far beyond their physical walls, putting a wealth of free information and entertainment at our fingertips.

One of my favorite library services is Libby, a free app that allows users to borrow ebooks, audiobooks, and digital magazines using their library card. With instant access to thousands of titles, it makes reading and listening convenient anytime, anywhere.

For me, the biggest benefit is access to model railroad magazines. I download them to my iPad and take them along on trips. Libby carries Model Railroader and many of its special issues, as well as titles that are difficult to find locally, including Model Rail and Continental Modeller. I couldn't justify the cost of subscribing to these fine UK modeling magazines in paper form but I don't pay a dime to access them on the Libby app.

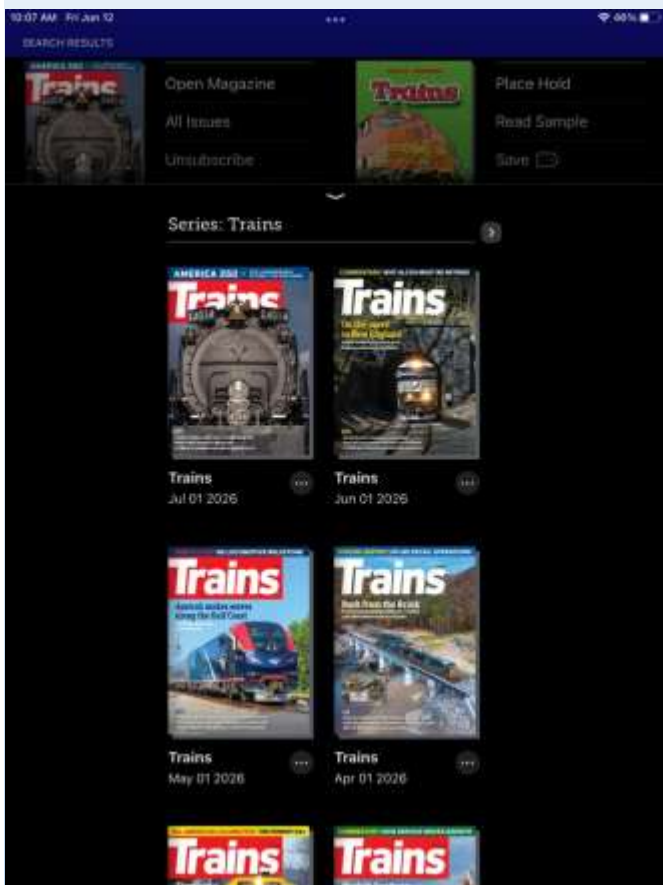
While a tablet or smartphone provides an excellent reading experience, it's not required. All of Libby's titles can also be viewed on a computer through any web browser. All you need is a library card and access to a library that partners with Libby or a similar digital lending service.

If you haven't explored your library's digital offerings yet, you may be surprised by how much is available for free.





“Cheap & Nothing Wasted” - Jimmy Anderson





What's on Your Workbench?

If you have anything on your work bench just take a quick picture and send it to me with a brief description and I'll be happy to publish here. Sharing your projects is a great way to inspire others and it can help you stay focused on getting your own projects done too.

Consider sending me something for the next issue of the Fusee! [Fusee Editor](#)

Neil Carleton shared (some videos that I took some screen shots from) of a very cool animated fire truck and engine house he has built. It has flashing lights and a siren, the truck backs in and out of the garage with the doors opening and closing too!



Don't Forget to Check out the Twin Cities Division Podcast

<https://tcdnmra.org/>



Winnipeg Model Railroad Club

Be Sure to Check Out Their Website

[Winnipeg Model Railroad Club](#)

Minneapolis & Northland



Railroad Company

I enjoy model railroading and want to share my experiences with you! You can see my build of kits, how-to's, painting information and much more on my internet blog. Check out <http://mnrailroadcab100.blogspot.com>.

2026 - 2027 Region Roundup - model railroad-related events in and around the TLR

Sept 19	Twin Cities MRR Museum Show	MN Fairgrounds, St Paul, MN
Oct 10-11	Great Train Show	Shakopee, MN
Oct 24	La Crosse & 3 Rivers MRR Show	Omni Ctr, La Crosse, WI
Oct 16-17	Chicagoland RPM Meet	Naperville, IL
Nov 7-8	Trainfest	Milwaukee, WI
Nov 21-22	Greater Sioux Falls Model Train Show	Convention Center, Sioux Falls, SD
Nov 21	Greater Upper Midwest Train Show	Century College, Oakdale, MN
July 27- Aug 2	NMRA National Convention (2026)	Chattanooga, TN
Sept 2-5 2026	National Narrow Gauge Convention	Doubletree Hotel, Bloomington, MN
Jan 30-31	Railroad Hobby Show (2027)	Amherst, MA
Feb 20-21	Mad City MRR Show (2027)	Madison, WI
May 20-23	2027 TLR Convention	Sioux Falls, SD

Offer From Northern Utah Division - Still Looks Like This Is Available To Purchase (As of 6/22/26)



Add this superb, one of a kind, historical tank car to your collection. The Northern Utah Division of the NMRA is selling a series of HO scale Utah Oil Company (UTOCO) tank cars manufactured by Intermountain Railway. The cars feature a build date of 8/45 and a test date of 9/28/51.

Originally intended to be the convention cars for

the 2019 NMRA convention in Salt Lake City, supply chain issues prevented the cars from arriving on time. Offered in six road numbers, the cars have metal wheelsets and Kadee couplers. Priced at \$45.00 each with free shipping, you can get your very own historical tank car before this limited edition is sold out, go to either:

www.northernutahnmra.org/club-car or
<http://northern-utah-division-nmra.square.site/>



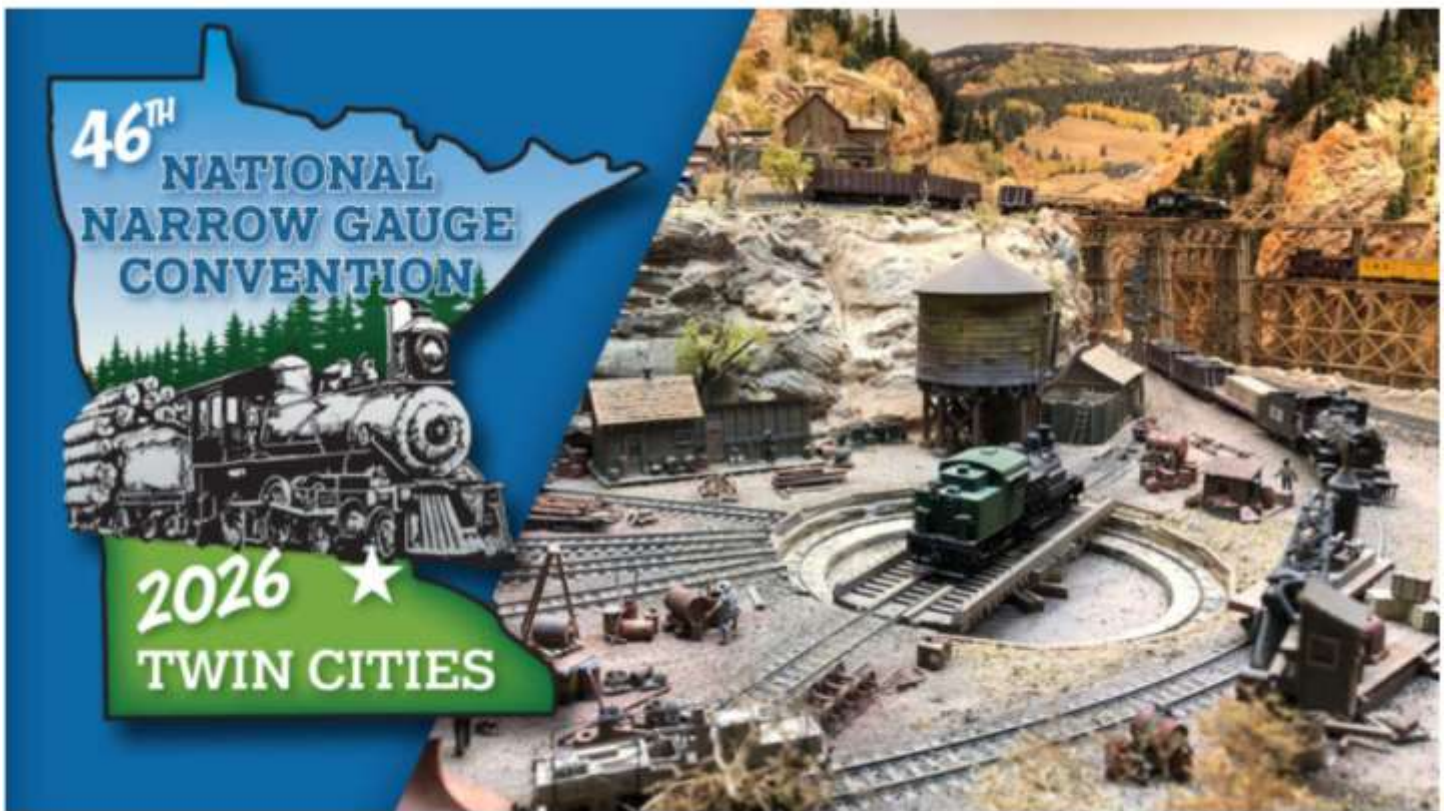
Geoffrey K Carter, Manager
Northern Utah Division Company Store
1903 S 2065 W
Woods Cross, UT 84087
801-815-6028



2026 NMRA National Convention – Chattanooga, TN

July 27 to August 2, 2026

<https://www.nmra2026.org/>



46th National Narrow Gauge Convention in the Twin Cities

The 46th National Narrow Gauge Convention will be held in Bloomington, Minnesota from September 2nd through the 5th, 2026.

Please join us in the "Land of 10,000 Lakes" for the 46th National Narrow Gauge Convention! Once again, our convention will be hosted at the DoubleTree—Bloomington—hotel, the largest convention facility located outside of the Twin Cities downtown areas. Under one roof, you will enjoy over 80,000 square feet of exhibitors and vendors, attend informative and inspiring clinics, view excellent modular layouts and participate in the model and photograph contest.

The Twin Cities area is home to many fine and world-class layouts as well, including many narrow-gauge layouts that will be open during our traditional, afternoon self-guided home layout tours. Several of these layouts have been published in model railroad magazines. From layouts that are 100% completed to layouts in various stages of construction, we hope you find all of these layouts inspiring to visit.

You will also have an opportunity to attend one or more of our extra-fare rail or non-rail activities, which are located both on and off-site.

Check Out Their Website for More Information: <https://2026nngc.com/>

Podcast and You Tube Channels (Other Social Media)

Don't Forget to Check out the Twin Cities Division Podcast & You Tube

<https://tcdnmra.org/>



TCDNMRAMEDIA

@tcdnmramedia3700 • 538 subscribers • 73 videos

Videos produced by and for the Twin Cities Division of the National Model Railroad Association...more

Subscribe



Model Railroad Advertising

Advertise your railroad here! Send me a photo, business card or whatever contact info you want to provide. This a service for the TLR and there is no charge for the ad.

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



Dakota Division of Soo Line Railway

Thomas Day



2015 Rose Creek Drive
Fargo, ND 58104
701-219-0300
tomandkatn@hotmail.com



**Burlington Northern
Yellowstone Division** **SOO**

An HO scale model railroad in Bismarck, ND
representing the Bismarck-Mandan area
and branchline to Killdeer in the 1975-1980 timeframe.
Regular operating sessions using computerized switchlists.

Contact us for a schedule and like our page!

www.facebook.com/yellowstonedivision

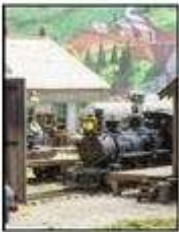
mfarley@midco.net

White Iron & Northern RR
Logging Division 2.0 (HO_{n3} Narrow Gauge)

Neil Maldeis NMRA # 072482

nsmalde@yahoo.com

612 940 0757



HO_{n3} RGS/D&BGW
Scott McLeod
rgxmodeler@comcast.net



**CB&Q – Chicago/Aurora/C&I
Model Railroad**



Scott & Nancy Stearns

Scott: 507-358-0126 scott_b_stearns@hotmail.com

Nancy: 612-308-8468 nancy_stearns@hotmail.com

Facebook: CB&Q Chicago-Aurora-C&I Model Railroad

20375 County 4 Blvd, Zumbrota, MN 55992

The Thousand Lakes Region of the NMRA



Board of Directors

President

Art Suel
14500 Alabama Ave
Savage, MN 55378
651-214-8387
artsuel1956@gmail.com

Vice President

Paul Gerry
4911 Mapleward Road
Thunder Bay, ON Canada
807-630-3655
pgerry1@gmail.com

Secretary

Dan Cohen
952-240-1649
shaunadan94@gmail.com
YouTube channel @dmrj.

Treasurer

Jimmy Anderson
5497 Crossandra St SE
Prior Lake, MN 55372
612-245-6889
jimmypaints@hotmail.com

Convention Director

Dave Menard
2510 County Road T
Eau Claire, WI 4703
715-379-8045
doggdoc@prodigy.net

Contest Director

Shadow Redington
7101 Foster Slough Road
Snohomish, WA 98290
425-760-9433
ShadowRedington@msn.com

Fusee Editor

Neil Maldeis, MMR©
9336 Nesbitt Road
Bloomington, MN 55437
612-940 0757
NMRA Interchange ID
neilmaldeis (Discord)
nsmalde@yahoo.com

Department Chairs

Membership

Ken Zieska
11810 52nd Ave N
Plymouth MN 55442
763-232-3455
mhry19@gmail.com

Achievement Program

John Hotvet MMR©
5100 Nicollet Ave. S.
Minneapolis, MN 55419
612-201-7297
johntrain@aol.com

Historian

MK Lentz
2825 Elm St N
Fargo, ND 58102
NMRA Interchange ID
elite194 (Discord)
mkl@janushd.com

Webmaster

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

Fusee Editor

Neil Maldeis, MMR©
9336 Nesbitt Road
Bloomington, MN 55437
612-940 0757
NMRA Interchange ID
neilmaldeis (Discord)
nsmalde@yahoo.com

Social Media

Thomas Gasior, MMR©
101 Van Buren Ave S
Hopkins, MN 55343
763-291-0708
tgasior@hotmail.com

Division Supers

Dakota Southeastern

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

No. 1 Northern

Ian H. Plett
352 Barkman Avenue
Steinbach, MB R5G 0G1
ianplett@gmail.com

Prairie Lakes

Jay Davis
207 Ocheyedan St.
Everyly, IA 51338
712 834-2073
jandance22c@hotmail.com

South Red River Valley

MK Lentz
2825 Elm St N
Fargo, ND 58102
NMRA Interchange ID
elite194 (Discord)
mkl@janushd.com

Southeastern

Gerry Miller
1040 Hawkeye Dr
Dubuque, IA 52001
563-557-9646
millerq20@gmail.com

Twin Cities

Damian Kostron MMR©
president@tcdnmra.org

The FUSEE is a quarterly publication of the TLR and emailed to all subscribers with valid email addresses on file at NMRA HQ.

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: nsmalde@yahoo.com. Put "FUSEE" in the subject line, or mail to Neil Maldeis, 9336 Nesbitt Rd, Bloomington MN 55437.

**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. All ads can be run in a single issue at 35% of the annual rate.

Railroad ads are for individual layouts, model railroad clubs,

<u>Ad size (HxW)</u>	<u>Annual Business Rate</u>	<u>One-Time Business Rate</u>	<u>Annual Railroad Ad Rate</u>
Full pg 9 5/8 x 7 1/8"	\$145.00	\$50.75	N/A
1/2 pg 4 3/4 x 7 1/8"	\$90.00	\$31.50	N/A
1/4 pg 4 3/4 x 3 1/2"	\$45.00	\$15.75	N/A
1/6 pg 4 3/4 x 2 1/4"	\$35.00	\$12.25	N/A
1/8 pg 3 3/4 x 2 1/4"	\$25.00	\$8.75	Free
1/12 pg 2 3/8 x 2 1/4"	\$18.50	\$6.50	Free
1/16 pg 1 1/8 x 3 1/2"	\$15.00	\$5.25	Free