

The Rocky Mountain Region's

CALLBOARD

Fall 2011 Edition

2011 Convention
Coverage



***UTAH
SPECIAL
EDITION!***

**2012 REGION
CONVENTION**
*The Big Horn
Mixed*



The National Model Railroad Association

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Address corrections can be made by calling Jenny Hendricks at the NMRA: (423) 892-2846 nmrahq@aol.com

Thank you for supporting the Callboard!

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The CALLBOARD

*Official Publication of the Rocky Mountain Region
of the National Model Railroad Association*

FALL EDITION
NOVEMBER 2011

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THE BIG HORN MIXED CONVENTION 2012 - JUNE 8th through 10th

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The Rocky Mountain Region Callboard
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C
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V
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R

Utah Railway Geeps shot in Salt Lake City sporting the new paint scheme courtesy of the parent company Genesee and Wyoming.

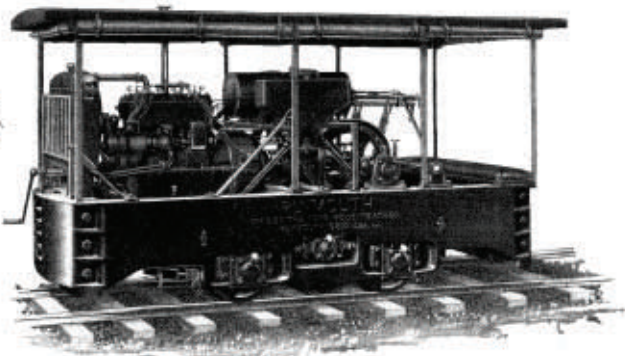
Scott Perry Photo

Ramblings from the President

with *Harold Huber*



Well, finally winter weather is on its way, no yard work and time to get in the model room again. Like I have not already been there since the convention! I'm working on an Fn3 3½ ton Plymouth that is open only with the top covering the entire length. It is going very well and I have finished the frame and working on the motor of which I am using a 1/24 scale Mack truck motor with heavy modifications. I hope to have it done for the 2012 convention in Chama, NM.



PLYMOUTH Gasoline Locomotive—Model CL, Type 3, 3½-ton.

This is exactly the same as Type 2, shown on reverse side, except made with Flat Canopy Top, covering entire machine, with side curtains, height 72 inches.
We recommend this type for work where the Locomotive will be used during the open season, or in warm climates, where the enclosed type construction is not required.
This open type construction aids in cooling of the engine, and affords greater accessibility to the parts, as well as unobstructed vision from the driver's seat.

Speaking of the convention I hope you have a flyer (or read the article in this month's Callboard) for that C&TS Freight Special and Big Horn Mixed Convention June 8-10, 2012. There is an early bird special so you can be included in a drawing to be able to ride in the Caboose. There will be numerous



The frame for Harold's Plymouth

run-bys for pictures. Richard Hunter is working on this convention and he always does a great job.

The 2013 convention in Albuquerque NM is shaping up very nice. I encourage you to go to this convention as the last one they sponsored was superb. Plan on attending.



A Mack motor for the loco

The Wasatch Division in Salt Lake City will host the 2014 Convention. They are working hard for this convention and it will be well presented. Plan to attend.

The 2011 convention went well and even if the attendance was low the contest room was full and the clinics were superb! Those that did not attend missed one of the best conventions I have been at.

So it looks like we are flush for conventions, but now is the time for your division to be considering hosting a convention in 2015, which should be presented to the Board at the 2012 convention. I would like to see a division that has not hosted one in a while step up to the plate and hit a home run.

November is National Model Railroad month so host an open house or get your module groups set up in a mall. (...and let the Callboard know what you did! – Ed)

Many of you have seen on the RMR web site, rmrnmra@yahogroups.com, which is our E-group for communication. To join the group go to Yahoo Egroups and search for RMRNMRA.

There is a membership analysis there in the group files that Scott Perry compiled of our RMR membership (see page 27) using data over the last 2 years. The file is also located on our website in the documents section <http://www.rmr-nmra.org/documents.htm>. It is very sobering. Some of the things that are helping to add members are using the Inactive Member List available to your Division Super, holding open houses with a very warm welcome to all that attend, and module shows. The big thing is making the people that attend feel welcome, running trains and selling them on our hobby. It takes work, but as you can see from the analysis there are divisions growing. It takes all members to assist and only one person cannot do it.

Harold Huber
RMR President



Our fearless leader President Harold Huber at the 2012 Convention



I've been in Utah now for a year and I love it! But since I've been in the Region I've gotten the feeling that most don't love us and that the Region stops at the Western Colorado border. So we've dedicated this edition to enlightening those of you that don't know about all the great things going on in this state. We are a hot bed of model railroading and growing fast! Utah hosts the Region's largest Division and many other clubs and organizations.

In 2014 you can come see Utah for yourself as the Region Convention will be held here in Salt Lake City. Our state is full of model train clubs, exciting railfan opportunities, railroad history such as the Golden Spike, museums and some of the most beautiful scenery anywhere. We hope you'll join us!

Meanwhile we are excited to announce the Region's 2012 Convention called the Big Horn Mixed. You just can't get this kind of fun anywhere else in the country. Imagine not one but two narrow gauge steam locomotives pulling mixed freight and passengers like yourself who could be sitting in one of the chosen caboose seats! Dick Hunter is an expert on narrow gauge expeditions and he's and his team have put together another famous event. Don't wait to sign up because once folks outside the Region hear about it they may start taking up your seats. Fill out your registration now and keep an eye on our Yahoo Egroup for the latest updates. To sign up go to <http://groups.yahoo.com/group/rmrnmra/> or search on Yahoo Egroups for RMRNMRA.

The Callboard still needs volunteers and it won't take up much of your time. We need someone to keep our Region Calendar updated with events. Once a quarter this person would furnish a list of events for both the Callboard and the Website. We also have a new position for an Advertising Manager. The Board agreed to let us sell advertising in the electronic edition and we'll begin with the first edition in 2012. We already have customers lined up. Both of these positions earn you Volunteer points.

Let us know what you think of the Callboard! Email me at scottgerry@comcast.net. Thanks for your continued support of the country's finest Region publication. - Scott Perry, Senior Editor

APOLOGIES AND CORRECTIONS FOR SUMMER 2011 ISSUE

The staff of the Callboard would like to apologize to Harold Buhler, Superintendent of Division 14 regarding the article "What's Going on in Central Wyoming?" Harold sent in the information and should be given credit on the header. Ken Biles wrote the article based on the information submitted by Harold, which is a common practice. It is our intention to always give proper credit, but mistakes do happen. We are sorry, Harold!

Scott Perry
Sr. Editor

RMR REGION BOARD MEETING

The next Region Meeting is SATURDAY, JUNE 9TH, 2012 in the evening at the Region Convention. All members of the NMRA are welcomed to attend.

DID YOU KNOW....

That if you got this edition in the mail you are missing over 39 pages of interesting articles, photos, information and fun? The electronic edition has 47 pages in full color! Don't miss out. Contact the NMRA today by phone at (423) 892-2846 or online at www.nmra.org/national/admin/adminform.html and add your current email address to the NMRA database. We'll send you the next copy electronically and you can save the Region money as well! You can always see the latest edition (and past editions) online on the Rocky Mountain Region website located at www.rmr-nmra.org/callboard.htm. Didn't get a printed or electronic edition? Contact Chris Fallis at chrisfallis@yahoo.com and let us know.

NEXT ISSUE of the CALLBOARD:

WINTER EDITION (FEB 2012)

Deadline for submissions: January 15th

Publication date: February 28th

Please send in all submissions electronically to the Callboard staff at scottgerry@comcast.net

ROCKY MOUNTAIN REGION ELECTION OF OFFICERS REQUEST FOR NOMINATIONS

It's time to accept nominations and volunteers for office in the Rocky Mountain Region. This spring we'll be electing new officers for our group. The positions open are as follows:

- President
- Vice president
- Secretary
- Treasurer
- Three Directors Positions

Our fearless leader Harold Huber has served two terms and is probably happy that he is ineligible. So if you are interested in one of these positions please send to Harold Huber (pending the nomination of an Election Chairman) an email to his current address

sarge9@bresnan.net including the position you are interested in running for, a photo, and a two or three paragraph campaign statement for publication in the Spring edition of the Callboard which will be published in May 2012.



The election ballot count will be held at the June meeting at the Big Horn Mixed 2012 Convention. Thanks for volunteering. If you have questions, be sure to contact President Harold Huber until we name an Election Chairman.



VOLUNTEERS NEEDED! Region Volunteer Positions Need You!

The Region is currently looking for volunteers to staff these open positions:

Company Store Manager - Manage a key fund raising program and meet a lot of nice folks. This position manages the selling of member items through the Company Store, attends model railroad events and tracks the cash and NMRA supplies. To apply, contact Jack Sousa at jackfrw@pcisys.net.

Contest Chairman - Our Region contests are one of the most fun events in a Convention. This position manages the contest, the contest room, and runs the awards. You are responsible for recruiting and training judges, making sure we follow NMRA guidelines and most importantly to help modelers become better at the craft. To apply, contact Jim Laird at wisconsinsouthwestern@g-mail.

Advertising Manager Callboard - This is a new position. This person manages all facets of the new paid advertising program for the Callboard. You will be contacting future advertisers, collecting ad graphics from customers as well as payment, tracking insertions in the Callboard and other administrative duties. To apply, contact Scott Perry, Sr. Editor at scottgperry@comcast.net.

Staff Writers Callboard - Multiple positions. We need people that like to write and edit stories for the Callboard. As our magazine grows there is more to do than ever. We also need people that can take photographs and edit them. We can tailor the job to your skills and time requirements. To apply, contact Scott Perry, Sr. Editor at scottgperry@comcast.net.

CALLBOARD STAFF VIOLATES CHILD LABOR LAWS

Region Members at Risk

By Scott Perry

In an unfortunate turn of events the staff of the Rocky Mountain Region's Callboard Newsletter was incarcerated this week when authorities found out they were using child labor to publish their quarterly newsletter. While under harsh lights and without an attorney, Senior Editor Scott Perry cracked under the tremendous pressure and confessed that his daughter Taylor was, in fact, being forced to put stamps on the print editions of the Callboard. Other team members continued to mutter that they build model airplanes and denied everything.

Upon further investigation the blame was put squarely on certain members of the NMRA's so called Rocky Mountain Region who insist on getting paper copies of the magazine instead of signing up for the far superior electronic edition. As they were hauled in for questioning most of them plead ignorance to the fact it was actually available on line and in color. They had just forced themselves to enjoy the tiny print edition with its meager eight pages and black and white print. Still others pleaded "no contest" as they learned that they really didn't know how to sign up for the electronic edition.

The Editor was released under his own recognizance and with the promise of telling the members of the Region how they, too, can subscribe to the much bigger, full color, picture packed, better content electronic edition. The judge was hopeful that poor little Taylor would no longer be locked in the basement, eating bread and water, and putting stamps on the Callboard.

Did you know that each printed copy of the Callboard costs the Region around \$1.70 per issue? Did you know we print almost 200 copies per edition which go out to about 25% of our members? We are a non-dues Region and the Callboard makes up the single largest part of our budget. Anything we can do to keep costs low is helpful.

So friends, save poor little Taylor and subscribe to the electronic edition! Here's how...

Call the NMRA at (423) 892-2846 and tell the customer service team what your email address is currently. They will add it to the database and we will get a copy of the new database the following month. If you are not get-



ting the electronic edition now, but have given them your email address, please assume it is incorrect and make sure to update it using the same phone number. Email addresses change often and we frequently get bounced emails. Once we have your email address you will get the electronic edition by default.

You can update your information on line as well! Go to the web page below on the NMRA's website and just fill in a response form and ask them to add/change your email address. It only takes seconds.

<http://www.nmra.org/national/admin/adminform.html>

Need some help? Contact Chris Fallis, Editor and Distribution Manager at chrisfallis@yahoo.com or (719) 475-2250 and he'll be glad to give you a hand.

Seriously, my six year old daughter Taylor had a ball making this photo and was well compensated with candy. She helps me stamp and fold every issue that we print.

**BIG HORN MIXED
2012 Region Convention
Chama, NM
June 8-10, 2012
Register Today
Forms on RMR Website!**



2012 C&TS FREIGHT SPECIAL AND BIG HORN MIXED CONVENTION *CHAMA, NEW MEXICO* *JUNE 8 – 10, 2012*

The Rocky Mountain Region, NMRA, is hosting its 2012 convention in Chama, New Mexico. Activities include yard and shop tours, guest speaker from the Cumbres and Toltec Scenic Railroad, and a mixed freight and passenger train trip. Charlie Getz, renowned author and speaker, will also be speaking at our welcoming get together Friday evening. A Sunday morning get together will be announced later.

The center of attraction is the **NARROW GAUGE STEAM FREIGHT** on Saturday, June 9. We take our own mixed freight and passenger train for an all day, 89 mile, round trip from Chama to Big Horn Wye and return. Included will be as many photo run-bys as time and safety allow, lunch, snacks and drinks, and the wonderful scenery of the Cumbres Pass and Toltec Gorge area with two tunnels thrown in for good measure. The train is limited to 200 people.



EARLY BIRD SPECIAL: A drawing will be held among the first fifty registrants (12 or older) for a caboose pass, entitling them to ride the caboose for part of the trip. (Subject to railroad safety restrictions.)

RAILFAN INFORMATION: Some railfan information will be provided to registered guests before the convention to help you find photo spots to enjoy on your way to and from the convention.



For detailed information on the history and scenes of the Cumbres and Toltec Scenic Railroad, we recommend the book "Ticket to Toltec" by Doris Osterwald. This book provides much information about the area, many photos, and a mile by mile guide to the railroad, telling you what you will see along the way. Doris has several published guide books.

On Your Own Photo Possibilities



In addition to some *on your own railfanning* information being sent out prior to the convention, we will provide information on where and which way to look while riding the train. This information is being provided by Richard Hunter from his guide books.

Big Horn Mixed – RMR – NMRA 2012 Convention and Narrow Gauge Steam Freight

REGISTRATION FORM

Includes Friday through Sunday convention activities, Saturday train ride with lunch and snacks (except as noted).

PRIMARY REGISTRANT NAME: _____ ADDRESS: _____

MEMBERSHIP IN THE NMRA IS REQUIRED CITY / STATE / ZIP CODE _____
SEE FEES BELOW PHONE #: _____

NMRA NUMBER: _____ EXPIRATION DATE: _____ EMAIL: _____

NAMES OF OTHER IMMEDIATE* FAMILY MEMBERS ON THIS REGISTRATION:

(* MEMBERS OF THE IMMEDIATE FAMILY RESIDING IN THE SAME HOUSEHOLD – SPOUSE, CHILDREN – SHOW AGE OF CHILDREN UNDER 12)

#	CATEGORY	PER PERSON FARE	TOTAL
<u>REGISTRATIONS WITH TRAIN</u>			
_____	PRIMARY REGISTRANT	\$ 140	_____
_____	FAMILY MEMBERS	\$ 130	_____
_____	CHILDREN AGE 5 – 12	\$ 20	_____
_____	CHILDREN UNDER 5 WITH LUNCH & SEAT	\$ 20	_____
_____	CHILDREN UNDER 5 –NO LUNCH OR SEAT	FREE	_____

CANCELLATION POLICY:
 Full refund prior to April 15. Full
 Refund less \$10/person - \$20/family
 Between April 15 & June 1.
 No refunds after June 1, 2012.

<u>REGISTRATIONS WITHOUT TRAIN</u>			
_____	PRIMARY REGISTRANT	\$ 35	_____
_____	FAMILY MEMBERS	\$ 25	_____
_____	CHILDREN UNDER 12	FREE	_____

MAKE CHECK PAYABLE TO:
 Big Horn Mixed

BREAKFAST – TO BE ANNOUNCED LATER

NON-NMRA MEMBER FEE:
\$10 PER PERSON - \$20 FAMILY MAXIMUM
*(PRIMARY REGISTRANT WILL BE ENROLLED IN THE NMRA FOR
 6 MONTHS TO INCLUDE JUNE 2012. Must not have been an NMRA member for at least 2-years.)*

MAIL TO:
 Big Horn Mixed
 % Nate Bryant
 8333 E. Mansfield Ave
 Denver, CO 80237

LATE REGISTRATION FEE AFTER APRIL 15:
\$10 PER PERSON - \$20 FAMILY MAXIMUM _____

CB-11

TOTAL DUE: \$ _____

Guidebooks are available in some model hobby shops. For more information you can use this link; go to www.westernguideways.com

For shirt pocket railfan guide books, we recommend the set of four books "Railfanning the Rio Grande Narrow Gauge" by Richard Hunter. Two books cover the Cumbres and Toltec Scenic Railroad and the Durango and Silverton Narrow Gauge Railroad. These provide information on when, where and which way to look while riding the trains plus highway guides for train chasing. A book on the Rio Grande Southern Railroad provides a highway guide to follow the route of the RGS. The fourth book provides general information on the area, clothing, food, etc. plus a guide for the scenic route from Denver to Durango showing about 30 spots of both rail and non-rail interest. For more information on railfanning and these books, send email to rgngfan@ecentral.com or write to Richard Hunter, 832 Geneva Street, Aurora CO 80010-3941 (FYI: Richard Hunter is chairing this convention.)

Convention Schedule

Friday, June 8

Afternoon Registration and tour of shops and yard

Evening Registration and Welcoming Get Together

Saturday, June 9

Morning and Afternoon All day trip with photo run-bys

Evening Model Contest and Board Meeting
The yard should be open for some night photos

Sunday, June 10

Morning Breakfast time get together
Railfanning on your own – Chama to Cumbres Pass

Railroad Activities

The rail yard and shops are open and may be visited on your own. We will have someone available to take you through these, if you want, on Friday afternoon.

Many photo opportunities are available on Friday and Sunday, of the regular train leaving and arriving. Also, see some of the historic structures around the yard that are maintained by the Friends of the Cumbres and Toltec Scenic Railroad, a non-profit volunteer group.

Where to Stay and Eat

There are a good number of sleeping accommodations and restaurants available. These span time from historic to relatively modern. Camping is also available near the Chama Yard. You can find listings at www.chamavalley.com, the web site of the Chamber of Commerce. We will be posting any discounts they offer, on the web site, in the near future.

Other Activities

Again, check with the Chamber for current activities and special events. There are several stores across the street from the depot, including the Chama Mall which has a model of the Chama yard as it was back in the 1950's. For children, check out the playground at the schools.

Future Updates

Check the web site occasionally for changes and / or additions to this information.

REGISTRATION INFORMATION: May be had from the web site. You can use the form in this Callboard or by downloading the registration form from our web site. Of special note: our insurance requires that you be a member of the NMRA. If you are not currently a member (or have not been a member for at least two years), for a small fee, we will enroll you for a special six month trial membership.

For more convention information:

WWW. bighornmixed.com

email: Big.Horn.Mixed@q.com

US Mail to: Big Horn Mixed, % Nate Bryant, 8333 E.

Mansfield Ave, Denver CO 80237

Ask your Division Superintendent to show the 28 minute video of the 1994 freight special!

Rail Activities



**Visit the Yard
and Shops**



**Take Photos
and Videos in
Remote
Locations**



**Find the Best
On Your Own
Locations**



**See the
Unusual**



**Maybe Get an
Impossible
Picture**





UTAH'S REAL FRONTRUNNER... THE WASATCH DIVISION

The RMR's Largest and Fastest Growing Division

By Scott Perry



Here in Utah we have two Divisions and one of them is the Wasatch Division located in the Great Salt Lake area. Named after the mountain chain that is on the east side of the Salt Lake Basin, this Division has recently sprouted

wings and begun to grow. The Wasatch Division is the Rocky Mountain Region's largest Division by membership with 119 members and they have a potential member base of more than 3,500 model railroaders in the area. They are also the fastest growing Division in the Region, having added 43 members in the last year.

The Salt Lake area is in reach of most of all of Utah's population, so the metropolitan area has 1.7 million people of Utah's 2.2 million total population. The Division meets in a central area of Salt Lake City in the Frontrunner

shops building on the modern equipment through the glass windows. Meetings are every second Saturday of the month at 10:30 am.

This is a very active Division and they have some really hard working volunteers. Their biggest event is the Wasatch Model Train Show which is in November of each year. This long running show is held in downtown Salt



Just a few of the many layouts at the Train Show

Lake at the Fairgrounds and is well attended. The most recent show filled two show halls and the upstairs of one of the halls as well. There were 18 layouts present from all over the Region along with vendors of all types and a 7.5" gauge riding railroad for the kids like me!

This year at the show the merit badge team, which was lead by Fred Baney who is a long time member and part of the Division leadership team, provided a Scout Merit Badge Clinic for the first time. Twenty five scouts representing several troops earned their Railroading merit badge at this clinic. Another new (or revived) event was the presentation of live how-to clinics. The three live clinics given Saturday were put on by members of the Division. These clinics featured foam scenery construction,



A regular Wasatch Division Meeting at the Frontrunner shop

Shops building, the local intercity rail system. It's fun to attend a meeting in the locomotive shops and you can see



25 Scouts learn about Railroading and get a badge



Tie Forks is perfect for train watching and a cookout!

soldering basics and advanced weathering concepts.

Each year at the train show the Division sponsors both an NMRA Achievement Program Contest and Evaluation service, along with their own topic related contests. A team of judges worked hard on Sunday morning to go through more than thirty great models.

A new project just taken on by the Wasatch Division is



Fred Baney relaxing at the BBQ

a club railroad. The Frontrunner Shops were kind enough to allow the Division to use a very large basement room to build a portable sectional show layout. After some design work and a pass-the-hat event for funds the Division has now begun a layout that is to be ready for the 2012 Train Show. A large donation of N-scale equipment was

provided by a local modeler that was changing scale so that will also be used to construct the layout.

But that is not all this busy Division is doing. They have an annual cookout at a local railfanning site built just for that purpose called Tie Forks. The food is great and the mainline action is quite interesting to watch. This is a great event to get to know your fellow modelers and their families a little better.

A busy group needs busy leaders. David Shearer is the current Superintendent. David has many years of club experience with the local Ophir, Tin-



Division Superintendent David Shearer

tic and Western club including experience in running train shows. Assistant Superintendent Cindy Meiser has many years of model train club leadership as well since she comes from the Trackers group in the western part of the



Assistant Superintendent Cindy Meiser

basin. Kevin Stockseth has been a powerhouse volunteer for the Division as Treasurer and has been working hard to keep the club moving forward. Roberta Shearer stands as a very busy Secretary for the group. All of these folks along

with appointed Board members are committed to making the Division the best it can be and has been working hard to make changes and grow the Division.

The Division has also taken on new marketing projects which include a new Division logo, new shirts and a PR manager.

The great news is that this exciting Division is going to host the 2014 Rocky Mountain Region Convention here in Salt Lake City. Past conventions here have been fabulous; one event had a visit from the Golden Spike itself. With all the local railroad and modeling activities going on here in Utah this should be an excellent event.

If you are in the Salt Lake area and want to have some fun, come join the fun folks in the Wasatch Division. You can find them on the web at www.nmrawasatch.org or join their Yahoo Egroup at <http://groups.yahoo.com/group/wasatchnmra/>.



Treasurer Kevin Stockseth

New Utah Club is Hands On!



The Utah Society of Railroad Modelers Explodes in Utah *Written By Scott Perry - Photos by Mark Rhindfesh*

The amazing success of the Utah Society of Railroad Modelers (USRM) in Salt Lake City can be narrowed down to three things; fun, learning and fellowship. These simple guidelines have built a club of 48 members in less than a year. The club is also guided by its mission statement: no rules, no dues, and no officers. By stripping out the things that cause grief in a club they have eliminated all the problems that can arise when two or more people meet. If you can't argue about the by laws, or how to spend the cash and there are no politics, then there is nothing left but fun, learning and fellowship!

The USRM was started by Scott Perry and Mark Evans, both long time NMRA members. Scott moved to Utah about a year ago. He came from one of the most prominent Divisions in the country, the Piedmont Division in Atlanta, GA. His new Division, the Wasatch Division, didn't provide many of the benefits that he was used to participating in and the leadership of the Division at that time was not interested or capable of change. Scott met Mark Evans through the internet and started up an immediate friendship. Mark, a Salt Lake native, has been a long time supporter and volunteer in the Rocky Mountain Region and was up until recently the Regional Achievement Program Chairman for a period of 15 years. Together they decided that it might be time for a new group that was focused on improving model railroading skills.

The NMRA provides a program called the 100%

NMRA Club. This program allows a group of modelers to get insurance coverage provided by the NMRA and allows them to participate in the AP Program as long as all members are NMRA members after attending three meetings. For \$50 and four named NMRA members the USRM was formed.

Usually the biggest problem that a new club faces is finding a place to meet. We were so lucky to meet Alan Anderson, a long time NMRA member, who found us a nice hospital conference room with digital projectors, padded chairs, tables and all the comforts of a 24x7 cafeteria next door. This has been our home now for the year and it holds 50 people. It is conveniently located in the Pioneer Valley Hospital in the center of the Salt Lake basin, right off the main highway.



UTAH SOCIETY OF RAILROAD MODELERS

What could be better!

The next step was to establish what the new club would focus on. Scott and Mark liked to build models and love clinics on modeling topics. We decided that our clinics should be hands on so that members would actually practice the steps being taught and would be more likely to use the new skills at home. This is when we set up our fun, learning and fellowship motto.

Recruiting new members is usually the hard part, but with Scott's marketing skills and Mark's connections it took no time at all. We set up a website at www.utahsocietyofrailroadmodelers.com, a Yahoo egroup



Mark Evans gives a hands on weathering clinic with water color pencils, using his fine models for inspiration

for communication at <http://groups.yahoo.com/group/USRM/> and then started a monthly newsletter. Mark went out and contacted members from other defunct clubs and invited them to join. We immediately made friends with the five local hobby shops and partnered with them to be a place for them to send new model railroaders for training. A modeler that is actually building something is a great asset to a hobby shop, so this was a great arrangement for both of us. We provided flyers to the hobby shop so that people would know what we were doing. The final step was to reach out to all the ex-NMRA members in the valley (and there were a lot of them) and we invited them to a meeting.

In no time at all we had 16 people attending each meeting. Our clinics have drawn a lot of attention and soon the word of mouth advertising kicked in. Hands on clinics really draw a crowd! Now we are having over 20 members per meeting in attendance. With this growing group we've started adding other programs like organized layout tours. Our first two were very popular and well attended.



Club leader Scott Perry coordinates the meetings and keeps things moving.

Recently we've been working with the Wasatch Division at their annual Train Show as volunteers doing things like selling tickets and helping out. We also put on a series of clinics at the show to help draw attendance and to demonstrate what the NMRA is all about. The USRM also heavily supported the Division's new Scout Merit Badge clinic by providing counselors. Since all USRM members are essentially Division members we are committed to helping the Division in any way we can. Our

plans are to actively support and help in the production of the 2014 Region Convention as well!

Another program we are working to grow is the Achievement Program. With Mark Evans at the helm we have already provided overview clinics of the program and will start doing deep dives in to every area of the program. We have already started recording volunteer hours for members. Scott is the list owner of the NMRAAP Yahoo



The members are having too much fun weathering boards

Egroup, a group that supports the growth and assistance of AP Program Participants as well as the new APJUDGING egroup that is designed to make recommendations for improving the program and to build tools to help members become better contestants and judges. The USRM will use these tools in an upcoming evaluation event. Our goal is to start cranking out MMR's as we only have one in the whole state of Utah. Most of our members already have layouts under way.

Now with 48 members on the roster and a core group of 25 charter members (all NMRA members) we are planning for an exciting 2012 year. Some of our new projects are a DVD Lending Library, all day Train'in Camp 8 hour hands on clinics and hosting an Railroad Prototype Modelers (RPM) meet. If you live in the Salt Lake area and want to experience fun, learning and fellowship, then please join us on the first Saturday of each month at 3:00 pm at the Pioneer Valley Hospital. Be prepared to make a new friend!

THE BUSY HOSTLERS

Utah's Largest Model Railroad Club

*By Scott Perry
Photos Courtesy of the
Hostler's Website*

The first group you meet when you come to Utah is the Hostlers. That is because they are so busy they are almost everywhere! This 225 member (and growing) club is based in Orem, Utah, just north of Salt Lake City. They are about to celebrate their 25th anniversary so they surely do have staying power.

This busy club is lead by Mike Murphy who has been the club president now for its entire existence. That is amazing in any club and I happened to be at the meeting where they were accepting nominations for officers and one person nominated him for a lifetime position. I can see the reason why he has been so successful. He's a great leader and a wonderful guy. But so are all the other Hostlers that I've met. They get along great and have a fun time.

I get the feeling that they are not big fans of the NMRA for some reason as my offer to write about them met with a cold shoulder. But as I get to know them I can see that

they are pretty self sufficient. They have a great organization that runs flawlessly. They also are strong supporters of the local NMRA Train Show and always exhibit their modules in support. They do a lot to promote the hobby, and for that I'm a big fan.

Their biggest event is their annual train show which is held in March of each year. It is considered the best show in Utah and draws people from several nearby states. This fund (and fun) raising event keeps their coffers full and provides for a lot of exposure for the Union Station.

The club meets in an upstairs room in the Ogden Union Station, a wonderfully preserved railroad station and museum that is host to quite a collection of big motive power and a splendid library. They meet on the third Wednesday of every month at 7:00 pm and new members are warmly welcomed. You'll see a lot of NMRA members there as well and the meeting I attended had around 60 people.

The club has an amazing modular layout that is really



Setting up the modular layout for Hostler Fest 2011

something to see. It is exhibited often and supported by a group of late night poker players, from what I gather. The work is excellent and they are glad to have new modules join the group. They model in HO standard gauge.

Layout tours are another big part of their program and they have many dedicated members with excellent layouts. The club's monthly printed newsletter arrives in your mailbox full of directions, maps and general tour information.

I think the part of the Hostler's that I like the most is their generosity. They are a wealthy club and they actively give back to their community. In one meeting they voted about four different times to extend money to charities that they support. A club like this will always be a success.

Stop by their website at <http://www.hostlers.info/> and take a look at what they are doing. Be sure to see their videos and show photos. They are accepting new members and their dues are quite reasonable. Meetings are held at Ogden Union Station in the Old Timers Room, 2501 Wall Ave, Ogden UT 84401. If nothing else, I know you'll make a new friend with the Hostlers.



The Hostler's Annual Train Show

THE BOYS FROM ST. GEORGE

The Southern Utah Division Thrives!

By Scott Perry

It's a long way from Salt Lake City to St. George, Utah. Almost in Arizona it's a good four and a half hours, four bottles of water, two tanks of gas and a box of donuts to get there. St. George is a beautiful town that is nestled between red cliff walls in a sprawling valley full of palm trees. My destination wasn't a fancy resort but the local Applebee's restaurant for a monthly ritual. A model train ritual.



Utah by car

I've made the trip in conjunction with a business trip and was lucky enough to get an invite to lunch with Jim Harper, MMR. Jim is a wonderful fellow and the only MMR in Utah, so I just had to meet him. Naturally he was the first to greet me when I showed up at Applebee's. His firm handshake and beaming smile were exactly what I was expecting and he made me feel welcome as we chatted in the 90 degree sun.

They sit at the same table on Friday and it is always ready for them. Stephanie, our server, knew what everyone wanted to drink and eat with the exception of me. Chris Mauzy was already there keeping the table warm for us. The manager was glad to see us walk in the door and checked on us regularly throughout the meal. The ritual has been going on for some time as I can easily determine.

Jim and I sat down and the three of us started to get acquainted. Harper is one of the founding fathers of Proto 48 modeling. Having owned several hobby shops in the past he is still selling precision cast modeling parts for the king of scales. Being an O scaler myself I was intrigued with how he told me the story of Proto 48 coming about. With each word I became more discouraged since I didn't have time to go to visit his workshop on this trip. Time is too short.

Meanwhile Ed Krueger joined us. He was kind enough to give me a pass to his railroad, The Imagination & Western Railroad's Elk Valley Division. Ed is modeling in HO and has a layout with five decks! Again, I'm sorry I can't stay longer, but I can see a weekend trip to St. George in my future! We chat about his experiences working with the subways of New York. Later I find out that he was one of the fathers of cell phone technology and part of a bomber crew in World War II over Japan.

Bruce Klawitter and Doug Whetstone completed the

crew and we munched on our lunches and talked about turntable motors, narrow gauge and Bruce's tracklaying endeavors. It's easy to see that they love the hobby and are all fast friends. What else do you need for a good club or strong Division?

The Southern Utah Division was founded in 2006 as an offshoot from the Wasatch Division. The four plus hour drive to Salt Lake for a meeting was just too much for the Southern members so they petitioned the board to form their own Division. St. George is a rapidly growing retirement community so new model railroaders are joining the ranks regularly.

Most of the NMRA members in the area are part of the Color Country Model Rail Road Club (<http://colorcountrytrains.org>). They are an active bunch with operating sessions, spring meets and other activities. Each week they get together to work on layouts and share their expertise. There is a lot of talent in this part of Utah.



St. George, Utah

My lunch ends too quickly. They let me snap their photo and I get a hearty handshake from them all. While they may be on the outskirts of the Rocky Mountain Region, they are very much a viable part of our NMRA. I look forward to my next trip which will be very soon!



From left to right: Doug Whetstone, Ed Krueger, Chris Mauzy, Bruce Klawitter, Jim Harper MMR

WANT ACHIEVEMENT PROGRAM HELP ON LINE?

Join the NMRA's AP Program Yahoo E-group. Get answers to questions about rules and regulations, modeling help, and AP paperwork quickly and easily! The group is staffed with MMR's, AP Officials, and AP Judges. Ask your questions now!

<http://groups.yahoo.com/nmraap>

Utah Free-mo – No Boundaries!

By Mike Nelson

Photos by Free-mo Members



Extensive cattle pens serve the local slaughterhouse

Free-mo, short for free form modular is a national standard for constructing modules. It has been adapted to several scales. The goal of the Free-mo standard is to create a modular layout that can serve as a platform for prototype modeling. A group of modelers sharing similar modeling goals has been building and setting up HO scale Free-mo modules in Utah for the past ten years. To promote Free-mo in the region, to help ensure standards compliance, and to help organize events, they are loosely organized under the banner of Utah Free-mo.



The Sante Fe moves along the smooth run-

about this hobby is that it can be different things to different people. For us, the hobby is about building and operating models in a prototype fashion.”

Utah Free-mo is not a typical club. It operates without dues or elected officers. The organization owns no modules, radios, throttles and/or other equipment. The group’s membership guidelines shift ownership entirely to individuals. To be a member of the group requires one to

have a commitment to prototype modeling and willing to construct a module and own their own throttle. Also, there are no regular meetings; instead members generally opt for informal “round-robin” style work meetings.

The group has setup layouts and numerous local shows over the last decade. A few of these were quite large and attracted free-mo module owners from outside the state. One of the nice things about Free-mo is that it encourages participation from outside groups and individuals. “When you are not trying to form a closed loop you, it is easiest to mix modules together. You don’t have to worry about whose corners are going to be left out, or trying to balance



A yard module can be any length that you want to build!

the addition of a module between the two sides of the layout,” explained Eastman. In recent years the group has set up at fewer public train shows as it has outgrown the available space at most venues. Instead the group has focused on private setups and several Utah Free-mo members have also taken their modules to participate in layouts in Colorado, California, and Arizona.

The Free-mo standard originated in California fifteen years ago and is based on a European standard called FREMO, an acronym for Friendship of European Modelers. The concept of both standards is to form a free form point to point layout to facilitate operations. Free-mo layouts never form a closed loop like traditional NMRA or NTrack modules. This allows the modules to be any length and have curves of varying radius and amount of curvature. This makes it much easier to recreate prototype scenes.

Platte Valley & Western Model Railroad Club Announces Re-Opening

The standard essentially regulates the interface with other modules. However, an individual owner, or group of individuals, can create a set of modules that always hook together the same way. The intermediate joints within the set do not have to meet the Free-mo standard allowing even more freedom to the modeler. Single track modules are 24 inches wide with the track centered on the end. This allows the module to be reversible. Because there is no front or back side to a module, and to facilitate operating the layout from either side, the standard precludes the use of backdrops or sky boards. Reversibility is especially useful for curves, allowing a curved module to curve to the right or left as needed in a particular layout. To insure reverse curves (or S curve) do not cause operational issue; the track at each endplate must be straight for the first six inches. This insures a 12 inch tangent between curves.



A big turn allows for big power as seen in this shot located in a roundhouse

The normal height of the module is 50 inches to the top of the rail, however the standard does allow grades. The minimum curve radius is 42 inches, with a preference for at least 48 inches. To improve the appearance of the modules, the standard calls for Code 83 rail on the mainline, a minimum of #6 turnouts, with #8 preferred on the mainline. The ties and ballast run to the end of the module, but the rail is cut back one inch. This leaves a two inch gap in the rail between modules. Two inch rails are placed to fill the gap. Years of operational experience has shown that these loose rails operate reliably with only rail joiners to secure them.

More information on the standards can be found at www.free-mo.org, information about Utah Free-mo can be found at www.utahfree-mo.org or by emailing Mike Nelson at i_m_loco@hotmail.com.

**Like model train tools? Then join the
TRAIOTOOLS egroup!**

<http://groups.yahoo.com/group/traintools/>

Denver, Colorado, October 4, 2011 - The Platte Valley & Western Model Railroad Club (www.PVWRR.org) located in the basement of Denver's Union Station at 17th Street & Wynkoop in the LoDo section of downtown Denver announced its 2011 Holiday Operations Schedule today.

The club will be open and trains will be running on the last Friday of each month for the regularly scheduled monthly open house on December 30th from 7pm to 9pm. Additionally, the club will be open with trains running for a special Holiday Open House on Saturday, December 17th from 9am to 4pm.

Even as work continues on the Denver Union Station Project, the club continues to have it's doors open to the public each Friday night from 7pm to 9pm MT. On some Friday nights, trains may not be running due to planned work projects on parts the layout. The members of the PV&W are always happy to welcome members of the public down to the layout and answer questions related to the layout and model railroading.

Schedule updates and building access changes are posted on the club's website (www.PVWRR.org) and the club's Facebook Page (www.facebook.com/pvwrr) as the club is made aware of them.

The PV&W is located in a room that was used in the early 1900s as the historic station's jail and has been remodeled to house two HO scale model railroads depicting Rocky Mountain railroading in the 1950s. The Platte Valley & Western Railroad's Rocky Mountain Division (Route of the Flying Buffalo) spans more than 1000 feet of mainline track traveling thru eight communities in the Rocky Mountains from the City of Platte to Ogden, Utah. The Clear Creek & San Juan Railroad is the PV&W's narrow gauge counterpart and serves four Rocky Mountain communities and illustrates the differences between standard gauge and narrow gauge railroading.

The PV&W Model Railroad Club maintains a relaxed atmosphere, and the members are always happy to answer questions, demonstrate techniques and provide guidance to beginners in the hobby. In addition to building, maintaining and operating the railroads, the Club also actively participates in the Great Train Expo and other railroading related activities.

For more information on the Platte Valley & Western Model Railroad Club, please visit the PV&W's web site (www.PVWRR.org) or call the PV&W Info Line at (720) 440-2PVW {(720) 440-2789}.



RIDE THE HEBER CREEPER!

By Scott Perry

Just east of Salt Lake City, over the mountain and nestled in a valley is the little town of Heber City. Heber is a small town surrounded by the beauty of the mountains and the occasional whiff of diesel fumes. It is here, down by the station, you can find the Heber Creeper.

This popular excursion railroad is frequented by many in the area. Whether it is a train ride with Santa, a ride to the Pumpkin Patch, or an iron horse and horseback ride special, you can find fun for everyone. My children and I rode the train to the pumpkin patch recently. There they picked out a pumpkin and decorated it on the ride back to the station. It was an amazing fall day with the leaves in full color. It was quite memorable.

This excursion line rides on a right of way that is one hundred years old. Originally built by the Denver & Rio Grande Western Railroad the track goes alongside the Provo River into Provo Canyon. The railroad is a non-profit educational operation that focuses on the restoration and operation of historical railroad equipment. They have two steam locomotives and three diesel units in their collection.

This railroad has been immortalized in over 35 movies and is nicknamed “the Movie Train.” It has also been in television shows like “Touched by an Angel” and “Promised Land.” The railroad was purchased by the Heber Valley Railroad in 1999.

The railroad operates many excursions throughout the year. Here is a list of some of them

- Pumpkin Patch**
- Haunted Canyon**
- Cowboy Poetry Express**
- North Pole Express**
- Lakeside Limited**
- Tube ‘n Train**
- Wilderness Zip Line**
- Provo Canyon Limited**
- Soldier Hollow Express**
- Reins ‘n Trains**
- Raft ‘n Rails**
- Sunset BBQ Special**
- Comedy Murder Mystery**
- Fiddlers ‘n Fireworks**

Each of the events is very professionally done and everyone on the crew is quite hospitable. Trains leave on time and they are very accommodating of guest with special needs. The train rides are not that long as the line is only a few miles. The Heber Creeper gets its monicker from its slow pace down the track.



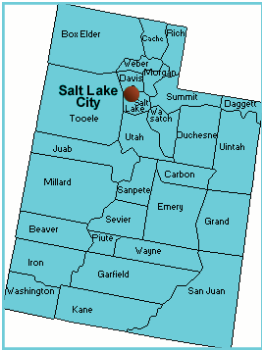
The best event I’ve been to was a Day with Thomas the Tank Engine. They pull out all the stops for this event. Thomas of course pulls the train to the delight of my children who just had to see him up close. The parking lot is closed off (you park across the street) and tents are erected everywhere. Each tent has games, shows, music and all sorts of fun entertainment. There is a Thomas gift store and you can even meet Sir Topham Hatt in person! I’m firmly convinced that Thomas is building the next generation of train nuts and I’m supporting him 100%!

The Wasatch Division of the NMRA partners with the Day with Thomas event and they can be seen working the booths and gift shops all over. While it is a rough weekend for the hardy volunteers it is great to see our NMRA supporting events like this that promote railroading.

The line has all the comforts of home including a well appointed station, heated coaches in the winter, a gift shop, and food in the dining car. Tickets can be purchased on line at <http://www.hebervalleyrr.org/>. The station is located at 450 South 600 West, Heber City, UT 84032 and you can call them at 435-654-5601. Be sure to bring a picnic lunch! They do get mad if you climb on the equipment but this time I didn’t get caught!



The depot has a very nice waiting room, gift shop and outdoor picnic tables. The train always leave on time!



MODEL RAILROAD CLUBS IN UTAH

and other club info is regularly posted on this site their website for details of meeting times and locations.

<http://greatbasinlegotrainclub.web.officelive.com/default.aspx>

Golden Spike American Flyer Train Club (S Tinplate)

Contact: Jud Weiler

Phone: 801-262-4449

Email Contact : jweiler@mail.burgoyne.com

Meets the 3rd Friday of each month at club members homes.

Newsletter contains information for each meeting and future train shows. Call for a complimentary issue.

<http://www.gsafrc.com>

Golden Spike Model Railroad Club (HO Scale)

Contact: David Nielson

Email Contact:

Meets every Saturday at 7:00 PM to 11:00 PM at the Children's Museum of Utah

840 North 300 West, Salt Lake City, Utah

When you arrive use the south entrance and go down the stairs (PLEASE DO NOT TRY THE MAIN LEVEL DOORS!)

<http://www.orneveien.org/goldenspike>

<http://www.wasatchmedia.com/deepcreek/page3.html>

Hostlers (N - HO - G and Live Steam)

Contact: Mike Murphy

Phone: 801-394-4952

Email Contact : mmurphy@q.com

Meets the 3rd Wednesday of each month at 7:00 PM at the Ogden Union Station

2501 Wall Avenue

Ogden, UT 84401

<http://www.hostlers.info>

Trackers (HO and HOn3 Modules)

Contact: Cindy Meiser

Phone: 801-966-7411

Email Contact: cjmacstitcher@q.com

Meets Saturday at 6:00PM at the Tooele Railroad Museum

5th East Vine Street, Tooele, Utah

Utah Garden Railway Society

Contact: Lynn M. Stringham, President UGRS

Phone: 801-732-2567

Email Contact : lmstringham@comcast.net

<http://www.ugrs.org>

Utah Free-Mo (HO modules)

Contact: Adam Eastman

Email Contact: adam@utahfree-mo.org

An umbrella group for all wishing to build modules to the Free-mo standard in Utah, regardless of club affiliation

<http://utahfree-mo.org>

Utah Large Scale Society (G Scale)

Contact: Stan White

Ph:801-546-4085

Meetings held in members homes.

Send changes/corrections to Scott Perry at scottgerry@comcast.net

NMRA Wasatch Division

National Model Railroad Association

Superintendent - David Shearer

Phone: 801-472-2002

Email: david.shearer@nmrawasatch.org

Meets second Saturday of every month at 10:30 am

UTA FrontRunner Shop

955 North 500 West

Salt Lake City, Utah

Utah Society of Railroad Modelers (USRM)

100% NMRA Club

Contact: Scott Perry

Phone: 801-930-5180

Email Contact: scottperry@comcast.net

Utah's center for model railroading excellence. We're about Fun, Learning and Fellowship. Join Utah's top modelers for clinics and hands on training as we build model trains!

First Saturday of every month at 3:00 pm

Pioneer Valley Hospital, 3460 S. Pioneer Parkway

West Valley City, UT (Salt Lake City area)

<http://www.utahsocietyofrailroadmodelers.com>

Ophir, Tintic And Western (HO/N Scale Modules)

100% NMRA Club

Contact: Robert "Bob" Shearer

Phone: 801-671-3869

Email Contact: rbtshrr@live.com

Meets the 3rd Thursday of each month at 7:00PM at the Historic SCERA Theater

745 South State Street, Orem, Utah

<http://www.otwtrainclub.com>

Color Country Model Railroad Club (Multi-Scale)

Contact: Jim Harper

Email Contact : jimh1@beyondbb.com

The Color Country Model Railroad Club is located in the St. George, Utah area.

The club has both general meetings and meetings for the N and HO scale modelers.

Visit their website for details of meeting times and locations.

<http://colorcountrytrains.org>

The Great Basin Lego Train Club (GBLT&C)

The Utah Lego Users Group

Contact: Reed Cowan

Email Contact : rman333@aol.com

We are a group of adult fans of LEGO in Utah. We regularly display a LEGO train layout at local model railroad shows with the Great Basin LEGO Train Club (GBLT&C). Meeting times

Great West Rails Was Excellent! The 2011 Region Convention Coverage

By Scott Perry

Photos by Chris Fallis & Scott Perry



It was my first Region Convention here in the Rocky Mountain Region and I can't remember when I've had so much fun and met so many nice people. The hotel was



Layout tours are always a hit!

spectacular and while attendance may have been low, the quality of attendees was very high. Thanks to all for a great time, especially to Rich Coleman the Convention Chairman. I

can't believe that you took this project on so late and made it a success! Great work, Rich!

I brought my whole family to Loveland and while my wife and the baby enjoyed the spa, my six year old and I



Jim Laird, AP Chairman takes a break from contest work

attended clinics and events. For me the most amazing thing was the Greeley Museum layout. You could stay there and watch or run trains forever. They have done such a wonderful job and the amount of work they have accomplished in such short time makes all of us look bad. That tour alone was worth the trip.

The clinics were very good and well attended. I especially like Mark Evans's clinic on the Achievement Program (AP) which drew a large crowd and generated many questions. The AP program appears to be really going well here in the RMR. The hands on clinic had 12 people that worked on building a small model from scratch and I'm proud to say that everyone carried away and excellent model. We'll do this type of clinic again, for sure.

The model contest and display room was full of great examples of our member's work. When I dropped by the room Jim Laird, our new AP Chairman, was sitting with Mark Evans, our past AP Chair, going over paperwork and



A slim and debonair Rich Coleman, Convention Chairman



Six year old conventioner Taylor Perry enjoys watching the trains, but prefers to have her hands on the DCC system herself



Jack Sousa takes a much deserved break from the action

procedures as Mark hands off his 15 year career job. Jim was charging ahead and the judging team gave away a lot of merit awards.

One of the hardest working guys in the Region is our friend Jack Sousa. We exchanged pleasantries and an undisclosed amount of cash as I purchased some goods from



Callboard Editor Chris Fallis and friends enjoy some traction action during the convention

the company store. This is a great way of getting rid of things you don't need, picking up some NMRA specialty items and helping out the Region. Jack is looking for some help as this is a very demanding job, so if you are interested in the Company Store, please contact Jack.

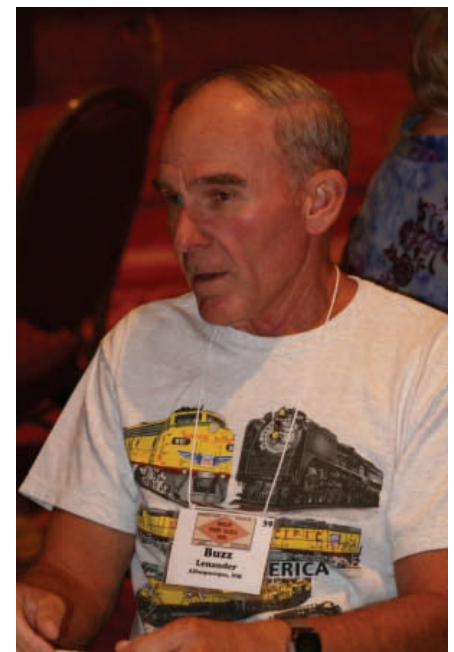
While I missed the Cheyenne tour due to family obligations, I have heard from many that I missed probably the best part of the convention. Hopefully I can get back soon to see the shops and the magnificent engines. Luckily the Union Pacific brought #844 out to meet us in Salt Lake City recently.



The lovely Ava Coleman, past President and convention organizer

The cocktail reception was a wonderful treat as I got to speak with many people that I've never met before. It is odd to come to a new Region after being in one where I knew everybody, but the friendly RMR members make you feel right at home and we all had many laughs. Dinner was really good and the folks at my table were lots of fun. I even won a door prize!

We spent a great deal of time giving out awards as there were lots of well deserving members. I wasn't able to get a clear list of all the awards and winners for this edition, but I can tell you that Vik Kuklin and Buzz Lenander wore out a pair of socks each walking back and forth from their chairs to the podium. The RMR has some of the best modeling talent that I've seen anywhere in the country.



The award winning Buzz Lenander

The hit of the night was retired UP steam expert Steve Lee. What an excellent talk on the steam program and his experiences with the Union Pacific. He's a great story teller and the whole room was riveted to his every word. I hope we get to hear him again soon!

On Sunday we gathered at Greely to conduct business. It was hard paying attention to the by-laws adjustments



*Guest speaker and steam expert
Mr. Steve Lee*

while the trains were running, but we made it through. The minutes for the meeting are included in this issue.

While this far from sums up the fun that I had at the convention, the price I paid would never cover the joy of meeting all the new friends in the RMR. The hotel was fancy, the fun was everywhere, and you better not miss the Big Horn Mixed 2012 Convention in Chama, NM. You don't want to miss a thing!



*New Region member Steve Berheimer
of the Pike's Peak Divison*

CONVENTION PHOTO GALLERY



Board member Bill Tulley



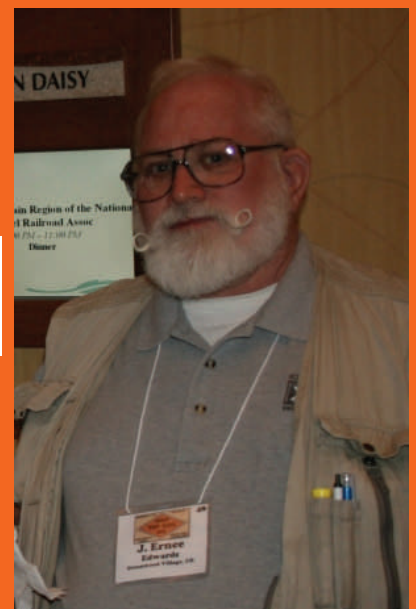
*Big Horn Mixed 2012 Convention
Chairman Dick Hunter*



*Board member Martin
Pirnat*

**CONTEST WINNERS IN THE
NEXT EDITION DUE TO SPACE
AND SIZE CONSTRAINTS OF
THIS ISSUE.**

*Ernee Edwards,
winner of the Best
Mustachios award*



ROCKY MOUNTAIN REGION

Edited Minutes of the Board Meeting:
Saturday, Sept 04, 2011
at the Region Convention,
Loveland, CO

Harold Huber called the meeting to order at 9:15 a.m.

ROLL CALL AND CALL FOR PROXIES

OFFICERS

President - Harold Huber Present
Vice President - Bill Johnson Present
Treasurer - Don Francis Present
Secretary - Greg Long Absent – Excused
Proxy – H. Huber

DIRECTORS

2011-2013

Al Hovey Present
Scott G. Perry Present
William Tulley Present

2010-2012

Jim Laird Present
Martin Pirnat Present
Nathan Bryant Present

DIVISION SUPERINTENDENTS

2-Sunrise Gary Myers Present
3-South Suburban Evan Williams Present
4-Pikes Peak Bob Binder Absent
5-Estes Valley Bob Trump Present
6-Rio Grande Bill Sedivec Absent – Proxy Hovey
7-Road Runner Michael Weiss Present
8-Flat Irons Roy Johnson Absent – Proxy Huber
9-Northern Colorado Rich Coleman Present
10-Silver San Juan Martin Pirnat Present
12-Southern Wyoming Ted Erickson Present
13-Colorado Western Wayne Kennedy Absent –
Proxy Hunter
14-Northern Wyoming Harry Buhler Present
15-Wasatch David Shearer Absent
Proxy Coleman
16-Front Range Paul Brennecke Present
17-Arkansas Valley Greg Long Absent
Proxy Huber
19-Roaring Fork Jay Buchanan Absent
20-Southern Utah Doug Whetstone Present

SPECIAL NOTICES

Scott Perry filled in for the Secretary Gary Long and produced the minutes.
Proxies were accepted as noted. A quorum was present.
The Board directed the Secretary to purchase a current copy of Robert's Rules of Order and bring it to each meeting.

SPECIAL REPORT

Harold Huber announced that this would be his final term as President since he served for two terms and will be handing it over in six months. He encouraged the Board to search for candidates. He will not run for National office though he has been requested to by NMRA officials. He's not interested in working with our NMRA board.

Harold announced that hence forth anyone that is presenting motions or documents will have to provide 25 copies for the meeting as he will not longer provide the service after having brought in a large box paid for out of his own funds.

Harold also announced that he and the rest of the Board have been extremely frugal and Harold gave his \$800 budget amount to provide awards to members.

Another announcement was that there were sensitive items that were discussed in the meeting and that have been handled according to RMR policies and by-laws, for which there will be no discussion.

MINUTES OF OCTOBER 2010 BOD MEETING

The Minutes of the May 21st, 2011 meeting were accepted as documented and without change or correction. Motion: M. Weiss, 2nd A. Hovey. Vote: Unanimous and carried.

TREASURER'S REPORT

Don Francis passed out copies of the Treasurer Report to the BOD. A copy of the report is attached. June expenditures were \$4,948.38 due to two large checks being written for seed money to the 2012 and 2013 Conventions respectively. It was reported that we are not making much money on our saved cash due to the current interest rate and that it was not worth shopping around for better rates at this time. We continue to be under budget and the Executives are not spending their allotments. Website charges are very large as Jack Sousa was forced to provide receipts for reimbursements that date back for many months. Website charges will be regularly submitted and will be quite small from now on. The 2012 Budget will be over budget due to the seed money that will need to be fronted for Conventions. We will have to transfer money from savings in order to do this.

Special projects: Rio Grande project was paid, as were the Sunrise modular costs. The Estes park matching funds receipts were also paid.

It was noted by N. Bryant that there was an error in the report mathematics which will require an adjustment of \$4,000 for Convention seed money due to an oversight. Motion as amended: N. Bryant 2nd B. Tulley. Vote: Unanimous and carried.

A.P. CHAIRMAN'S REPORT

Jim Laird has now taken over as A.P. Chairman and presented his report. For the 2011 Convention:

31 contest entries
21 were judged for A/P
15 received A/P Awards
6 mini-dioramas were entered

The turnout exceeded expectations. Motion: B. Tulley, 2nd N. Bryant. Vote: unanimous and carried.

2012 CONVENTION REPORT

Dick Hunter announced that there would be a guest speaker and that it is possible that Charlie Getz could also be a speaker. Charlie is a future RMR Region member and a candidate for next National NMRA President. Saturday (of the Convention) at 7:30 am a mixed train will leave Chama going to Big Horn Wye, 89 miles away. He provided a CD with a video of a Big Horn Mixed that is 26 mins long to all so they can show it to their Divisions and clubs. For the first 50 registrations there will be a drawing for several chances to ride in a caboose on the trains. On the last trip there were 32 out of 50 that got caboose rides. There will not be a train show or clinics, but the Board asked for a contest to happen. Gary Meyers would be in charge of that. The Board meeting will be after the train ride. The Company Store will be ½ of normal and they are working on a breakfast, but are having a hard time finding a company to provide the service. Motion: M, Weiss, 2nd H. Buhler. Vote: unanimous and carried.

2013 CONVENTION REPORT

Al Hovey says the convention is looking good. OPSIG portion will have two beginner's layouts, one intermediate level layout and two advanced layouts to operate on. There are 18 layout visits scheduled so far including N, HO, Sn3, and G gauge/scale combinations. Lynne Garrison is handling clinics and they will run both Friday and Saturday. For a guest speaker, Pelle Sjøeborg, noted Model Railroader author, who will be presenting several clinics as well. There will also be a family fun night featuring local talent, a Red & Green chili event and visitors from the Fun Centers. A model contest will also be featured. The hotel will be the Marriott Pyramid and the train show will cover 1,200 square feet. Union Pacific night will feature Buzz Leander's Cheyenne Roundhouse as featured in the Callboard. Friday will be Sante Fe night and they are looking for a feature modeler. The entire committee is in place and they are doing everything in pairs in case someone dies. Motion: H. Huber, 2nd M. Weiss, Vote: unanimous and carried.

2014 CONVENTION BID

Scott Perry presented a bid for the 2014 Convention to be held in Salt Lake City, Utah by the Wasatch Division. No other bids were presented. The Wasatch event would feature the Heber Valley Railroad, possibly under steam, and Trax service to the airport and all points south. The hotel has not been determined yet but there are several options. Motion: A. Hovey, 2nd M. Weiss. Vote: unanimous and carried.

COMPANY STORE

Jack Sousa says the store is self-sufficient and going along. He has moved some much needed cash to the Treasurer. The 2011 Convention show was only fair, others such as Pueblo and Colorado Springs were down. H. Huber said that Jack has faithfully done this for 11 years and would like to retire. Please reach out to your Division or Club as we look for a replacement. The company store has been a consistent money maker for the Region and runs like a business. Needs someone to treat it as such. S. Perry to publish a request in the Callboard. S. Perry to

also put in a better advertisement in the Callboard for the store. The Treasurer also says that Jack is doing a great job as the Region gets 20% of each transaction. Jack will reconfigure his checking account to avoid paying bank fees for paper reports. Electronic statements would cut costs. Motion: A. Hovey, 2nd B. Tulley. Vote: unanimous and carried.

CALLBOARD EDITOR REPORT

A Callboard Editor's Report was handed out by Scott Perry. He mentioned that the staff is working on reducing the file size (not page count) of the document as a couple of members complained about the download time. Scott acknowledge the hard work of Editor Chris Fallis and the rest of the team. Reported that they are getting great comments and encouragement. There was discussion about the membership database and some errors that have been found, such as 53 active members disappearing from the list between July and August of 2011. N. Bryant is to get a copy of the list from H. Huber for insurance purposes. Motion: A. Hovey, 2nd H. Buhler. Vote: unanimous and carried.

OLD BUSINESS

Advertising: A motion was made to allow paid advertising in the Callboard, was tabled until this meeting. Motion: S. Perry, 2nd M. Pirnat. Vote: unanimous and carried.

Policy & Procedure Manual: A motion was made to accept S. Perry's (editor's) version of the Callboard Policy and Procedure Manual. Paul Brenneke produced a reduced size version of the Policy and sent it to all members. S. Perry questioned his motives as P. Brenneke did not consult or provide a copy to S. Perry, the Editor of the Callboard. S. Perry told the Board that the Callboard was theirs and he'd do what they wanted as with regards to the Policy. P. Brenneke said that he removed the "fatherly advice" in order to streamline it and make it more of a policy instead of an instruction manual. G. Meyers commented that he liked policy to be clear and concise, and others agreed. Many agreed that the document must be precise and accurate. Motion (to accept P. Brenneke's policy draft) M. Pirnat, 2nd M. Weiss. Vote: all voted "yes" with one "no" vote from S. Perry. Carried.

Publishing Financial Info: H. Huber opened with a comment that the Board meetings are open to all and that we don't have to publish the inner workings of the Region. We are not hiding anything but there are concerns for us to publish information regarding our bank account. N. Bryant suggested that we only publish the short summary provided by the Treasurer. M. Weiss reminded us that anything that goes in the Callboard, goes on the internet for all to see. J. Sousa suggested that we only publish financial info once per year. D. Hunter reminded us that once it was reported and people came to us for all kinds of requests for donations.

The motion was voluntarily rescinded by S. Perry in favor of constructing a new and better motion. The Motion read "*The policy for Regional financial information is that it is available upon written request by a Region member (NMRA number included) to the Treasure and the request must contain a self-addressed (street address only) stamped envelope, and cannot be transferred electroni-*

cally. Division Supervisors may share the information but not print it or distribute it electronically. Only the budget section will be sent" Motion: H. Huber, 2nd N. Bryant. Vote: unanimous and carried.

USRM \$300 Grant: Was turned down by the USRM due to the new Policy by the NMRA National that the membership database cannot be shared with a 100% club. They could not use the money for recruiting past NMRA members.

NEW BUSINESS

End of Month Report

H. Huber reports that our database contains 11 to 14 "members at large" which are NMRA members not living in our Region. We aren't sure why they are on the list, but the number keeps growing. The NMRA pays us roughly \$2 per member per year, so we will let it be. There was some debate about charge dues to these members but it was quickly stifled.

NMRA Infoblast News

H. Huber also asked everyone if they were getting their NMRA Infoblast and using it, and most confirmed they were.

Matching Funds

The Pikes Peak Division withdrew their request for matching funds for a trailer. G. Meyers brought up that there is not any language in our governing documents to allow for matching funds. D. Hunter included that there are not guidelines for dispensing any funds to Divisions.

Volunteers

H. Huber brought up that Bill Tulley will be stepping down as Contest Chairman at the end of the year. He has discussed the job with J. Sousa (current Company Store chairman). H. Huber stated that it is not fair for a few active volunteers to do all the work as it burns them out. All Divisions must put out an appeal for new volunteers. S. Perry to post this in the next Callboard. J. Laird also wants to know who are each of our Division AP Chairmen. S. Perry to post that as well.

Callboard Facebook Account

Chris Fallis presented a motion for the RMR to allow him to create a Facebook page for Region announcements and network development. H. Huber vehemently opposed this, mostly due to viruses that have damaged his computer in the past. Chris shared that it would be voluntary only and would NOT be for conducting business. One of the benefits is quick notification to all of events. A. Hovey noted that his Convention Team was already using YouTube to post videos. Several acknowledged that this is the way of the future: Motion: C. Fallis, 2nd A. Hovey. Vote by count of hands: 10 – yes, 8 no, motion carried.

USRM Funds for Membership Drive at World's Greatest Hobby

Scott Perry presented a motion to allow his club to offer \$1,000 worth of free Railpass memberships at a free booth at the upcoming World's Greatest Hobby event in

February 2012, Salt Lake City. Many spoke against it as not having value if it is free. S. Perry provide information that the NMRA itself has shown that giving Railpasses returns 60% renewals. Motion: S. Perry, 2nd J. Laird. Vote by Hand: 6- yes, 13 – no. Motion did NOT carry.

S. Perry made several comments about the Board requesting that he lead the rebuilding of the once large Wasatch Division but the Region is not helping the effort and that they are cash strapped.

Module Standard Revision

F. Carlson (by way of S. Perry) presented a revised Region Module Standard that made allowances for optional 36" legs for train shows in order to accommodate those that are handicapped and in wheel chairs, as well as small children. D. Francis made note that he had another handicapped member review the standards and recommended that we permanently change the legs to 36" instead of just making it option. Motion: S. Perry, 2nd D. Francis. Vote: all but one who opposed. Motion carried.

(Note: S. Perry sent instructions to F. Carlson to make the necessary changes and to provide a revised copy for publication in the Callboard and on the Website)

Revision of the Constitution and Bylaws

Dick Hunter presented a long list of minor changes and corrections to the Bylaws. The Board reviewed each and every one and D. Hunter will compile them in their respective documents and present to the RMR for approval. See attached list provided by D. Hunter.

Other New Business

None

NEXT BOD MEETING TIME AND LOCATION

The next BOD will be held at the RMR Convention in Chama, NM, June 10, 2012

Motion to Adjourn – D. Hunter, 2nd Jim Laird. The motion carried.

Meeting adjourned at: 12:27 p.m.

Respectfully submitted by:

Scott G. Perry for

Gregory Long, RMR Secretary, NMRA

Sept 4th, 2011

NMRA ROCKY MOUNTAIN REGION MODULE STANDARDS

During the September 2011 meeting the Region made a very great move to recognize those of our members and of the public at large that are handicapped by modifying our Module Standards. The standards now have optional height settings to account for those in wheelchairs. Our own Fred Carlson lead the charge for these important changes along with Scott Perry who helped get them passed. The new guidelines are printed here in their entirety.

NMRA ROCKY MOUNTAIN REGION MODULE STANDARDS

Adopted 9/9/07
Revised – 9/25/09

1.0 SCOPE

While most of the dimensions in the RMR Module Standards are from NMRA Standards and Recommended Practices (MRP 1.0 through MRP 1.4 and MS 1.0 through MS 1.3) The RMR Module Standards differ primarily in construction materials and in DCC and local control wiring. Modules built prior to the acceptance of these Standards will be exempt from these standards. However, if non-conforming modules are to interface with conforming modules, a transition module and/or transition jumper cables will be required to accommodate any differences in trackage, electrical, etc.

2.0 ACCEPTANCE CRITERIA

Any new module must be inspected for compliance by either a member of the RMR Region Module Committee or by a division module chairman.

3.0 MECHANICAL STANDARDS

Scale	Height from Floor to Top of Rail	Hand Laid or Commercial Rail Code	Track Clearances H=Horiz V=Vertical	Interface Track Center Lines from Module Front	Track Set-back From End of Module	Center Lines on Curves	Track Centers for Parallel Tracks
Z	40" (1016mm)	60 (40) n1	H=15/32" (12mm) V=1-19/64 (33mm)	(*) 5" (127mm) 6" (152mm)	2- 3/16" (55mm)	1" (25mm)	1" (25mm)
*Two through tracks required							
N	40" (1016mm)	80 n5 55-70 (*)	H=19/32" (15mm) V=1-21/32" (42mm)	4" (101.6mm) 5-1/2" (139.7mm) 7" (177.8mm)	2- 15/32" (62.7mm)	1- 1/2" (38.1mm)	1- 1/2" (38.1mm)
*Three through tracks required, Mainline. One through track required, Secondary							
TT	40" (1016mm)	70	H=3/4" (19mm) V=2-3/16" (56mm)	4" (101.6mm) 5-3/4" (146mm) 9-1/2" (241mm)	3" (276mm)	1- 3/4" (44.5mm)	1- 3/4" (44.5mm)
*Three through tracks, Mainline.							
HO	40" (1016mm)	100	H=1-1/32" (26.2mm) V=3.5" (76.2mm)	4"(127mm) 6"(177.8mm) 8"(237.1mm)	4- 1/2" (114.3mm)	2- 1/2" (63.5mm)	2" (50.8mm)
*Three through tracks required, Mainline. Others optional.							
OO	40" (1016mm)	100	H=1-3/16" (30.2mm) V=3-7/16" (87.3mm)	5" (127mm) 7-3/8" (187.3mm)	4- 1/2" (114.3mm)	2- 5/8" (66.7mm)	2- 3/8" (60.3mm)
*Two through tracks required, Mainline.							

Module lengths for all scales shall be in 2' increments with 2' allowed as transition module. (n4)

* All track clearances are per S-7 and include all other pertinent Standards.

** No rail code recommended, S scale only use RP-3 for track gauge.

*** Hand laid track in N scale and smaller is very fragile and easily damaged in handling and is not recommended.

NMRA ROCKY MOUNTAIN REGION MODULE STANDARDS

S	42" (1067mm)	**	H=1- 3/32" (27.8mm) V=4- 1/8" (104.8mm)	6- 1/8" (155.6mm) 8- 7/8" (225.4mm)	2" (50.8mm)	3- 1/2" (88.9mm)	2- 3/4" (69.8mm)
*One or two mainlines optional. Check local NASG group for details.							
O	42" (1067mm)	148	H=1- 7/8" (47.6mm) V=5- 1/2" (139.7mm)	6" (152.4mm) 10" (254mm)	2" (50.8mm)	5" (127mm)	4" (101.6mm)
*Two mainlines required.							
High Rail Tinplate	36" (914mm)	O Gauge Tinplate	H=5- 1/2" (39.7mm) V=1- 7/8" (47.6mm)	4" (101.6mm) 7- 1/2" (190.5mm)	5" (127mm)	21" n2 (533.4mm) 35" n3 (89mm)	3- 1/2" (88.9mm)
*Two mainlines required.							

**** Recommended but not required S scale only.

NOTES: (n1 = note 1., n2 = note 2., etc.)

- (1) If code 40 rail is used, it must be brought back to code 60 rail 2" from interface.
- (2) Inside radius on corner.
- (3) Outside radius on corner.
- (4) NSG has larger modules in 2' increments up to 24'.
- (5) NTRAK uses Atlas or Peco code 80 rail. Code 55-70 is allowed within module but must be brought back to code 80 at interface.

(*) denotes change from previous issue.

4.0 HO SCALE STANDARDS

4.1.1 Outside Corner Modules

Outside corners must be designed to properly fit in "multiples of 4" configurations. Track 2, the middle mainline, shall have a radius of 32 inches minimum. Track 1, the outer mainline, shall be spaced 2 ½ inches on center from track 2. Track 3 shall be spaced 2 ½ inches on center inside of track 2.

4.1.2 Inside Corner Modules

Inside corner modules will be 6 feet on each side. This may require two 2-foot modules to compensate for length. Track 2, the middle mainline, shall have a radius of 32 inches minimum. Track 1, the outer mainline, shall be spaced 2 ½ inches on center from track 2. Track 3 shall be spaced 2 ½ inches on center inside of track 2.

4.1.3 Mainline Tracks 1, 2, and 3

HO Standard Gauge commercial flex track (or hand laid) in code 83 or code 100 Nickel Silver. If code 83 is used, the module owner must provide adapter bridge tracks to enable connection to code 100 track on the adjacent module. Any crossovers between tracks 1, 2 and 3 must be #6 minimum. All three tracks must be able to run freely and independently across the module and throughout the layout with no obstructions. The grade on all mainlines shall be 0%. Drop-feed wires soldered to the rails must be 16 gauge for DCC. Permanent uncoupling magnets are not allowed on the mainline tracks 1, 2 & 3. Track work must provide problem free operation.

NMRA ROCKY MOUNTAIN REGION MODULE STANDARDS

4.1.3.1 Narrow Gauge Track

Narrow gauge track is permitted in addition to the three standard gauge loops. The owner (private or club) of the module is responsible for any turning loops required. The narrow gauge track centerline will be 8 inches from the backstop and 6 inches above the sub-roadbed (see Figure 1).

4.1.4 Mainline Switches

#6 switches or larger are required for mainline cross-overs. Although #6's are recommended, you may use #4 switches to exit track 3 to enter yards and sidings. If you are building a siding on track 1, min. #6's are required. Track work must provide problem free operation. DCC friendly turnouts are required.

4.1.5 Joint Tracks

Joint tracks between modules shall be 9" long to minimize uncouplings. The use of rerailer joint tracks is encouraged.

4.1.6 Module Construction

4.1.6.1 Sub-roadbed shall consist of ½" plywood or 2" dense foam insulation to prevent warping. If 2" foam is used, it must be braced as shown in Figure 2.

4.1.6.2 Roadbed shall be ¼" thick and consist of either cork or homabed.

4.1.6.3 Finished track and/or roadbed shall be subjected to the following test. A 4-foot long level or straight edge shall be placed along the length of the roadbed or track. Any gaps between the straight edge and roadbed or track shall not exceed 1/16".

4.1.7 Inter-module Buss Cables

Buss cables must be 12 gauge between the inter-module 6-pin connectors. (See diagrams)

4.1.8 "C" Clamps

Two 4 inch clamps to secure your module to the module to your left. (The module to your right will clamp to you...etc.)

4.1.9 Ballast

Woodlands Scenics' Gray medium B-82 required for tracks 1, 2, and desired on track 3. (Other tracks your choice.)

4.1.10 Overall Height

The module's height from the floor to the top of the rail shall be 40 inches adjustable to plus or minus 1 inch. Carriage bolts or threaded metal feet are required on the bottom of the legs to make height adjustments.

4.1.11 Module Appearance

Scenery that ends at the module's edge must be finished and painted. No bare wood or white plaster should be showing. The scenery cannot extend beyond the module edges. Paint all visible frame sides, legs, and backside of the backboard with the required brown color.

4.1.12 Sidings

Sidings must be no less than 2" from either main line track.

Signals

All block signals and grade crossing flasher systems shall be independently powered and will not employ track detector circuits which need to be connected to the main line track current to operate.

"S" Curves

All "S" curves must have a tangent section of track 90 scale feet long between the two curves. The minimum radius of the curves shall be 32 inches.

NMRA ROCKY MOUNTAIN REGION MODULE STANDARDS

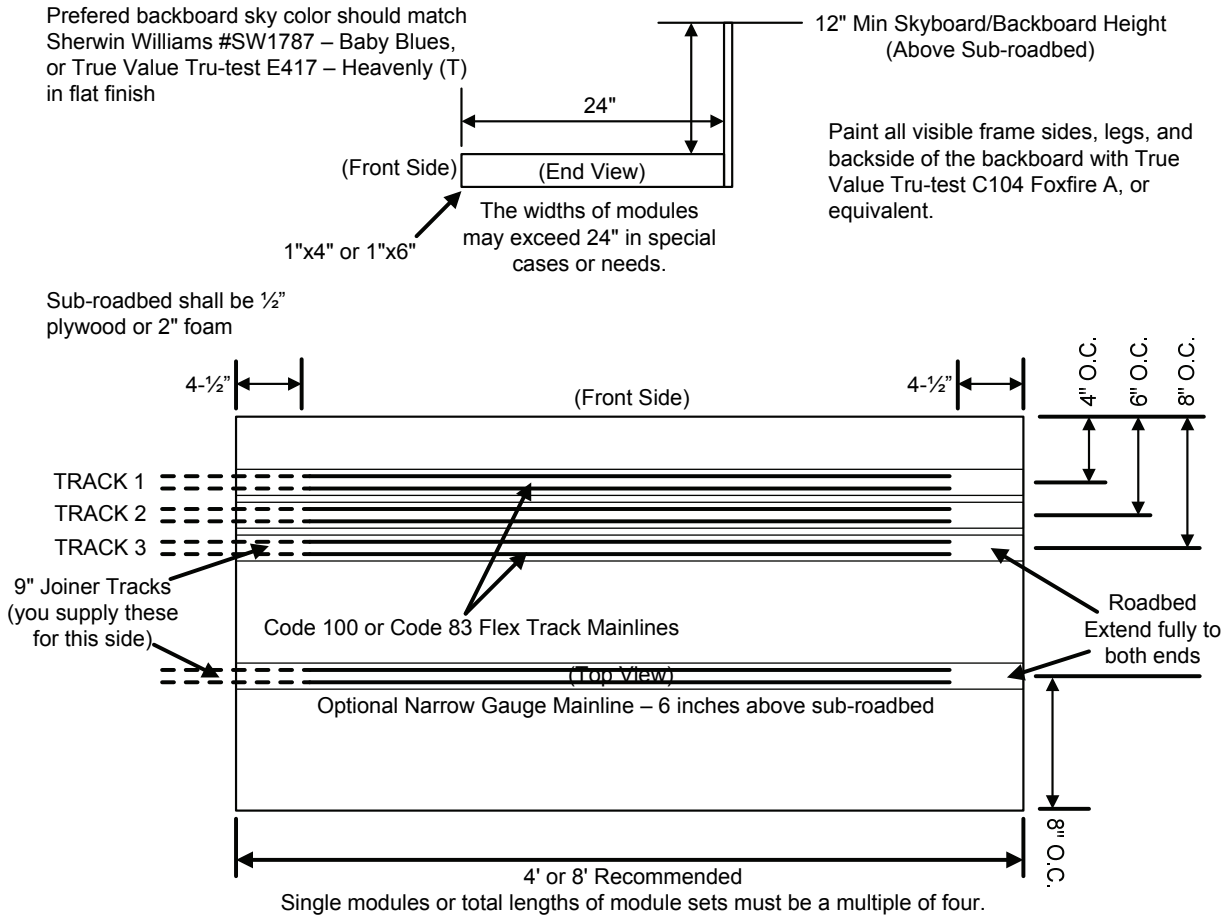
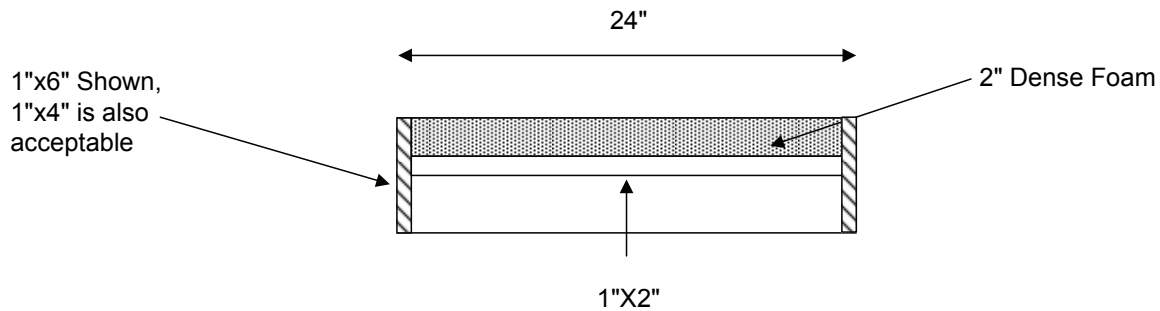


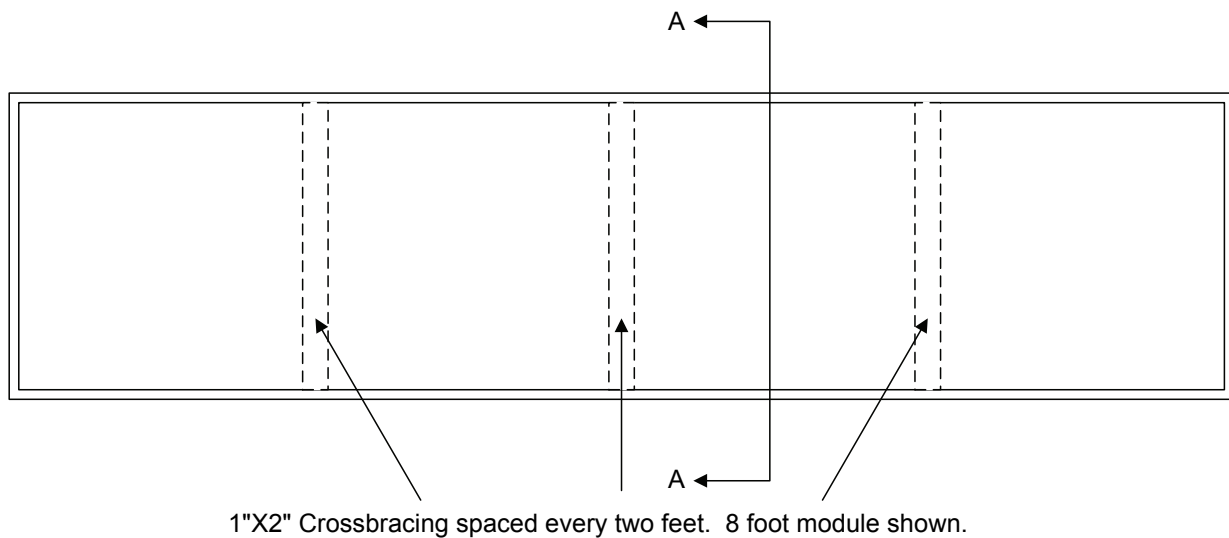
FIG 1 - RMR MODULE DIMENSIONAL AND FINISH STANDARDS – HO

NMRA ROCKY MOUNTAIN REGION MODULE STANDARDS



1/2" plywood ripped to 4" or 6" width is recommended. It will be straighter and lighter than conventional 1"x4" or 1"x6" lumber. 6" width is recommended for 8 foot modules.

Section A-A



5.0

FIG 2. - MODULE CONSTRUCTION USING 2" FOAM

ELECTRICAL STANDARDS FOR ALL SCALES, (EXCEPT WHERE NOTED IN PARENTHESES). See notes for S scale.

5.1 Track power is carried under modules will be 12 gauge minimum for DCC operation. Two-conductor cable is recommended for neatness.

5.2* Modules shall be wired according to Figure 2. All electrical connections shall be soldered and insulated with heat-shrink tubing or tape. No section of mainlines or passing track shall depend on power being fed through bridge tracks.

5.3 Track Gaps (Insulated)

Insulating material shall be used to fill rail gaps. No air gaps are allowed. Crossovers between mainlines and tracks leading from mainlines to other trackage on the module shall have both rails gapped (insulated). All tracks gapped for block control shall have both rails gapped (insulated).

5.4 DC Power

NMRA ROCKY MOUNTAIN REGION MODULE STANDARDS

Electrical Standard S-9 shall be observed. (Exception for Nn3 & Z scales; Full throttle voltage at the railhead shall not be more than 8 volts.) Mainline track #1 (outer main) shall be equipped to run under both DC and DCC operation.

(*)NOTE: The use of 110V power is acceptable provided all components carry UL labels and are secured to the underside on the module and measures taken to prohibit any possible connection to the low voltage wires. Local electrical requirements may vary at different locations so it is advisable to contact the local fire inspector for details.

NOTE: Cinch-Jones and Radio Shack Connectors ARE COMPATIBLE.

(*)S Scale only:

NOTE: S Scale wiring is entirely different. Check NASG module specs for full details.

All electrical connectors should be painted black. See also note at bottom of page. Two mainline and single mainline modules have a male & female 2 pin connector (same type as used for HO or N scales) at each interface. This configuration allows for reversing modules within layouts.

For TWO-MAINLINE modules, the following is the configuration as you look at the end of the module. The male connector is on the right and connected to the wiring for the right mainline. The wide blade is connected to the outside (right-most) rail terminal and the small blade is connected to the inside rail for that mainline. A female connector is connected to the wiring of the second mainline on the left. The wide socket is connected to the left-most rail terminal and the small socket is connected to the inside rail.

For SINGLE MAINLINE modules, a male and female connector is attached to the same terminals. Looking at the end of the module, the wide blade of the male connector is connected to the outside (right) rail terminal and the small blade is connected to the inside (left) rail. The wide socket of the female connector is connected to the inside (left) rail terminal and the small socket is connected to the outside (right) rail terminal. (For single mainline modules, during use. ONLY ONE connector is used per interface. The other will be used only if the module is reversed in the layout).

** N SCALE ONLY: A 4th line should be used to carry low voltage DC. This shall consist of a pair of 16 gauge (Zip cord is OK) wires with a Cinch-Jones or Radio Shack connector as outlined above. No connection is made to the track.

5.5 DCC Wiring

Tracks 1, 2 and 3 shall be equipped with individual boosters or circuit breakers to allow independence from short circuits on adjoining tracks and to provide sufficient power for multiple sound-equipped locomotives.

5.6 Module Wiring

5.6.1 Tracks 1, 2, and 3 shall each be separate whole blocks and insulated from each other at cross-overs with insulating rail gaps. Track drop-feeders should be at least 16 gauge wire soldered to the rails.

5.6.2 Inter-module Connectors - The connector ends should be able to reach at least 6 inches beyond the ends of the module. This insures you and your neighbor's connectors will reach each other.

Strips -The use of terminal strips between the plugs of your module is optional but recommended. This allows easy trouble shooting and connection corrections with only a screwdriver instead of cutting wires. On very large modular set-ups, multiple terminal strips could cause a voltage drop on DC track.

5.6.4 Track Power Kill Switches

Kill switches to rails 1, 3 and 5 (see wiring diagram Fig.3) shall be mounted on the back of each module. This enables killing the power on individual tracks in the event of derailment. Insulating rail gaps shall be used on rails 1, 3 and 5 on the right ends of the track when viewed from the front side of the module. The gaps shall be six inches back from the bridge tracks. The short rail sections shall be powered from the module joined on the right. This will insure that the bridge tracks are powered from both modules, minimizing the chances of electrical failures due to loose fitting bridge track rail joiners.

NMRA ROCKY MOUNTAIN REGION MODULE STANDARDS

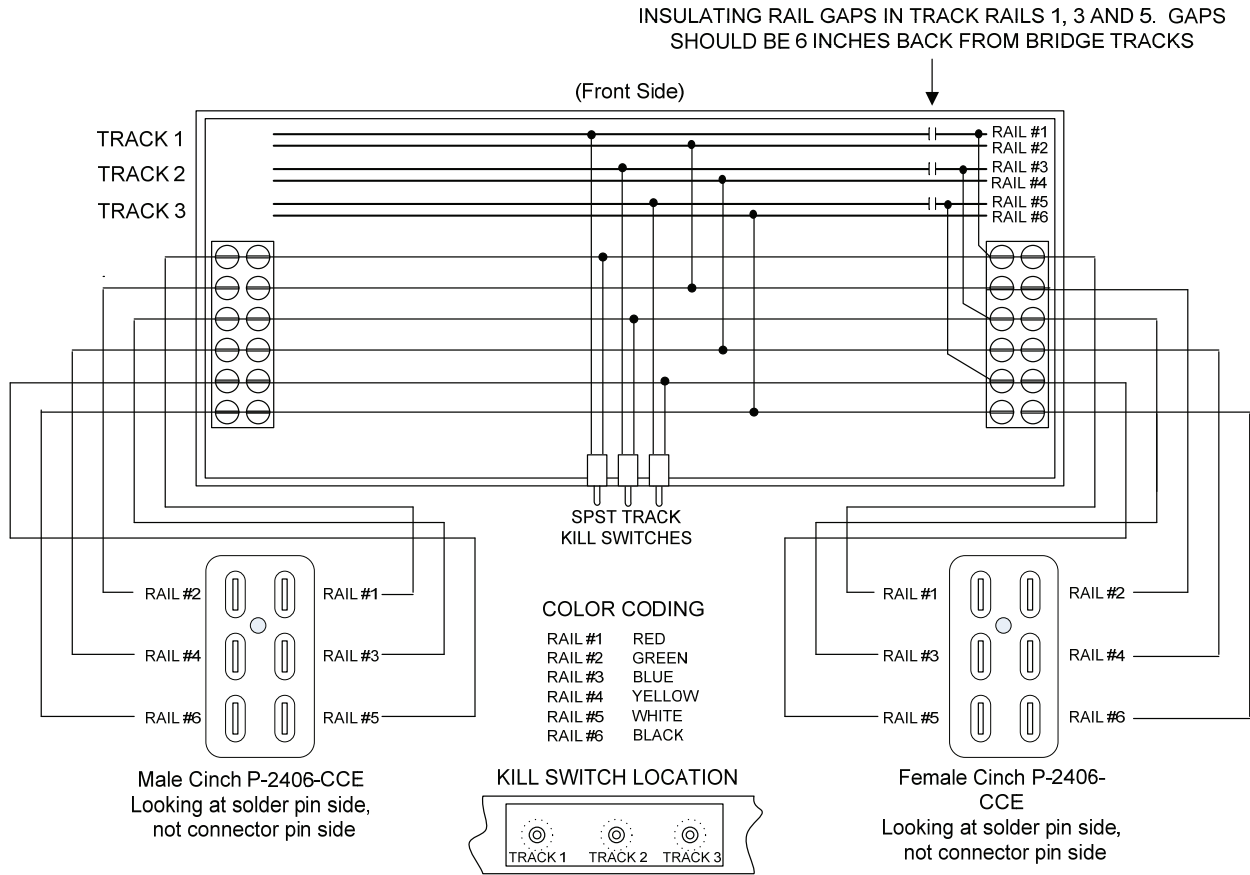


FIG. 3 - RMR REGION STANDARD MODULE WIRING DIAGRAM

Module veiwed from bottom side

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ADVERTISING NOW!

The Callboard Now Accepts Paid Advertising

The Rocky Mountain Region Board voted last Summer to allow paid advertising in the Callboard's electronic edition. We will begin accepting advertising for the next issue which will be in February. If you would like to advertise your product, or hobby shop or other model or prototype railroad product or service, then please send your ad and payment into the Callboard Staff before the end of January. Send your ad electronically to Scott Perry, Sr. Editor at scottgperry@comcast.net. Please note that we do not provide artwork services at this time and prefer that you send a JPG file that is ready for publishing. We are working on providing artwork services by Spring.

Our advertising policy and pricing is on the next page. Please be sure to tell us how long you want the ad to run, where you would like it placed and include a check made out to NMRA Rocky Mtn Region. Please note that the Callboard has the right to refuse any and all advertising that is deemed inappropriate. Our goal is to produce a magazine that can be read by even the youngest of our members, who happens to be six years old.

We do not charge to advertise your model railroad or prototype railroad event. Those are done free of charge and in priority. NMRA Region and Divisions get first priority on space. Non NMRA affiliated clubs and groups are secondary on a "space available" basis. These events will also be listed on the Calendar published in the Callboard.

The Callboard is excited to offer this service to those that support our hobby. Members, please contact your favorite hobby shop and let them know you'd like to see them in the Callboard. The electronic edition goes out to 700 NMRA members and is posted on the web as well.

Should you have any questions about advertising, please contact Scott Perry, Sr. Editor of the Callboard at scottgperry@comcast.net or 801-349-5038. We are also looking for an Advertising Manager to work with the Callboard and this position includes Achievement Program points. Sign up now!

PIKE ADS NOW AVAILABLE!

What is a Pike Ad? It is a chance for you to shout out to the world that you have a fantastic layout! Pike advertisements are business card size ads that give your name and contact information for your railroad along with your railroad's name, herald, slogan and graphics. In the Callboard we'll have a Pike Ad section where we'll put them all.

In many Regions the Pike Ad is a sign of prestige. It shows that you have a layout worthy of notice and that you are willing to help the Region. The cost of the Pike Ad goes to help defray the costs of producing the Callboard.

To the right are some samples of the Pike Ads from the Southeastern Region's magazine called the *SouthErner*.

So don't wait! Scan or build your 2" x 3.5" JPG file Pike Ad and send it in to Scott Perry at scottgperry@comcast.net. Please include a check for \$16 made out to the NMRA Rocky Mtn Region. We'll put your ad in every edition for the year. Thanks for supporting your Region.

PIKE ADS

RON GOUGH, MMR
Owner & Sole Proprietor

NSoRR
Land of Dixie Line

**NATIONAL SOUTHERN
RAILROAD CO.**
A Model Railroad in HD

8985 Martin Road
Roswell, GA 30076

Tele: 770-983-25
Tel: 770-983-25
e-mail: ron@bellouth.net

L & K Railroad

245 Hidden Meadow Drive
Alpharetta, GA 30004

Tel: 678-297-1814
Fax: 678-297-1815
georgebloodworth@bellsouth.net

The Rocky Mountain Region Electronic Callboard Newsletter

Advertising Policy

Rev 05-01-11

Hello and thank you for your interest in advertising in the Rocky Mountain Region's Callboard Newsletter! We appreciate your support and your advertising helps us keep our newsletter going strong. Should you have any questions about the policy please contact the Editor Scott Perry at scottgperry@comcast.net or 801-930-5180.

Circulation as of 02-16-11

Print Edition: 246 members
Electronic Edition: 700 members
Online Edition (Website): unknown

Policy:

1. We only accept advertising for the electronic and online editions.
2. We reserve the right to refuse any and all advertising.
3. We reserve the right to revise our policy at any time for any reason.
4. Payment is required before publication.
5. Advertisement copy/art must be ready to publish. We don't provide artwork service.
6. We will layout a text only advertisement for you for free.
7. Ads must be tasteful and acceptable to young readers. The Editor reserves the right to reject any and all advertising that does not agree with the scope of the publication, or that is in poor taste, offensive or objectionable to the readers of the publication.
8. There are no refunds for ads under any circumstances.
9. NMRA events are not required to pay for space and are accepted as space is available. Events can be train shows, meetings, auctions, promotions, fund raisers, etc. Space is provided on an "as available space" and only in the electronic or online editions. All such advertising is at the Editor's discretion and there is no guarantee of publication.
10. Individual members are not entitled to any free space of any kind, regardless of membership or office.
11. Pike ads are for NMRA members only, regardless of Region or Division.
12. Placement of ads is strictly up to the Publication Staff unless specially agreed upon in writing.
13. No ads are allowed on the front cover.
14. Advertising fees are subject to change without notice.
15. Advertising fees are subject to the Editor's discrimination.
16. Special editions such as Contest Editions or Convention Editions may have different advertising prices and schedules.
17. Payment is made by check only. We will send you an electronic invoice for your order.

Fee Structure:

Page	Number of Issues			
Size	1	2	3	4
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Mark Evans Retires as AP Chairman

By Scott Perry,

RMR Board of Directors

The Region's own Mark Evans has retired from serving 15 years as the Region Achievement Program Chairman. As one of the Region's longest running officials Mark has been a great promoter of one of the NMRA's strongest programs. Mark has spent countless hours in contest rooms, judged hundreds if not thousands of models, given clinics on the Achievement Program (AP) and served as the "answer man" for all AP program questions. He has been and continues to be a great asset to the NMRA.

At the 2011 Region Convention in Loveland, Colorado Mark was presented with a plaque for his service and a special gift. The Region is very proud of him and wishes him well as he works on his final AP Certificate toward being an MMR himself. Mark is being replaced by another long term Region volunteer Jim Laird. Mark lives in Utah and is a member of the Wasatch Division and the Utah Society of Railroad Modelers where leads the AP Program.



Mark Evans received a 15 year service award from Jim Laird our new AP Chairman who is close behind



The **Silver San Juan Division** is putting their money where their mouth is, and they challenge you to do the same! As a part of their business meeting they voted to support the NMRA's **Diamond Club Project**, which is digitizing 100,000 photos, plans, and slides from the Kalmbach Library and placing them online.

The Division sent the NMRA a check for \$100 from their treasury, and their Board challenges every other Division *and* the Region to make a similar contribution.

Will your Division step up to the plate? Let us know if you accept the challenge, and we will post your Division's name in the Callboard!!

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**Boy Scout Program Chairman
Blaine Bachman
6115 Shadow Ridge Drive
Albuquerque, NM 87120**

Region Membership Analysis

By Scott Perry

Having just moved into the Region I was shocked that no one seemed to know if we were growing or not. My Division didn't really know. Neither did any of the Region Board Members that I asked. So I volunteered to take our NMRA membership data and analyze it. What I found was really exciting! The only problem that we had was that some of the data that we have gotten from the NMRA were corrupt and we had to get replacement files. Other than that, we have a great bit of useful information here. The goal of this study is to present to you the findings regarding our Region's membership over the past two years.

We are growing! That is great news. In light of the economy, aging population and a million other factors that would spell decline we are in fact growing and one of the few Regions that actually can say that. However, this may not last long and there may be a serious decline in membership in seven years if we don't start recruiting heavily.

Take some time to download the report and read it for yourself. It is located on the RMR website in the documents section or at this link <http://www.rmr-nmra.org/documents.htm>. It is also on the RMR Yahoo Egroup files section.

Like normal, some of the NMRA members have taken great issue with the report. One small Division complained that I didn't know what I was talking about and that they were a very active bunch. The numbers show they have not grown in almost two years and they have many +70 year old members and thus might lose a significant portion of their membership if they don't start recruiting. My observation was that they have a big train show each year and

aren't adding any new members. But hey, I'm always the bad guy.

The Sunrise Division went about using the report more intelligently under the leadership of Gary Meyers, Division Superintendent. They have immediately jumped on the bandwagon and have started going after "lost" members they haven't seen in a while. Unfortunately they have recently lost three members to death, which our report is indicating will be a major problem in our near future. We are sorry for their loss. In the latest edition of their newsletter (an excellent and attractive one if you have not read it and available online at <http://www.trainweb.org/SunriseDivision/heralds-past.html>) they have an AWOL member's list asking their membership to reach out to the lost members and bring them back in. What a great idea! They are using the NMRA provided expired membership list which is provided to all Divisions each month. What is your Division doing?

Several have made comments about these being Scott's numbers. They aren't mine. Every number in the report comes from the NMRA database. I just made the pretty graphs. We know the NMRA data isn't the best, but it is all we have to work with at this time.

Take a look at the report and have a chat with your fellow Division and Club members. We need to look at what the Wasatch and Southern Wyoming Divisions are doing, re-rail our recently past members, and make recruiting a priority. Our future is in these numbers.



Our best tool available, the \$9.95 Railpass that gives a new member six months to try us out. It includes a magazine subscription.

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How would you like to work on your Achievement Program Author and Volunteer certificates at the same time? We can help! Just join the *Callboard* Publication Team. You'll earn one time unit per month as you satisfactorily serve in the Region as the Assistant Editor or Company Photographer and get two points for Author for each original page you assemble that is published. In only a short time you'll have a significant number of points toward both certificates! See Scott Perry, *Callboard* Senior Editor for further details and contact him at the address below to sign up. We'll help you learn as you earn points!

scottgperry@comcast.net



NMRA NEWS

Consolidated From the NMRA Infoblast – Aug -Nov 2011.

Jim Zinser, MMR, and Fred Bock, MMR, have asked me to run this item again: If your Region or Division gives adult or family classes on model railroading, Fred Bock, the NMRA's Education Department Assistant Manager, is looking for ideas. Whether your program runs as a one-day seminar or multi-week course, Fred would like to know what your program is about and is looking for lesson plans or other course material. Please email Fred at fbockLSRDiv6@aol.com. Use "Adult Education" as the subject of the email.

The dust has barely settled from the Sacramento convention, when the folks in Grand Rapids are revving up for next year's get-together. In fact, registration for Grand Rails 2012 is well underway. Members can visit the website at www.gr2012.org and either register online or download a mail-in form. Non-members can also sign up at that time. Note that currently registration only covers the costs of attending the convention. Furniture City Flyers Club members will receive the complete list of tours, activities, and merchandise in December, followed by advance registrants, then all other members.

The Howell Day Museum is planning a new release of its extremely popular Commemorative Car #3 -- the Gorre and Daphetid bobber cabooses -- except this run will feature two new road numbers, #3 and #5. As you may know, John Allen was very fond of these cabooses and ran a fleet of them on his G&D railroad. Pricing will be \$19.95 for one car, or \$34.95 for the set of two. Watch for the announcement of their availability at www.nmra.org, or keep your eyes open for the ad which will appear in NMRA Magazine.

Again, many of the clinicians at the Sacramento convention have uploaded their handouts or full presentations as PDF files to the x2011 website at www.x2011west.org. Anyone can download them. Just look for the Clinics tab, then Clinic Handouts.

In case you missed it last month, the Board of Directors selected Portland, Ore. as the site of the 2015 National Convention. Details and exact timing of the convention will be announced in the coming months. For a complete summary of the Board of Directors meeting, visit the homepage of our website at www.nmra.org in the next few weeks. The report will also be published in NMRA Magazine in the near future.

In order to ensure the financial wellbeing of the NMRA

into the future, there will be a dues increase on January 1, 2012 for U.S. members and overseas members served by the Chattanooga office. Regular memberships will increase by \$5 to \$44, and subscriptions to NMRA Magazine will increase by \$3 to \$22. Sustaining memberships (including the magazine) will increase by \$13 to \$110, and student memberships (including the magazine) will increase by \$4 to \$32. In addition, our highly successful RailPass trial membership program will continue at \$9.95. The current RailPass conversion rate to regular memberships is around 65%. Memberships administered by the A, B, and C offices are not affected.

Di Voss, who's heading up the Cruise Convention committee, continues to receive results from the survey published in the October issue of NMRA Magazine. To date he's received around 200 responses, and estimates those "in favor" to be about 75%. In addition, Di would like to remind those who think there won't be enough time on a Cruise Convention for layout tours, OPSIG meets or other activities, that the ship will be in port from about 8:00 a.m. until about 10:00 p.m.

For some reason, the story that the NMRA membership has been declining over the past few years continues to persist. IT AIN'T TRUE. NMRA membership is holding steady at around 19,500. According to the latest "Membership Thermometer" figures compiled by Marketing, Advertising and Promotions manager Tom Draper, the NMRA lost 104 members between August 2009 and August 2011, but gained 91 members between August 2006 and August 2011. Please help us set the record straight by mentioning this to your membership!

Convention news: Even though Grand Rails 2012 will have dozens of top notch model railroads open for self-guided tours, the convention committee wanted to make sure everyone has a chance to see some of their great layouts. So there will also be several bus tours to some of the area's best layouts. Layouts include every scale from Z to G, and every level of completion. They're also offering a very special, exclusive seven-hour limo layout tour for groups of 6 to any of the six layouts on the self-guided list. The price for the limo is only \$120 per person. Get all the details and registration info at www.gr2012.org.

Repeat announcement: The Howell Day Museum is issuing a new release of its highly successful Gorre and Daphetid bobber cabooses. Two new bobbers, numbered 3 and 5, are available from Headquarters immediately. A single car is US\$19.95 + \$4 shipping and handling, and the set of two is US\$34.95 + \$4 shipping and handling. The new cars are available in HO scale only, and are ready to run. They feature operating magnetic knuckle couplers and free-rolling metal wheels. Watch for the ad running in NMRA Magazine. To order, call HQ at 423-892-2846.

That's all folks!

DIVISION ROUNDHOUSE



02 SUNRISE DIVISION

The Sunrise Division continues to enjoy well attended regular monthly meetings. Highlights of our meetings revolve around our successful clinic program (typically presented by Division members), and our Show N Tell program. We have also found ways to increase funding to our



Our Sunrise Swap table has brought in extra dollars from members voluntary donations towards the purchase of kits and materials for our Section Layout



Division members enjoy social time prior to each meeting



Our popular monthly Show N Tell participants are rewarded by a randomly drawn gift certificate from Caboose Hobbies

Sectional Layout project by holding a monthly Sunrise Swap, where members donate unwanted items from their own collections and members make a corresponding voluntary monetary donation.

Our clinics this summer covered soldering techniques, painting rocks, scale houses and layout building. In August, we participated for our second straight year with the Front Range Division for the annual picnic at the Colorado Railroad Museum in Golden, CO.



Our meetings at the Holy Love Lutheran Church provide ample room for comfort and crowds typically from 25 to 30 members

Besides the convention in September, we

also held our second layout tour of the year.

The Sunrise Division meets at 7:30 PM the first Thursday of each month, at the Holy Love Lutheran Church in Aurora, Colorado. Our 2 hour programs usually include a slide or video presentation, a short as possible business meeting, monthly Tool Time tip, a clinic, and then adjourn for some dessert and socialize another hour at the nearby Village Inn. Our well acclaimed online Sunrise Herald is available at: http://www.trainweb.org/SunriseDivision/meets_11/SunriseHerald_Vol4_No7.pdf

The Sunrise Division website: <http://www.trainweb.org/SunriseDivision/>

(Is your Division doing something unique and different like the Sunrise Swap? If so, we want to hear about it! Please write us a short note and send to Scott Perry at scottgerry@comcast.net. By sharing great ideas all of our Divisions and 100% Clubs can grow! - Ed)



06 RIO GRANDE DIVISION

At the regular September 10 Division 6 meeting webmasters Jeff Wright and Mike Hadaway debuted new and updated Division 6 websites. Both gentlemen used wi-fi projection of on line images for demonstration and viewing by members.

Jeff Wright introduced a fantastic "Rails Along the Rio Grande 2013" convention and train show website. Check out and bookmark www.RARG2013.org. Please complete our home page survey to help us plan the activities that you want to attend at our convention.



Mike Hadaway, Div 6 Webmaster working on the 2013 convention Website



Jeff Wright enjoys a light moment with Buzz Lenander filming a You Tube spot on Buzz's module

Link to the Video!

http://www.youtube.com/user/RARG2013?feature=mhee#p/a/u/0/2C03_PO8-IM

Mike Hadaway introduced his exciting updates of the Rio Grande Division 6 website. This vastly expanded website features great use of color, easy to use navigation tools and the graphics tie nicely to the RARG2013 website.

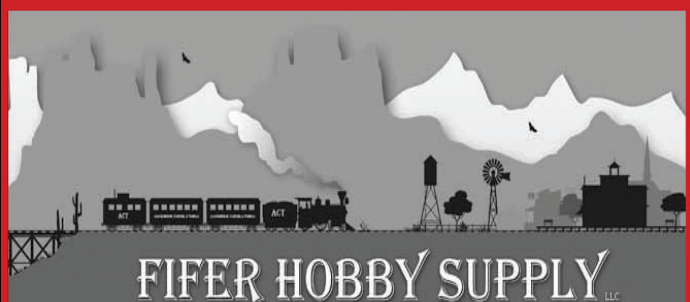
Access the "Rio Grande Division 6" website via NMRA-RMR or Goggle the site and then bookmark.

WE NEED PICTURES!

The Callboard is in dire need of pictures of people in the Region. Please send us pictures of your leaders, your group, your events, whatever! People make the magazine and we need to fill up our photo database. Please send jpg's to Senior Editor Scott Perry at scottgperry@comcast.net. Thanks!

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07 ROAD RUNNER DIV.

The feature at the Roadrunner Division (Div 7) meet in Las Cruces on November 12, 2011 was a "background scene" diorama contest. The only requirement was that it be built on a base 6" by 24", a variation of the square foot contest.



Sharleen Daugherty's first place mountain scene in Sn3

First place went to Sharleen Daugherty of Silver City with a mountain scene featuring a tunnel and railroad track in the foreground. Myke Bruessel, also of Silver City, won second place with a scene featuring a crew at work repairing track. Steve McDaniel of Las Cruces took Third Place with his HO scale scrap yard.



Sharleen C-16 creeps out of a scratchbuilt tunnel portal

Sharleen built the "mountain" out of sections of "Blue Board" foam covered with plaster cloth and Plaster of Paris. The ground cover was decomposed granite collected

from the local area and sifted to get various sizes. The foliage was all natural and made from local weeds. The section of rock outcropping was cast using Bragdon molds and colored with dilute acrylic paints. The tunnel portal was scratch built with commercial track being used. The locomotive is a Pacific Fast Mail Sn3 C-16.



Myke Daugherty's second place repair crew scene

For the "mountain" Myke used a paper maché product made by Amaco. The tree armatures are from his back yard and covered with Woodland Scenics foliage, which was also used for the ground cover. The power poles are made from Chinese chopsticks. The Fairmont Speeder is a Durango Press kit and is awaiting the crew's completion of the work so they can motor off to their next assignment.



Steve McDaniel's third place scrap yard scene

Steve included many pieces of "junk" in his scrap yard that came from his scrap box or material on hand plus a junk yard casting he purchased. The autos were from Life-Like, which he weathered then took apart; removing doors, wheels, and hoods. The weathering was done with acrylics, various shades of red primer, flat black primer and weathering powders. The crane, which was the visible center piece of the diorama, was a gift to him a number of years ago. Both the gondola and the Rock Island SW-9 were painted, decaled and weathered by Steve.

(Editor's Note: this is just the kind of thing we want to see in the Callboard! Show us your models! - SGP)

Callboard
Callboard



14 NORTHERN WYOMING

It has been a quiet summer up here in Northern Wyoming. BNSF has not derailed anything in our division lately, which means that there is no exciting news with pictures to report.



Fort Collins members enjoying the sunshine and some nice outdoor layouts!

In late August Bob Charles hosted a garden railway get to gather for the Fort Collins garden railway group. Tours to the three known garden railways in the Sheridan area were organized for a day of fun. Featured railways were built by Lloyd Brendefur, Dick Birkholz and Bob Charles. Photographs for the first two railroads are enclosed. Your writer must apologize for no photographs for Bob Charles' Deer feathers RY because he was engaged as an engineer and forgot to take any.



Clinics on foam scenery from a can. The class is riveted!

Division 14 held the annual fall meeting in Sheridan on October 1, 2011. Fourteen division members attended coming from Sheridan (7), Casper (4), Mills (1), Ranchester (1) and Cody (1).



Dick Birkholz's garden railway

An election for next year's officers was held resulting in Harry Buhler as superintendent, Bill Tulley as secretary and Harold Huber as division AP chair.

There were five clinics presented. Bill Tulley demonstrated a method to use spray foam to construct a scenery support shell and a method to use cloth with liquid nails to



More of Dick's garden railway

also make a scenery support shell. The basic idea was to make a support shell that is lighter, flexible and less messy than using plaster for use on portable modules. Harold Huber demonstrated a method to use spray foam

to make a mountain shape and then carve it into a recognizable shape. Two promotional videos were shown. One featured the "Big Horn Mixed" at Chama, NM and the second featured "Rising Above" BNSF floods repairs in 2011.

Schedule for the local fall Train Shows.

Sheridan Model Railroad Association 1030 N. Main in Sheridan, WY

November 19, 2011 from 10:00am to 3:00pm in the Old Taylor School

For information contact Bill Tulley at railroadbill@vcn.com

Central Wyoming Model Railroad Association 1354 N Center in Casper, WY

November 25, 2011 from 6:00pm to 10:00pm

November 26, 2011 from Noon to 6:00pm

November 27, 2011 from Noon to 4:00pm

For information see web site: CWMRA.com

Ctd...

Northern Wyoming Division 14 Schedule for 2012 annual meetings.

May 5, 2012 at 1356 N. Center in Casper, WY from 10:00am to 3:00pm
For information contact Harry Buhler at wyoaharry123@yahoo.com

October 6, 2012 at 1030 N. Main in Sheridan, WY from 10:00am to 3:00pm
For information contact Bill Tulley at railroadbill@vcn.com



Lloyd Brendefur's garden layout

RAILROAD JOB DESCRIPTIONS

By Anon E. Muss

SWITCHMAN: A man dedicated to doing less today than what he did yesterday. Looks his best when standing in the rain. Some of these men, after years of training, can spot a returnable bottle at 75 car lengths if the light is good. Can also carry three times his body weight in copper, brass or grain – depending on the season.

HEADEND BRAKEMAN: A new man who does all his thinking with his feet. Target of criticism for the rest of the crew. He can generally add short columns of single digits if not rushed.

REAR BRAKEMAN: The Conductor's stooge; a lazy fellow of average ignorance who bosses the head brakeman, tries to act like an old head while silently contemplating on how he would do the work were he the conductor.

CONDUCTOR: A grouchy individual, void of soul, with a big head and flat feet. Continually advising rear brakemen as to both handling women and running engines.

FIREMAN: A mental midget with a pointed head, hero worshipper of the engineer. He is usually found talking to beanery queen or trying to figure his time. Also coaches student brakeman.

ENGINEER: A marked success story, an authority on government and financial matters. Can usually write his own name. Has a burning envy of road foremen; spends most of his time at the water tank taking slack or oiling around.

CREW CALLER: An absolute friendless character who takes fiendish delight in making calls to short when you want to eat and too long when you want to sleep. Passes the buck and sheds crocodile tears for the rawhided crew. Apathetic soul when time slipped.

TRAIN DISPATCHER: Dot – dash expert wired for sound. Tonnage hog and side track artist. Sees all, knows nothing, poor guesser whose hobby is delaying trains.

ROAD FOREMAN: A rare blend of talent and tact. A job taken by those engineers with a marked inability to handle switch engines. Usually promoted at insistence of customers to prevent further damage to their goods.

ASST. SUPERINTENDENT: Typewriter expert greatly impressed by his own importance. Loves to make tests and instruct students. Chief qualifications: learn to smoke cigars and look intelligent.

SUPERINTENDENT: A brakemen or switchman who couldn't add short columns of single digits, abhorred criticism; couldn't act like an old head because he didn't know how to do the work. Chief qualifications: has a name with a nice ring to it to go on the timetable.

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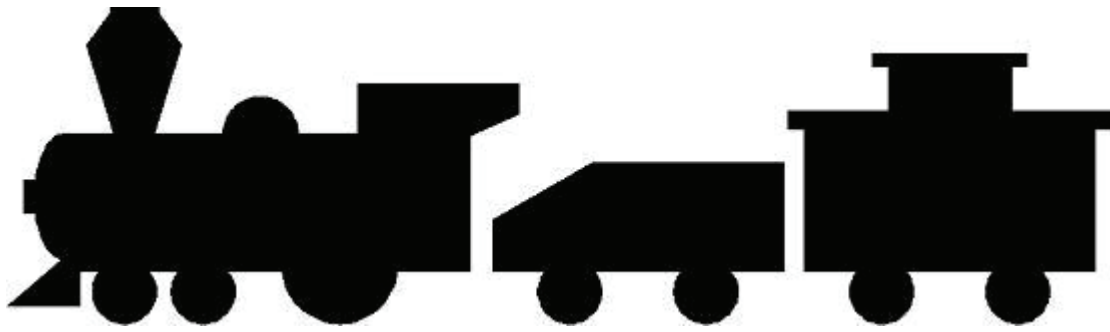


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For more information, contact:

Bob Cannon	(801) 544-5749
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REGION CALENDAR OF EVENTS

Get your event listed on the Region Calendar! Just send a note to Scott Perry, Sr. Editor at scottgperry@comcast.net. Remember that we advertise model train events free of charge.

Upcoming Events for 2011 & 2012

National:

- 2012 Convention** – Grand Rails
Grand Rapids, MI - July 29-Aug 4, 2012
- 2013 Convention** – Peachtree Express
Atlanta, GA - July 14 - July 20, 2013

Regional:

- 2012 Convention** - Big Horn Mixed
Chama, NM – June 8 – June 10, 2012
- 2013 Convention** – Rails Along the Rio Grande
Albuquerque, NM - June 6-9, 2013
- 2014 Convention** – Meeting of the Rails
Salt Lake City, UT – date pending

Divisional:

- Sunrise Division Regular Meeting**
First Thursday of every month, 7:15 pm
Holy Love Lutheran Church, 4210
South Chambers Road, Aurora, Colorado.
- Wasatch Division Regular Meeting**
Second Saturday of every month, 10:30 am
UTA FrontRunner Shop, 955 North 500 West
Salt Lake City, Utah 84116
- Northern Wyoming Division 14**
For information contact Harry Buhler
at wyoaharry123@yahoo.com

Clubs:

- Utah Society of Railroad Modelers**
First Saturday of every month, 3:00 pm
Pioneer Valley Hospital, 3460 South Pioneer Street
West Valley City, UT 84120
- Sheridan Model Railroad Association**
1030 N. Main in Sheridan, WY
For information contact Bill Tulley
at railroadbill@vcn.com
- Central Wyoming Model Railroad Association**
1354 N Center in Casper, WY
For information see web site: CWMRA.com

Other:

- Santa Claus Special — Steam-Up Event,**
December 3rd, 2011
Colorado Railroad Museum, Golden, Colorado

Is your event not listed? Then send it to Scott Perry At scottgperry@comcast.net



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Contest Chairman: Bill Tulley railroadbill@vcn.com (307) 674-4885
Achievement Program Chairman: Mark Evans omearrsrr@yahoo.com
(801) 254-1312
Incoming Achievement Program Chair: Jim Laird
lairds@alascoinvestments.com (719)-576-7017
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**Please send corrections and updates to Scott Perry at
scottgperry@comcast.net**

JOIN OUR E-GROUP!

The Rocky Mountain Region now has its own Yahoo E-group. This communication tool will be used for announcements, events and for late-breaking news about the convention. Don't wait! Go sign up today!

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Contact Scott Perry if you need help signing on.



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