

The Rocky Mountain Region's

CALLBOARD

Fall 2012 Edition



JB&N
A Labor of Love

***Inside Belen—The Hub City: B,
2013 Convention News,
Division News, Photos,
Articles and More!***



The National Model Railroad Association

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Thank you for supporting the Callboard!



The CALLBOARD

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

FALL EDITION
NOVEMBER 2012

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**C
O
V
E
R**

Front cover photo courtesy of Bob Hayden.
Front cover design by Jeff Wright.

THE RAILS OVER THE RIO GRANDE CON- VENTION 2013 - JUNE 6th through 9th

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The Rocky Mountain Region Callboard
1222 N. Cascade Ave
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Off the Rails

with

Gary Myers



My second feature column as President and I haven't even done anything "officially Presidential" yet! Our Fall 2012 Board of Directors meeting will be held Saturday afternoon, at Caboose Hobbies in Denver on November 10th. Lots of stuff on the slate for the coming year, so we hope to get the Region prepared. For one thing, we are cleaning up the Bylaws and may have a few tweaks to improve the Constitution for you to decide on the Spring 2013 ballot. While cleaning up our laundry, we'll be participating with Jack Hamilton's efforts in the NMRA Long Range Planning committees. Hopefully, we'll be able to communicate to everyone how great things are going to be! Well, whatever comes of this, your Board of Directors will even work on our own issues to make improvements here in the Region. How 'bout that?

As exciting as all that sounds, I can tell you I am a lot more excited about next year's Regional Convention, Rails Along the Rio Grande 2013, in Albuquerque. I've already been working on some models for the Model Contest to see if these models can exceed previous efforts (and they better!). I am one of those modelers that is on the steep end of the learning curve, and the model contest really makes me earn my modeling stripes (er, stripe, or at least until I get one!). I really enjoyed the convention in Albuquerque in 2008, so I know the convention committee has to work very hard to make this one even better, and they are hard workers. If you haven't gone to a convention before, it's hard to explain just having 24 hour days full of trains, just having a great time, making some new friends and talking and doing model railroading with everyone who loves it as much as you do. It's a great way to get out of the basement, really recharge, and do something new in the hobby that maybe you haven't tried before. Well, heck, maybe it ain't that hard to explain. "Remember, this is Model Railroading fer God's sakes!"

Editor's Ink

with

Chris Fallis



"You know you are railroad fan when.....". I found myself thinking of that old joke when I recently found a video game called "Minecraft". Think of it as a virtual reality Lego game with unlimited building blocks. Once I found out that there was a way to build train tracks and run trains on it, I was hooked. I had to mine the iron ore for the steel rail and the mine carts that ran on them.. I had to cut trees for the cross ties. I had to find coal to power the "train". I had to have a reason to develop my trans-

portation system with sources and users of the goods that have to be moved. I had to plan my routes, talking into account the terrain in the virtual world. I had to excavate and lay my roadbed and the track upon it. This is a lot of work and I am sure that there are Achievement Program points out there that I can score for this effort!

The NMRA's Achievement Program is not as daunting a task as some people make it out to be. In future issues of the Callboard, look for information from Jim Laird, our Region's AP chairman about advancing your skill levels with limited cost and space. For those of you constrained by the household Chief Financial Officer or Facilities Manager, this will be a boon to you.

Finally, sad news from Eric Lundberg, MMR:

Well known modeler Frederick G. Carlson died September 24, 2012 in Pueblo West, Colorado. Fred is survived by his wife Sue and three children, Fred D. Carlson, Stephanie Jester, and Jennifer Carlson as well as five grandchildren. He was retired from the Association of American Railroads (AAR) Transportation Technology Center (TTC).

Fred had been a model railroader most of his life and earned his Master Model Railroader (#197) award from the NMRA in 1993. He served as president of the Rocky Mountain Region from 2004 to 2008.

Professionally Fred was both a fine artist and earned wide acclaim in the field of railroad air brake function, application, testing and development.

Following high school he pursued his interest in art through a scholarship to the Art Institute of Chicago, but before he could complete his studies there he was called to duty and joined the U.S. Air force and was a Weather observer stationed in the United Kingdom and Libya. Following his discharge he earned a mechanical engineering degree from the University of Illinois and went to work for the Illinois Central Railroad.

After several years of railroad service, he was hired by the AAR as a research engineer at the Chicago Technical Center where he focused on air brake research and testing. When operations ended at the Chicago facility, he relocated to the DOT's transportation center in Pueblo, Colorado.

Fred was instrumental in the development and application of AAR interchange standards for Electronically Controlled Pneumatic (ECP) Brake Systems, electronic air brake testing and numerous other advancements in railroad braking technology. He retired in 2006 and while active was elected secretary of the industry's Air Brake Association, an office he continued to hold until his death.

Fred was an ardent model railroader and was widely known for his Gladstone & North Houghton layout both in Chicago and Pueblo West. He also had a deep interest in model railroad operations and hosted regular operating sessions on his G&NH. The G&NH depicted a rail line serving iron ore mining in Michigan's upper peninsula running from Gladstone on Lake Michigan to the central Keweenaw Peninsula on Lake Superior. It is set in 1963.

Rocky Mountain Region - NMRA

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19 Roaring Fork – Inactive
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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!

[http://groups.yahoo.com/
group/rmrnmra/](http://groups.yahoo.com/group/rmrnmra/)

Or go to:

<http://groups.yahoo.com/>
And search for RMRNMRA

Contact Scott Jesienouski
scott at thetechfamily.com



**100% NMRA CLUB FOR SALT
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ROCKY MOUNTAIN REGION

NATIONAL MODEL RAILROAD ASSOCIATION

ROCKY MOUNTAIN REGION

Minutes of Meeting: Saturday, June 9, 2012
At the Chama Community Center – Chama, NM

Harold Huber called the meeting to order at 7:37 p.m.

ROLL CALL AND CALL FOR PROXIES

OFFICERS

President - Harold Huber
Present
Vice President - Bill Johnson
Present
Treasurer - Don Francis
Present
Secretary - Greg Long
Present

DIRECTORS

2010-2012

Jim Laird
Absent (proxy)
Martin Pirnat
Present
Nathan Bryant
Present

2011-2013

Bill Tulley
Absent (proxy)
Al Hovey
Present
Vacant

DIVISION SUPERINTENDENTS

2-Sunrise Gary Myers
Present
3-South Suburban Denny Krausman
Present
4-Pikes Peak Bob Binder
Absent
5-Estes Valley Bob Trump
Absent
6-Rio Grande Bill Sedivec
Present
7-Road Runner Michael Weiss
Absent
8-Flat Irons Roy Johnson

Absent (proxy)
9-Northern Colorado Don Allender
Absent
10-Silver San Juan Martin Pirnat
Present
12-Southern Wyoming Ted Erickson
Present
13-Colorado Western Wayne Kennedy
Present
14-Northern Wyoming Harry Buhler
Present
15-Wasatch David Shearer
Absent
16-Front Range Paul Brennecke
Present
17-Arkansas Valley Greg Long
Present
19-Roaring Fork Jay Buchanan
Absent
20-Southern Utah Doug Whetstone
Present

SPECIAL REPORT

Harold Huber nominated Scott Bergey, from the Northern Wyoming Division, to fill the vacant Director position. Nate Bryant was also nominated by Don Francis. The board voted by a show of hands and Scott Bergey was appointed the position of Director 2011-2013.

Harold announced that the NMRA has changed their policy on how profits from a convention are split between the NMRA and the Region hosting the convention. The Region receives a percentage of the profits proportional to the amount of work they do. In other words 90% of work results in 90% of profits. Harold will leave the decision of hosting a national convention to the next board. Harold stated he will help out in any way possible if the region hosts a national convention. It should be at least 5 years before an opening is available.

Harold also announced that Fred Carlson's dues are 6 months in arrears. Bill Tulley made a motion that the Region make Fred Carlson an Honorary member and pay his dues one year at a time. 2nd by Doug Whetstone. The motion carried.

Harold has been approached by the Mid-Continent Region to add the western most end of South Dakota (1/8 of the state) to the Rocky Mountain Region. This would be added

(Continued on page 6)



ROCKY MOUNTAIN REGION

NATIONAL MODEL RAILROAD ASSOCIATION

(Continued from page 5)

to the Northern Wyoming Division. Al Hovey made a motion to start the process of adding this area to the Region. 2nd Martin Pirnat. The motion carried.

Harold Huber announced that the Rocky Mountain Region had 852 members when he took office. The region now has 967. Harold thanked the board and division presidents for their membership efforts.

MINUTES OF SEPTEMBER 2011 BOD MEETING

The Secretary was not present at the September 2011 board meeting. Scott Perry filled in for the Secretary and minutes were sent out to BOD members electronically. The minutes were not read.

TREASURER'S REPORT

Don Francis passed out copies of the Treasurer Report and 2012 Budget to the BOD. The report and budget were discussed. Motion to accept the Treasurers Report by Al Hovey, 2nd Bill Sedivec. The motion carried.

COMPANY STORE

Jack Sousa went over the finances of the Company Store. He has been to four shows over the last month. He is retiring from the job and someone needs to step in a take over. The job requirements were discussed so the division superintendents can inform any potential candidate what the job entails.

2013 CONVENTION

Al Hovey passed out an update for the 2013 convention Rails along the Rio Grande, hosted by the Rio Grande division. He also handed out Train Show flyers to be distributed by members of the board and superintendents. The convention will be at the Albuquerque Marriott Pyramid North from June 6th to the 9th 2013.

2014 CONVENTION BID

Although there wasn't anyone present from the Wasatch Division, Harold Huber stated that they have settled their differences and more than likely Scott Perry will be the new superintendent of the Division. The Wasatch Division needs to resubmit a formal bid for 2014.

2015 CONVENTION BID

The South Suburban Division is planning on hosting the

regional convention. A formal bid will be submitted at the next board meeting.

OLD BUSINESS

Harold Huber was unsure whether the issue of all profits, minus seed money, were to be kept by the division hosting a convention was ever voted on. It was determined that this was to be implemented for one year only. Harold motioned that the 2013 RMR convention will receive 100% of the profits from the convention. Nate Bryant 2nd. The motion carried.

The question of how much profit a division receives from a convention was discussed. Martin Pirnat motioned that this subject be tabled until a formal proposal be drafted. Nate Bryant 2nd. The motion carried.

Contest Chairman – Bill Tulley will be stepping down as Contest Chairman in 2013. Division superintendents need to put a call out to their membership. A new chairman needs to work with Bill a couple of times before taking over.

NEW BUSINESS

Greg Long mentioned that the 2nd annual Colorado Rail Fair is being held in Pueblo at the Colorado State University on August 11th and 12th. The event is hosted by the Arkansas Valley Division and the Pueblo Model Railroad Association. The event will be covered under NMRA insurance.

Dick Hunter pointed out that since Scott Bergey has been appointed by the board, he is eligible to serve for two more consecutive elected terms.

Dick also stressed that as Vice-President he is also the Regional coordinator of official Region conventions as stated in the By-Laws. Dick will be available to assist divisions with conventions, but does not mean he is required to run the convention.

Nate Bryant motioned to approve the election results to make them official. Al Hovey 2nd. The motion carried.

Motion to Adjourn – Bill Sedivec, 2nd Al Hovey. The motion carried.

Meeting adjourned at: 8:58 p.m.

Respectfully submitted by:
Gregory Long, RMR Secretary, NMRA
27 JULY 2012

Approved at November 10, 2012 Board of Directors meeting in Denver, Colorado.



New Mexico Railroad Heritage

Life in Boxcar Colonies in the 1940s

By Katherine Augustine November, 2011

It was Sunday noon, July 31, 2011, when my daughter Karen and I left Albuquerque to board a train in Grants, about one and a half hours west on I-40. Our tickets granted us seats on the Burlington Northern Santa Fe Railroad train to Gallup and back to that near-ghost town.

Earlier in the year, our Laguna Pueblo Governor Richard Luarkie and the officials of the railroad company had agreed on a commemorative ride for 200 Laguna tribal members, in celebration of a perpetual relationship since the mid 1800s. It was in 1885 that the railway was laid through New Mexico, which included Laguna Pueblo lands. A lump sum of money was offered to the tribe at that time for right-of-way passage by the Atchison, Topeka and Santa Fe Railway, however the tribal leaders instead requested employment on the railway for the tribal men. When the hiring began, Laguna men began leaving the villages to work in Richmond and Barstow, California, Winslow, Arizona and Gallup, New Mexico.

Driving past the Laguna villages of Mesita, Old Laguna, Casa Blanca and Seama, I relayed to Karen, "that is how the Laguna colonies began in those places." Families were provided railway boxcars to live in. I'm familiar with the colony in Gallup, where my dad went to work in the roundhouse in 1941, taking mom and—at that time—six of my siblings to reside there, while I stayed in Pagate with my grandmother. Eventually I went to Gallup on summer vacations from the Albuquerque Indian Boarding School, and that is when I worked at El Navajo Hotel as a Harvey Girl, serving meals to the travelers.

Each boxcar dwelling, which sat next to the roundhouse and the rails, contained two rooms with six windows and a small front deck that held steps leading to two doors. A wood stove sat in the kitchen area, along with a table, bench, a cupboard for dishes and a metal icebox to hold a block of ice. The other room had as many beds as it could possibly accommodate. Community bathrooms were provided, one for men and the other for the female gender. They contained toilets, showers and bathtubs, with each household taking turns cleaning the places each day. Clotheslines and wood-piles adjacent to the houses were evident, as was an occasional horno.

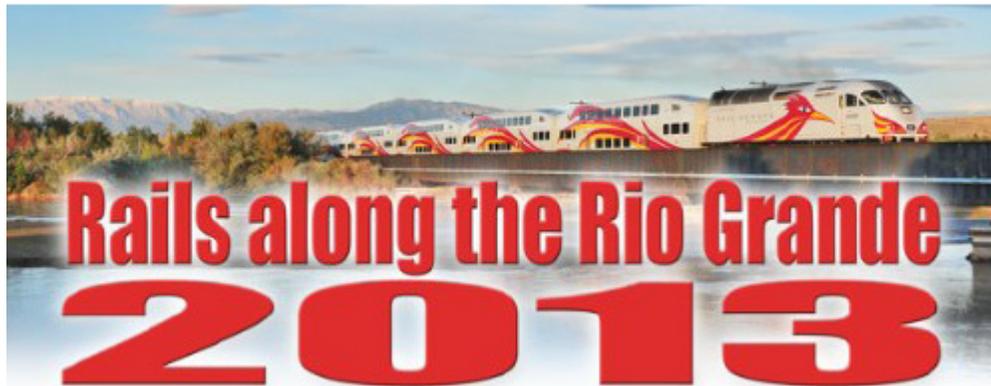
There may have been a community of 12 boxcars for as many families on the western end of that town in the 1940s. A dry riverbed separated us from the road that led to Window Rock and other places in Arizona.

As the colonies thrived in the cities, they maintained a traditional tie and some mode of tribal government and were officially recognized by Laguna Pueblo Council. They practiced tribal rituals and beliefs to a certain extent to keep them tribally connected. Even as their parents tried to maintain the culture and traditions, the "boxcar kids" learned a way of life different from the rez. They had access to public schools, movies, stores and various activities not found in the pueblo villages, and learned the urban ways of living. They were fluent in the English language and did not learn the Keres dialect.

By 1950, my parents moved to Albuquerque where my siblings continued in public school education. My dad worked for the Bureau of Indian Affairs, and my mom as a seamstress in a tie factory on South Fourth Street. Leaving the rez in this case provided our families the opportunities to attend schools and obtain professions of our choices.

Aboard the BNSF train, Karen and I ate snacks and drank sodas while admiring the landscape of newly washed cedar trees, brushes, and the red earth from a recent rainfall. Thunderheads above Mount Taylor promised more rain around Laguna and Acoma that afternoon, while a deep contrast of blue skies and puffy white clouds framed the stately standing maroon-colored rocks east of Gallup now coming into view. Another passenger, Grace, and I reminisced about our days as Gallup Boxcar Kids, and how we would ride the train for free because our fathers worked for the ATSF.

Katherine Augustine, of Albuquerque, is a member of Laguna Pueblo, a retired nurse, and a volunteer at the Indian Pueblo Cultural Center. This article first appeared in 'Round the Roundhouse, the New Mexico State Employees' Newspaper (Volume 23, Issue 11) and is reprinted here with permission.



Convention and Train Show

Pre-Convention Operating Sessions

June 4-6, 2013

RARG 2013 Convention

June 6-9, 2013

RARG 2013 Train Show

June 7-8, 2013

Register Now and Make Your Hotel Reservations

www.RARG2013.org



**Rails Along the Rio Grande 2013
Convention and Train Show
40-foot bay window caboose.**

Athearn HO scale kit custom decorated for Rio Grande Division 6 of the NMRA's Rocky Mountain Division. Single car \$29.95 includes shipping. Make check or money order payable to RARG 2013. Send to Sandy Savage, 171 Windmill Trail, Placitas, NM 87043-8312

Single car \$25 using completed registration form and picked up at convention, if still available.

Photo: Al Hovey



RAILS ALONG THE RIO GRANDE 2013
Pre-Convention June 4 -June 6 2013
Convention June 6 - June 9 2013
Train Show June 7 & 8
Convention Registration Forms

Please complete the information below and return as soon as possible to: Sandy Savage, 171 Windmill Trail, Placitas, N.M. 87043, 505-771-0845, jasrr74@yahoo.com.

Make check(s) payable to: "Rails Along the Rio Grande 20013" or "RARG13".

Primary Registrant must be over 18 years old and MUST be a current NMRA member. If primary registrant is a current NMRA member then all immediate family are considered as such and no Non-NMRA member surcharges apply. Non-NMRA registrants must purchase a NMRA Rail Pass that enrolls them as a NMRA member for 6 months, including June 2013. Fee is \$10.00 See below.

Today's date: _____ NMRA # _____ Expiration date: _____
 Name (Primary registrant): _____
 Address: _____
 City/ST/Zip: _____
 Email address: _____
 Phone: _____

Only names of other **immediate family members residing in the same household** may be included on one registration form. Grandchildren may be included on grandparents registration form as immediate family. Children under 12 must be with parent/guardian at all times.

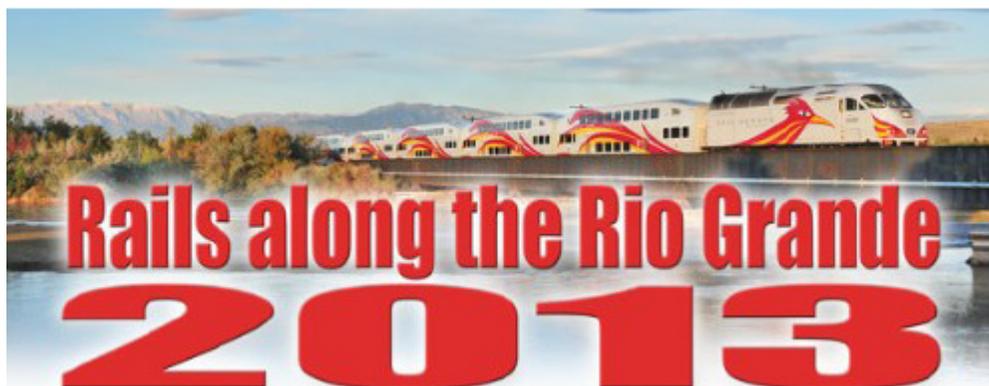
Quantity	Item	Fare	Total
_____	Primary Registrant (+ \$10.00 after 4/15/2013)	\$50.00	\$ _____
_____	Spouse/Other immediate family member (+\$10.00 after 4/15/2013)	\$35.00	\$ _____
_____	Children under 12 (with REGISTERED adult)	no charge	no charge
_____	Non-NMRA member Rail Pass \$10.00 per person.	\$10.00	\$ _____
_____	Banquet Saturday night (circle one: chicken, beef)	\$45.00	\$ _____
_____	Awards Breakfast Sunday morning	\$25.00	\$ _____
_____	Convention Car: HO scale, Bay Window Caboose Kit(Limited Quantity)	\$25.00	\$ _____
_____	Shirt/ Cap order	Sub Total from 2nd page	\$ _____
_____	Operating Sessions	Sub Total from 2nd page	\$ _____
		GRAND TOTAL	\$ _____

Show all names as you wish them to appear on badges below:

Name(s): _____;

Cancellation Policy:

Full refund prior to April 15, 2013. Full refund less \$10/ person - \$20/ family between April 15 and June 1, 2013. No Refunds after June 1, 2013. Merchandise is non-refundable.



Convention Shirt Order Form

Light tan color golf shirts with red embroidered "Rails Along the Rio Grande 2013" are available in youth, ladies, men's, and tall sizes in the no-pocket style. Shirts with pockets are more limited in options. Prices below are for any size shirt up to and including XL sizes. For 2XL add \$2.00, for 3XL add \$4.00. Adding your first and last names: \$6.50 per shirt. Contact registrar, Sandy Savage, if you have questions.

Convention ball caps are red with gold embroidered printing. Caps are adjustable. Anyone can purchase a cap.

Item:	Quantity	Size	L/M	Price	Total
Light Tan Shirt w/red embroidery without pocket	_____	_____	_____	\$25	_____
Light Tan Shirt w/red embroidery with pocket	_____	_____	_____	\$28	_____
First and last name addition	_____			\$6.50	_____
First Name: _____ Last Name: _____					
Red cap with gold embroidered logo	_____	Adjustable		\$15	_____
For sizes larger than XL see above. L for Ladies. M for Men.					

Enter on Page One: Sub Total:\$ _____

MERCHANDISE IS NON-REFUNDABLE.

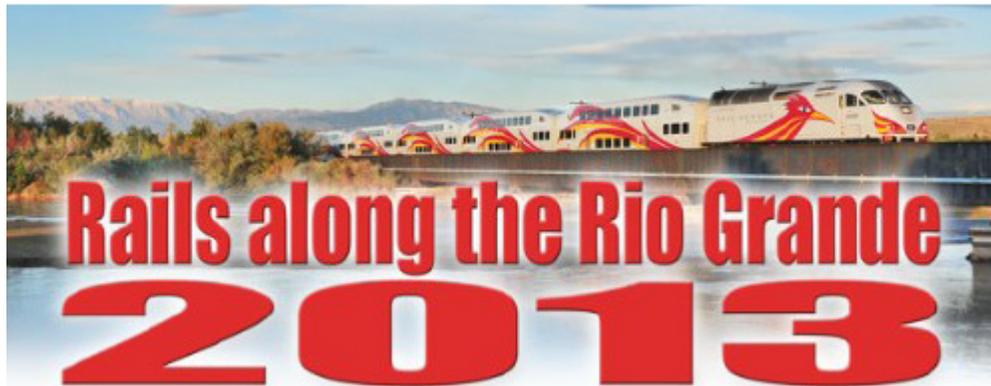
OPERATING SESSIONS

\$10.00 per session
Refundable Upon Attendance at Session

Tue. June 4, 2013	Morning	Beginner Level	Lynn Garrison	\$10 _____
Tue. June 4, 2013	Afternoon	Advanced Level	Bill Sedivec	\$10 _____
Tue. June 4, 2013	Evening	Intermediate Level	Art Lorenz	\$10 _____
Wed. June 5, 2013	Morning	Beginner Level	Joe Rogers	\$10 _____
Wed. June 5, 2013	Morning	Inter/Advan Level	Bob Dubois	\$10 _____
Wed. June 5, 2013	Afternoon	Advanced Level	John Moore	\$10 _____
Thurs. June 6, 2013	Morning	Intermediate Level	Art Lorenz	\$10 _____

Enter on Page One: Sub Total \$ _____

Availability on first come first served basis with registration. We will maintain a standby list.



Life Time Achievement Award Presented to John B. Moore Jr.

In June 2012 the Santa Fe Historical and Modeling Society recognized John B. Moore, Jr. with their Life Time Achievement Award at their annual convention. This year the convention was held in Brownwood, TX. The 2013 convention will be held in Flagstaff, AZ, July 31 to August 4. I hope to see you there. *Santa Fe all the way*

One of John's favorite quotes comes from an anonymous source:

"There is no known cure for an obsession with trains."

Perhaps this is true for John also. John offers his expertise and experience in an article: "How to introduce the Public to Model Railroading" You can read the article by clicking on Modeler's Showcase at www.RARG2013.org

Additionally John will host an operating session on his Oklahoma Belt Line during the RARG 2013 pre-convention operation sessions. Register now at the convention website.

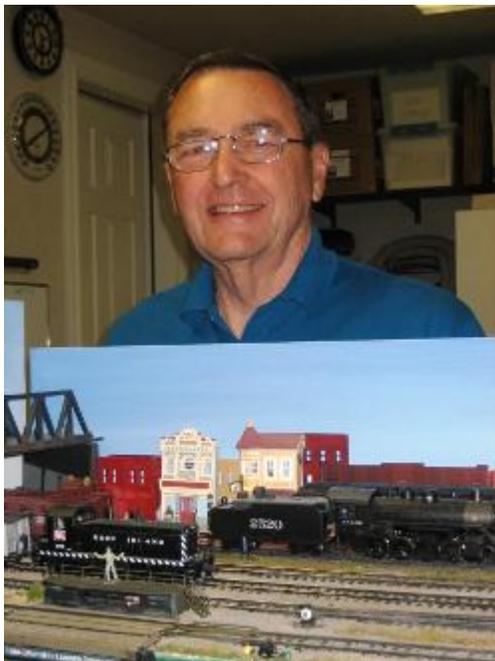


Photo: John B. Moore, Jr.



New Mexico Big Boy Team—Hovey, Leander, Gutierrez

UPRR #4001 Big Boy Leads Passenger Special

When rail fans arrived at Al Hovey's annual model railroad open house, they were handed the following news bulletin out of Omaha, NE dated Sunday, October 14, 2012.

Union Pacific Rail Road Announcement Shocks Railfans

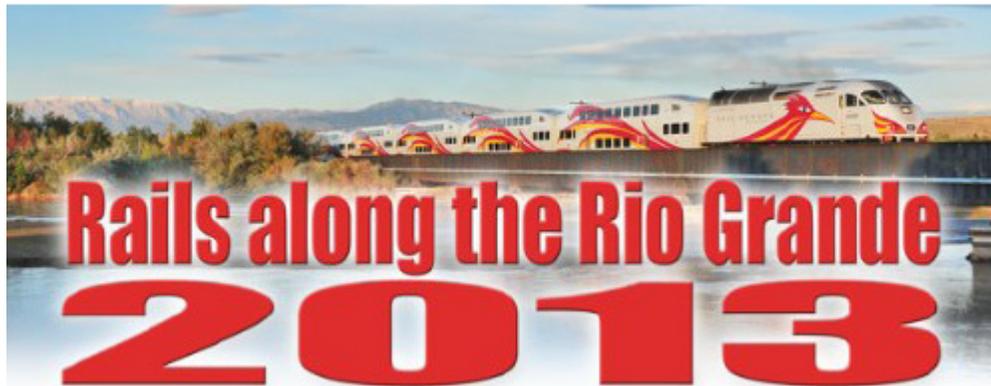
Omaha, NE: In conjunction with their 150th anniversary the Union Pacific Railroad made a surprise announcement that workers had secretly restored "Big Boy" #4001 at an undisclosed location.

Union Pacific had previously scheduled an October railfan special to travel across the "Fremont and Mo Valley Railroad" or what is more commonly known as Union Pacific's Blair Sub located in eastern Nebraska and western Iowa. This 40 mile stretch of formerly C & NW trackage is now being double tracked by UP.

UP had originally announced the special would be pulled by their diesel Centennial #6936; however, rail fans who had already bought tickets on the sold out special got the surprise of their lives when UP announced that Big Boy #4001 would be on the head end.

The #4001 built by the Alco Locomotive Works in 1941 was used to muscle heavy tonnage over Sherman Hill between Cheyenne and Laramie, WY. Big Boys served as "king of the hill" until being retired in 1957.

The restored "Big Boy #4001" will depart Fremont, Nebraska on the "Fremont and Mo Valley Railroad" 1:00 p.m. Sunday, October 14, 2012.



Pelle Soeborg Headlines RARG 2013 Clinics

Renowned railroad modeler, author and photographer, Pelle Soeborg, will kick off the Rails Along the Rio Grande 2013 clinic schedule on Thursday, June 6 at 7:00 p.m. A tentative schedule, location and list of clinic topics follows:



Thursday, 7:00 p.m. June 6, 2013, Kokopelli Room, "Rebuilding a Railroad from A to Z" 45-50 minute powerpoint slide presentation. Seating availability 150+.

Thursday, 9:00 p.m. June 6, 2013, Kokopelli Room...repeat of above program.

Friday, 8:00 a.m. June 7, 2013, Kokopelli Room, 45-50 minute powerpoint slide presentation: "Done in a Day" weathering clinic. Seating availability 150+.

Friday, 9:00-11:00 a.m. June 7, 2013 "Weather and Mingle Clinic" Six air brush stations manned by experienced modelers and 1 "chalk" station will be available for hands on weathering by participants. Pelle Soeborg will float and mingle with participants answering questions, giving technique hints and providing examples of options to weather your favorite engine or car.

More information about Pelle and clinic details will follow in the February "Callboard RARG 2013 Convention and Train Show" issue.



**Belen: “The Hub City”
By Al Hovey
Photos By Rolf Nitsche**

Google any of these words: Transcon, Clovis Sub, Gallup Sub , El Paso Sub, New Mexico Rail Runner, Fred Harvey, Abo Canyon, Hub City, El Camino Real Trail or BNSF in New Mexico and you will find that the common link is where the “Trails and Rails Meet” in Belen, NM.

Belen, located about 40 minutes south of the our convention hotel, is called “The Hub City” and it’s where the “Rails and Trails” meet. The history of the El Camino Real Trail goes back to the 1600’s, Route 66 came within about 20 miles of Belen, I-25 passes on the west side of Belen and other major roads of New Mexico are close by.

The AT& SF Railway came to Belen in the early 1900’s. The Santa Fe built the “Belen Cutoff” heading south out of Amarillo to Clovis, on to Belen and rejoined the “main line” at Dalies, about 27 miles west of Belen. This route eliminated having to deal with the 3% grades at Raton and Gorieta, NM on what some people refer to as the “Santa Fe’s passenger main.”

Belen is located mid way between Los Angeles and Chicago. On average 80+ trains per day arrive, are fueled, inspected and re-crewed and sent on their way whether it be north, south, east or west.

The heaviest traffic days are Thursday p.m. through Monday a.m. as east coast and west coast trains all converge on Belen over the weekend.

Abo Canyon, although not acces-



Map Copyright 2012 Microsoft Corporation and 2012 Nokia
sible, is located about 25 miles east of Belen.

It’s easy to find the railroad action in Belen. Take the 195 Business Loop Exit off of I-25, drive to downtown, turn east on Reinken Ave. and proceed to the viaduct. You are there!



BNSF 7374 part of 5 unit consist with stacks

Maersk stack train led by BNSF 7374 is finishing its trip across the Gallup Sub dropping down from Dalies into the

(Continued on page 14)

Rails along the Rio Grande 2013

(Continued from page 13)

west side of Belen at Belen Junction. Not visible on the hill behind the train are 3 more east bounds all waiting for the Belen yardmaster to give their crews green over red so that they too may move into the yard to hand off their trains and finish their work for the day.

This area can be viewed from the new pedestrian walkway area on the north side of the BNSF Railway viaduct on Reinken Avenue.



New Mexico Rail Runner Express

The Belen Station is located at Reinken Avenue and Wisconsin Street. For more information go to New Mexico Rail Runner Express



BNSF 7215 Westbound at fuel racks

Fuelers transfer 150,000+ gallons of diesel per day at 4 eastbound and 4 westbound fuel racks. This fuel satisfies the thirst of 350+ engines each day.

The fuel itself arrives in Belen via a pipeline and railcar. Four 2.7 million gallon tanks feed auxiliary tanks located near the fueling racks.

You can view the tanks and tank car off loading equipment from Jarales Road which runs parallel to the yard on the east side of the yard.



BNSF white diesel fuel tank

(Continued on page 15)

Rails along the Rio Grande 2013

(Continued from page 14)

The Harvey House was originally built for a place where Santa Fe crews could eat, rest and sleep while away from home. Today the building is home to a museum, the Belen Model Railroad Club's layout and general meeting and display area. This structure is located just south of the Reinken Street BNSF viaduct and serves as a great viewing spot for both eastbound, yard and westbound trains.

In the photos below BNSF 5407 leads a UPS container and trailer train east out of Belen on the Clovis sub. Note the UPSU 53' containers.



Belen Harvey House



UPS Trailers

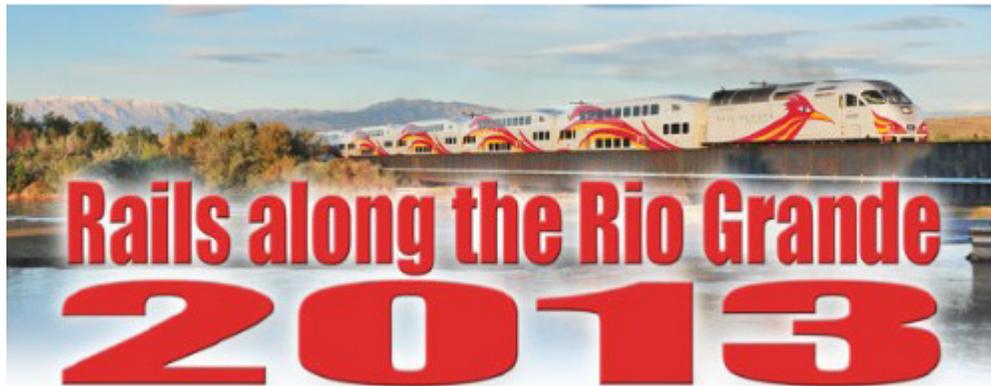


BNSF 5407 in the lead



UPSU Containers

This is rail fanning, New Mexico style!



FAVORITE TRAIN Contest
sponsored by



Nothing beats the good feelings one feels when they display their favorite train for their friends to view. Feelings of pride bring joy to our hearts knowing that others enjoy viewing our prized projects. Scale, brand, roadname, etc., are immaterial. Fun, joy and pride are what count!

Thursday, June 6 during UP Night, 6-9p, bring your favorite Union Pacific or fallen flag train for display.

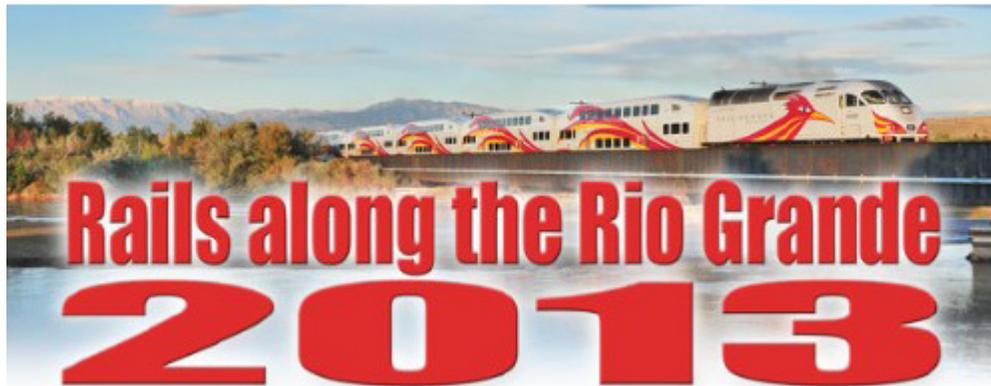
Friday, June 7 during BNSF Night, 6-9p, bring your favorite BNSF or fallen flag train for display.

See www.rarg2013.org **Achievement Program** for details, and also see **UP Night** and **BNSF Night** for a list of fallen flag roads.

Everyone attending **RARG2013** will receive a voting ballot for each night, and both **BNSF Railway** and **Union Pacific Railroad** will provide a **prize valued at over \$200** to be awarded to the person bringing the popular vote winning train each night. Prizes will be announced in the **February 'Callboard'** Convention issue.

Setup from 5-6p, with prizes awarded at 9p each night. Winning trains will be on display in the contest room for the remainder of the convention.

BRING ON THE TRAINS!!!



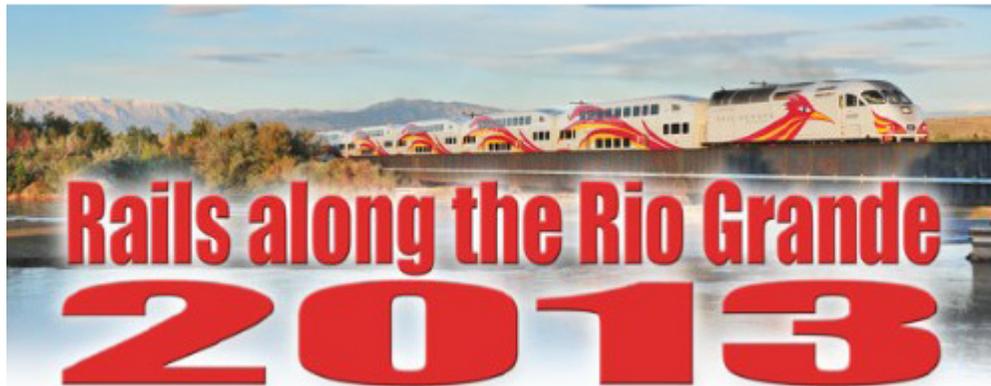
FAVORITE TRAIN Contest
sponsored by



Ask Chris Gutierrez what his favorite train is and the instant reply is the Denver Post Frontier Days UPRR Passenger Train. Since 2006, he has ridden the train every year. Over the years, this train has been pulled by UPRR 844, 3985, 6936, the E-9's and in 2012 the 844 had braking assistance from the #5000 GE Gevo.



Chris Gutierrez, right, and friend Harlan "Buzz" Lenander, left, are pictured on the UPRR Cheyenne observation car on the 2011 train.



JB&N **A Labor of Love...**

Story by Al Hovey



Right: Nibb's Town residents are protected with the lights are flashing and the sign on the flasher says Stop on Red Signal

Below: Coal loads ready to go out from Sleepy Hollow Coal Mine

Photos: Al Hovey

In the year 2000 Bill and Joan Sedivec moved from New York and built a new house in Placitas, NM just north of Albuquerque. They started work on their JB & N layout in 2001 and their layout at a glance includes: 602 square feet of multilevel trackage with two helices.

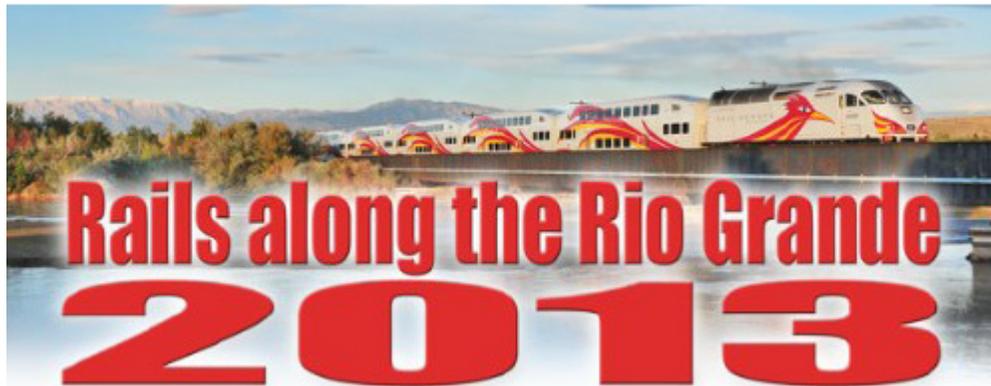
Their prototype is actually fictitious in a free lance style; however, the locale is the south part of New York set in the late 1950's to 1976.

Their 385 foot main line has a minimum radius of 32" and their yards are 28." They use Peco and Shinohara #6 turnouts on the main line and #4 turnouts in the yards. The maximum grade is 2.5%. All track is Atlas code 100.

The layout is built to a height of 41 to 61" utilizing L girder construction and



(Continued on page 19)



JB&N *A Labor of Love...*

(Continued from page 18)

covered with a sandwich of 1/2" plywood and 1/2" homosote.

Backdrops are painted sky blue with Bill hand painting the clouds utilizing 3 different colors. Local modeler and backdrop painter, Lynn Garrison, has been adding her professional expertise to update Bill and Joan's backdrops.

Scenery is plaster over screen and card board strips with red building paper and plaster. Joan has done a large part of the ballasting, buildings and detailed finish scenery.

Bill uses Digitrax command control

with remote throttles. He dispatches the railroad from the CTC panel that he built and wired himself.

Bill built his signal system using block detection from Dalle Electronics. Turnout control is Circuitron and all signals are Tomar.

Joan loves to create the southern New York scenery and looking at the size of their layout, she may keep Woodland Scenics and Scenic Express in business all by herself. Joan also has built a large percentage of the buildings on their layout. When it comes to ballast work, Joan is in

charge. Recently she commented that "Bill doesn't do ballast work very well!"

Bill and Joan are proud to have two photos of their scenery work published



Meet Bill and Joan Sedivec

Building the JB & N RR has been "A Labor of Love" for Bill and Joan Sedivec. They live in Placitas, NM with their dogs, Samantha & Pixie. Joan loves landscaping around their home. Both have been strong NMRA supporters.

Photo : Rolf Nitsche

in the Walthers 2013 HO catalog. See pages 588 and 609.

Friday morning operating sessions are Bill's pride and joy.. He loves to have visitors come and operate and you can contact him at

wsedivec@hotmail.com or 505-867-4144.

During the Rails Along the Rio Grande 2013 convention and train show, Bill and Joan will have their layout open to visitors at scheduled times

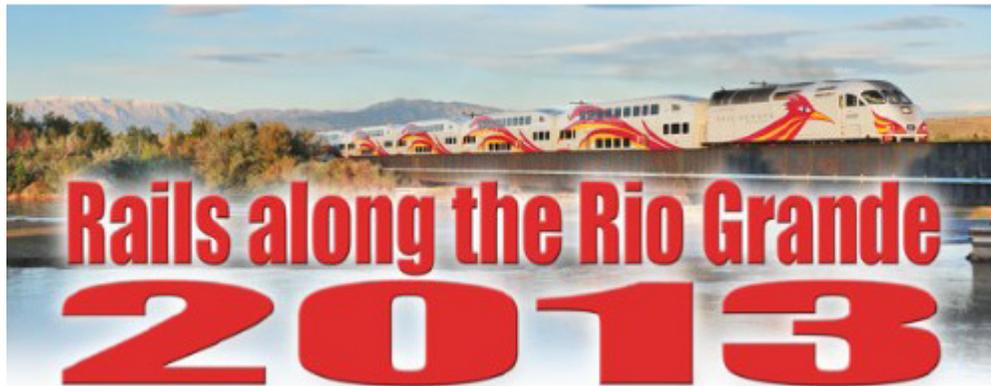
(Continued on page 20)



JB & N Train #231 grinding up hill above Nibb's Town.

Nice ballast work, Joan.

Photo: Al Hovey



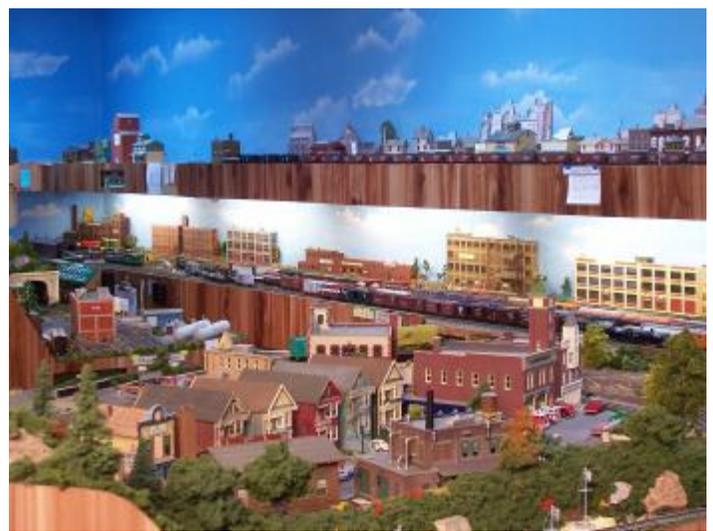
JB&N *A Labor of Love...*

(Continued from page 19)
 and Bill will also host a closed operating session for people having advanced experience operating. He can handle 9 engineer/conductor teams for an operating session. Details are available on line at www.rarg2013.org.

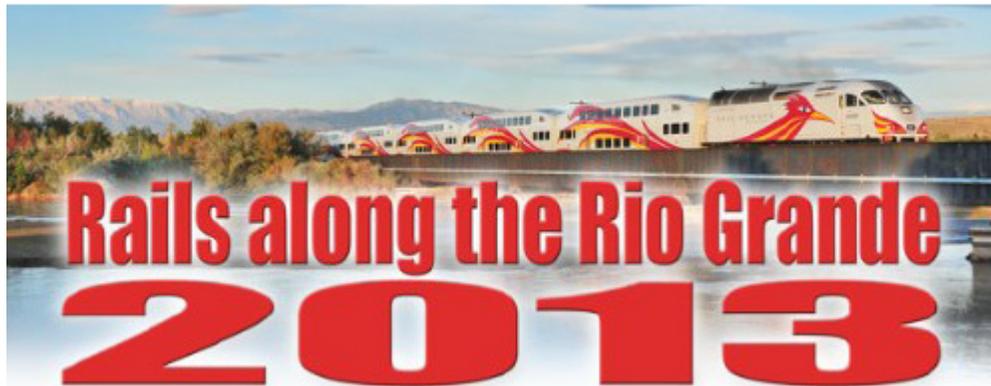
Joan's pride and joy. Newly completed farm scene featured on page 609 of the Walthers 2013 HO Catalog. The farm scene is built as a covering and liftout to access and cover one of two helixes on the layout. *Photo: Al Hovey*



Engine service facility at the end of Ackenback Yard.
Photo: Al Hovey



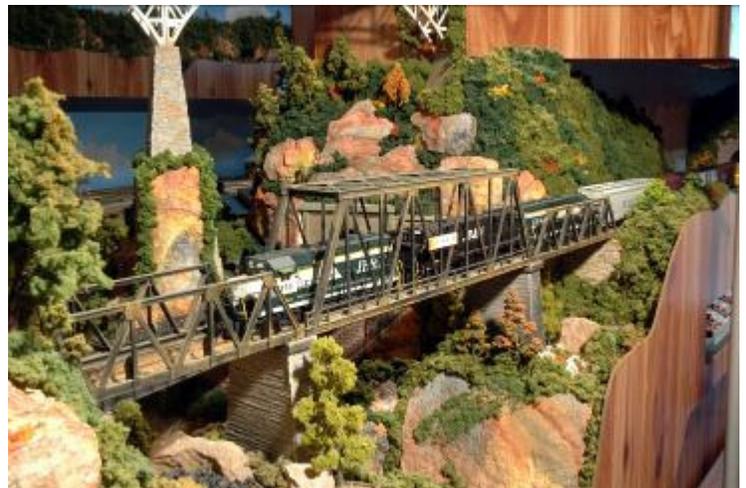
View across Brookeville looking at Ackenback Yard. Joan's Ville yard and city scene is on the upper level. *Photo: Al Hovey*



JB&N **A Labor of Love...**

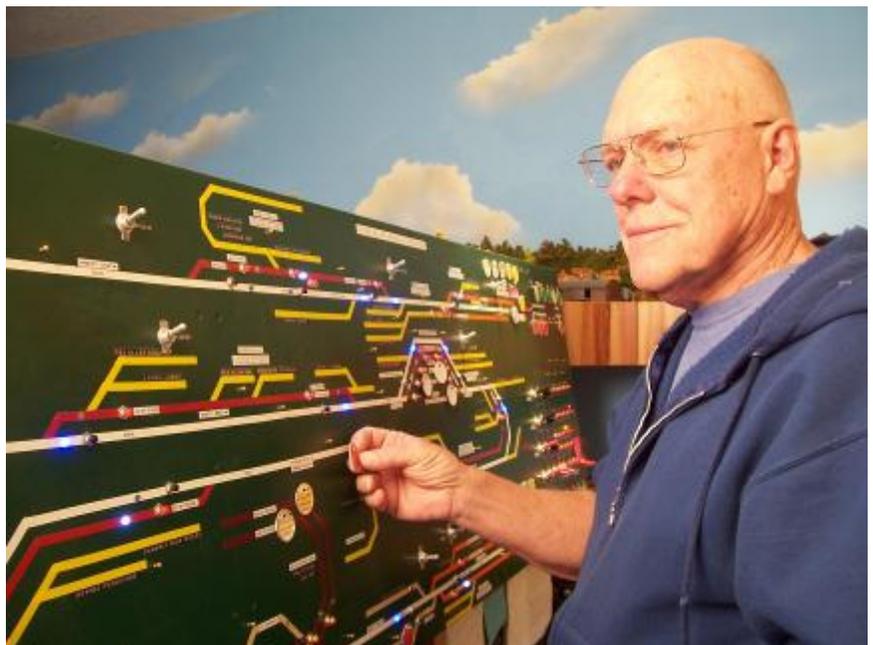


Mountain View features lots of city details and Joan challenges visitors to "hunt and find" many items in town. Want a beer? You have to find it and if you can spot the beer bottle, you probably are entitled to a drink.
Photo: Al Hovey



JB & N Train #355 pulls a mixed freight across Deep Gorge. Also note the coal train on a lower crossing just behind engine #355. *Photo : Bob Hayden*

Bill's pride and joy is his Dispatcher's Panel. Bill designed and built his "work of art." The CTC board features color coded track diagrams for the main line, passing sidings, branch lines, yard tracks and 24 staging tracks for full length trains. Bill uses LED's to indicate occupancy and turn-out position. *Photo: Al Hovey*





NMRA NEWS

- After several years of work by incoming NMRA Secretary John Stevens, all U.S. **Region boundaries are now defined by state and county boundaries**, rather than zip codes. This will help keep boundaries stable as the U.S. Post Office continues to redefine its zip code areas.
- Michiana Division co-founder Jim Six, a college professor and experienced education expert, has agreed to lead a team charged with **developing a standardized clinic format** that will help ensure consistency and uniformity for clinics being made available to Divisions and Regions. The format will be based upon the one currently in use in the Michiana Division of the Midwest Region.
- Following the recommendation of Standards & Conformance Department head Didrik Voss, MMR, the Board directed that **all eight DCC-related Recommended Practices now become NMRA Standards**. Further, in the future the issuance of a Conformance Warrant is not to be influenced by Recommended Practices but will be based solely on adherence to applicable NMRA Standards.
- President Charlie Getz appointed outgoing president **Mike Brestel to replace Larry DeYoung**, who retired as publisher of *NMRA Magazine*. Charlie also announced that Mike has also agreed to serve as assistant to the president to ensure a smooth transition between administrations.
- Chief Financial Officer Frank Koch reported that the **attendance of the National Train Show in Grand Rapids was the fourth best ever**, and that Saturday's attendance exceeded Sacramento's of the same day. In addition, there were three more booths sold at Grand Rapids than Sacramento.
- Looking ahead to next year's convention in Atlanta, **the "Peachtree Express" team** reports that it's putting the finishing touches on a series of short videos featuring selected layouts that will be on tour during the convention. The videos will be posted to YouTube and will be able to be accessed from links on <http://www.nmra2013.org/>
- The Peachtree team is also proud to announce that there will be a number of **Civil War-related tours** – both rail-related and general interest – as well as a “Civil War track.”
- And it's not too soon to be thinking about the 2014 convention! The **Cleveland Convention's website is now up** and running and taking registrations at www.2014cleveland.org.
- About half of the money needed to meet **the "matching gift" to the "The Magic of Scale Model Railroading" exhibit** at the California State Railroad Museum has been raised. An anonymous donor has offered to put \$250,000 of his own money into the Exhibit if we can raise a matching amount. In addition to NMRA member donations, substantial donations have been made to the exhibit by various manufacturers. No NMRA dues money is being used to fund this project. Watch for an informative article in the November issue of *NMRA Magazine* for more details on the Exhibit and fund raising efforts.
- The newly formed **NMRA Marketing Department is working with Amtrak stations** in major cities to get modular layouts placed there in an effort to raise awareness of our hobby.
- The **NMRA website** is undergoing a facelift and update under the direction of our new IT Director, Ben Sevier, and his web team. Members should see the changes sometime within the coming year.
- As part of an effort to improve communications with members, and specifically those who don't receive *NMRA Magazine*, the **NMRA leadership team is discussing adding an "eBulletin"** – a short, concise emailed newsletter which will list NMRA news, announcements, and other important information. It won't replace *NMRA Magazine*, but instead will be an adjunct to it and will be available free to those members with email. A proposal will be made to the Board of Directors in February.
- The Executive Handbook and By-Laws Committee is currently working diligently to **simplify and shorten both of those documents**, making it easier to understand the organization and how it's run.
- The **Winter Board of Directors Meeting** will be held in Atlanta, Georgia, on February 8-10. All NMRA members are welcome to attend. Times and location will be announced later.

Gerry Leone, MMR

National Communications Director

DIVISION ROUNDHOUSE

For more information, check out our website at <http://www.ppdnmra.com/>.



02 SUNRISE DIVISION

The Sunrise Division changes the guard this November, with capable Jim Laird taking the throttle as Superintendent, Steve Schweighofer as Assistant Superintendent, Stewart Jones as Secretary and Bill Johnson returning one more term as Treasurer.

At our Division meetings we continue to feature brand new clinics by members every month; Tree-Making in October, Structures in November, and our December film special features "The General", starring Buster Keaton. Our popular Tool Time segments features tidbits and neat ideas from a member each month. Instead of a model contest, we have a non-competitive Show N Tell session based on a theme. The focus of our "meetings" is sharing our hobby with each other, keeping it fun and light-hearted. We minimize the business portion of the meetings as much as possible, and politics are not any part of what we are about. Check our website for the latest information for upcoming Division activities at: <http://www.trainweb.org/SunriseDivision>

The Sunrise Division's meetings are on the first Thursday of the month at 7:15- 9:15 PM, at the Holy Love Lutheran Church, 4210 S. Chambers Rd, Aurora, Colorado. After the meetings many of us adjourn for some desert and socialize for another hour at the nearby Village Inn. - Gary Myers



04 PIKES PEAK DIVISION

Our Meetings are Normally Held on the second Friday of each month at the Sand Creek Police Station 4125 Center Park drive (Southeast of Academy and Fountain). In March the group attended the TECO show with their modular layout.

We are motivated and focused to make Colorado Springs a center of excellence in the Model Railroading Community. The success is based on producing quality educational events and the effort of all those active in the hobby. We are committed to advertise aggressively throughout Colorado and the surrounding States. We are contacting over 200 clubs, associations, societies, all news media as well as any interested parties.



05 ESTES VALLEY DIVISION

Earlier this year discussions for planning our Divisions new Sectional layout centered on the possibilities of an On30 switching layout. With the popularity of On30, many of our modelers were already acquiring equipment and building structures. We discussed concepts for the layout and agreed on the following: Show typical late 1800's Colorado narrow gauge mining scenes as the tracks pushed further into the mountains. No motor vehicles, the time period is when horse drawn wagons moved everything from the railroads to its final destination. "Craftsman type", scratch built detailed structures and details.

Construction will be two-foot by four-foot modules, with viewing from either side. The track plan was patterned after a small switching layout built by Lowell Ross. The modules are being built with 7" "short" legs to allow setting up on Standard folding tables. Optional long legs will provide for display at a nominal 48" track height.

The exact prototype location represented by the three modules will be kept secret until Rails in the Rockies, 2013, (February 16 and 17), but there is a very strong rumor that it is somewhere along the Denver, South Park, and Pacific/Colorado Southern/Gilpin Tram track.

Hardware will include NCE wireless DCC with NCE Switch 8 stationary decoders, and NCE Mini Panel. Tam Valley Depot frog juicers, Tortoise switch motors, and Azatrax Infrared sensors. Micro Engineering Code 83 weathered track and turnouts will be used, with some hand laid track on a trestle.

Members are working together and learning skills from each other. The result will be much better than any member would have accomplished singlehandedly. Members are cutting most scale lumber with custom-built miniature saws. Basswood, Beatle kill pine, Aspen, cedar, and Alder are being used, with various methods for distressing and staining. A two-inch diameter cutting blade leaves saw marks on each board that are nearly prototypically correct

Photos to pique the interest of Region members were considered, but perhaps the mental images will be adequate for now. We hope to see many of you at Rails in the Rockies 2013.



06 RIO GRANDE DIVISION

Superintendent Bill Sedivec shares that after a long hot New Mexico summer and lots of continuing layout work on their JB & N Railroad by himself and his wife, Joan, "The Empire" reopened for the first fall operating session Friday, October 12, 2012. A crew of 9 operators encountered a few problems; however, the problems were fixed and new operating challenges are being added to create additional interest in future operating sessions.

We look forward to hosting an operating session and two layout tours on the JB & N during the upcoming regional convention in June.

Joan and I are really proud that two photos of our layout are included in the Walthers 2013 HO catalog. See pages 588 and 609. Thanks to Rolf Nitsche for taking the photos.

My grateful thanks goes out to Al Hovey and his Advisory Committee for the excellent work that they are doing to make the "Rails Along the Rio Grande 2013 Convention and Train Show" one of the best regional conventions and train shows ever. You can go on line at www.RARG2013.org to learn details, register for the convention and make your hotel reservations.

GREAT MODEL RAILROADING EVERYONE!!!!!!
- Bill Sedivec



07 ROAD RUNNER DIVISION

Division 7, the Roadrunner Division, covers much of southern New Mexico and far west Texas, including El Paso.

We meet on the second Saturday of each month, 1:30 PM at the Las Cruces Railroad Museum, corner of Las Cruces Avenue and Mesilla Street.

Meetings are informal, with a lot of idea exchanges and "show and tell" by members. A couple of times a year we have model contests. In May the contest was modeling different versions of one kit, the Kelly's Saloon by DPM. Four of the entries are shown following.

In September we had a contest to design a layout, any scale, to fit an 8 foot by 10 foot room. The entries in this contest can be viewed on our blog, <http://nmroadrunner.blogspot.com>.





Bill Tulley showed photographs of his September trip over to Ely, NV to attend a symposium on the railroads in Nevada past and present and an opportunity to observe the Nevada Northern Steam Wrecking Crane "A" in action. Bill also showed selected photographs of the Big Horn Mixed at Chama, NM for those individuals who did not attend.

Next, Sheridan Model Railroad Association (SMRA) members put on a demonstration on how to use Woodland Scenics Water Special Affects to represent rapids and white water in a stream. The results were not as spectacular as those results seen in the model press. Perhaps there is a secrete procedure that we need to learn. At least, we were able to show what not to do.

The afternoon activity was an operating session on the SMRA layout.

In November, the SMRA will hold an open house on November 17 in Sheridan and the Central Wyoming Model Railroad Association will hold an open house on November 23 and 24 in Casper.

Bill Tulley



14 NORTHERN WYOMING

The Front Range Division ended the summer with our annual picnic at the Colorado Railroad Museum in August. We were joined by the Sunrise Division and had about 20 people devouring the potluck repast. The picnic was concluded by a tour of the grounds with a guide. At the September meeting, Jack Heptonstall gave a clinic on the Eureka. The Eureka is a restored narrow gauge locomotive featured at Railfest on the Durango and Silverton this summer. It is facing some significant inspection problems and may not run again. In October, Keevan Burnside presented a clinic on his experiences at the National Narrow Gauge Convention in Seattle. Keevan's clinic hit the humorous side of his visit to Seattle.

The Front Range Division meets at the Library of the Colorado Railroad Museum at 7:00 pm every third Monday to the month. Exceptions are in August when we have our picnic and December when we have our Christmas party.

The Front Range picnic was held in the only shade we could find at the CRRM.

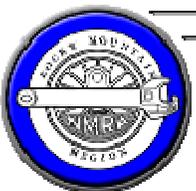
The CRRM supplied us with a guide for a tour of the grounds.

Paul Brennecke



13 COLORADO WESTERN

The Colorado Western Division doesn't have meetings, but the Grand Valley Model Railroad Club in Grand Junction, Colorado on meets every Tuesday at 7 pm.



14 NO. WYOMING DIV

The fall meeting was held in Sheridan on October 5, 2012. Attendance was light possibly due to winter returning to Northern Wyoming two days prior to the meeting. An election was held to fill positions for the next year, and then we began the fun stuff.



Front Range Division annual picnic at the Colorado Railroad Museum



The D&RGW 863 at the Colorado Railroad Museum

ACHIEVEMENT PROGRAM

Newest MMR

Congratulations go to our Region's newest Master Model Railroader! Victor Kuklin in Buena Vista is now MMR #495. Be sure to read about Victor in an upcoming edition of the NMRA's Magazine.

2012 MODEL CONTEST AT CHAMA, NM By Bill Tulley

The 2012 model contest had fewer entries this year when compared with previous conventions. This was to be expected because of the limited time available for model display. However, the level of modeling skills displayed was excellent. Sixteen items were entered. Nine models were on display with seven to be judged for the AP Merit Award Program. All seven models achieved 87 and ½ points or more. Seven photographs were also on display. It was difficult to rank them in order of artistic ability. All photographs were deserving of an award of some variety.

Lynn Daugherty received the Caboose Hobbies Award for his FORKS CREEK STATION. This award always goes to the person earning the highest merit score for his model. No other certificates for first, second and third place were presented because of the limited time available for preparation at the convention. Those earning merit awards for their models will receive merit certificates by mail at a later date.

I would like to thank the three judges: Bruce Burbank, Don Bailey and Vic Kuklin for taking time from the convention program to help with judging the models.

JUDGED MODELS (125 points are available)

Lynn Daugherty	Forks Creek Station	112
Stewart Jones	Insulated Box Car	108
Vic Kuklin	CM 551 Flat Car	105
Vic Kuklin	CM 5340 Box Car	104
Stewart Jones	La Mesa Station	94
Steve Bradley	5 SP Cars	90
Don Francis	ATSF 1089 Caboose	87 ½

DISPLAY MODELS

Shirley Kramer	Construction Co. Office
Bill Tulley	4 RGS Work Cars

PHOTOGRAPHS (100 points are available)

Andy Saez	478	87
Martin Pirnot	Along the WP&Y	82
Martin Pirnot	486 & 473 Meet	82
Andy Saez	489	77
Martin Pirnot	Haggard Mine	77
Andy Saez	484 & 487	75
Martin Pirnot	Tenn. Pass Depot	72

NEXT ISSUE of the CALLBOARD:

WINTER EDITION (February 2013)

**Deadline for submissions:
January 20th**

Publication date: February 1

**Please send in all submissions
electronically to the Callboard staff
at chrisfallis@yahoo.com**

Earn Author and Volunteer Certificates at the Same Time!

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 Chris Fallis, *Callboard* Editor for further details and contact him at the address below to sign up. We'll help you learn as you earn points!

chrisfallis@yahoo.com

A USEFUL ADAPTATION TO A COMMONLY USED TOOL

ARTICLE AND PHOTOS BY HAROLD S. HUBER JR.

Years ago I purchased a North West Short Line (NWSL) "The True Sander" (Photo 1), and really used it for 90-degree true sanding. While using this tool, I was very unhappy with my ability for matching corners of buildings. With some knowledge of geometry, I went to the local steel supply shop and purchased 1 foot of 3" 90 degree angle steel and had it carefully aligned and cut into two – 6" long pieces that were true and square (Photo 2).



Photo 1

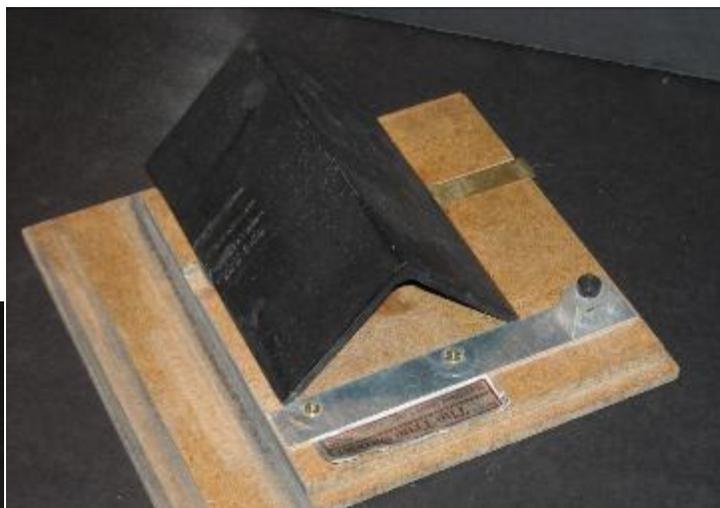


Photo 4



Photo 2

When I got home I sanded one – 6" length to remove the rust from it (do not sand out of square, just remove the outer surface so that it is clean to accept paint) and painted it with Krylon Flat Black paint. I then fabricated a K & S brass sheet that was 1/8" thick to fit snugly in the alignment groove of the "The True Sander" (snug means loose enough to slide in the groove but tight enough that there is no slop) (Photo 3). I then sanded the paint off the ends of the angles to accept epoxy glue where the brass stock and the steel 90-degree angle stock met. I placed the brass stock into the alignment groove and aligned the steel angle against the aluminum guide bar at the top of the "The True Sander" to ensure that it was square (Photo 4) and glued the brass stock to the 90-degree angle together at the outer edges of the angle (Photo 5). This creates a 45-degree angle to rest stock on to make 45-degree angle ends to fit corners of the building together (Photo 6).

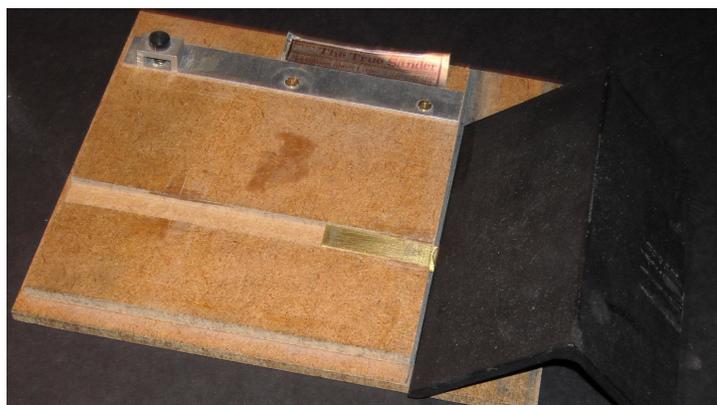


Photo 3

I also use this tool adaptation to sand brick sheets & rock sheets to a 45-degree for very accurate matching at the corners. This addition to the "The True Sander" has worked well any time I need a 45-degree angle on parts and pieces I fabricate. The black surface of the steel angle can be marked with a pencil and a machinists square to help align parts for sanding (these pencil marks can be erased when through using them). I also use masking tape to hold parts in place when sanding to assist keeping the part in place. This device can be used for plastic stock, plaster castings, brass bar, wood, and other materials used in modeling that requires a 45-degree angle. (Note photos 7, 8, & 9 showing this device in action). I have also used the second piece of 90-degree angle steel stock for weight, alignment, and various other ways in my modeling.

(Continued on page 29)

A USEFUL ADAPTATION TO A COMMONLY USED TOOL

ARTICLE AND PHOTOS BY HAROLD S. HUBER JR.

TIP: When gluing thin plastic sheets to other sheets of plastic I found that the thin sheet warped from regular plastic glue application. I have since learned to use 3M #77 spray adhesive on one of the sheets if you want to be able to separate the two sheets. Spraying the attachment surface of both sheets with the 3M #77 Spray adhesive will permanently attach both sheets.

You can now fabricate this modification to assist in making 45-degree angles for your buildings and other stock. I am on a quest now to find a 30-degree and a 60-degree angle steel stock for different angles.

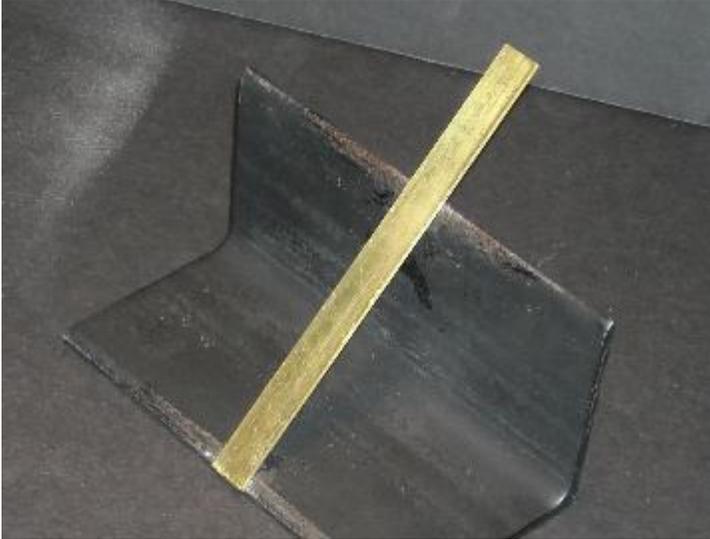


Photo 5

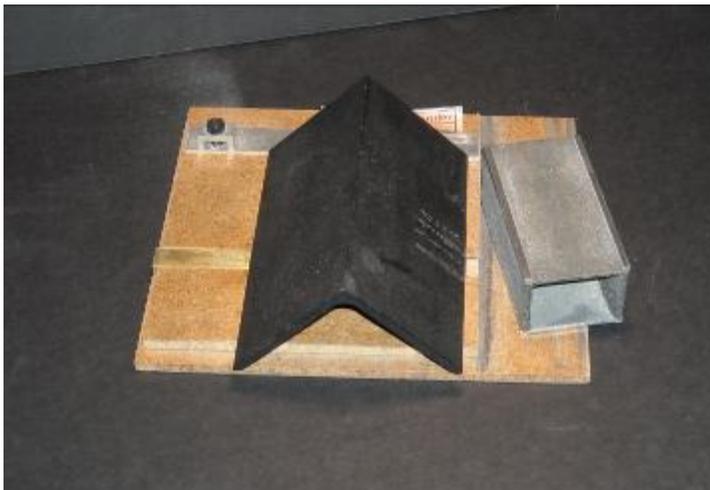


Photo 6

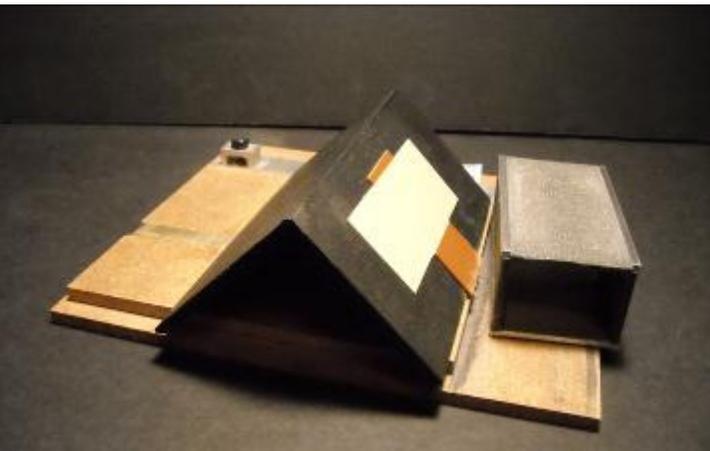


Photo 7

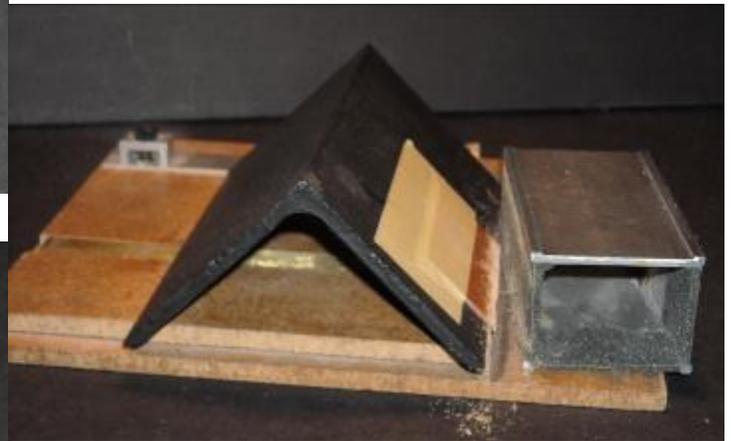


Photo 8



Photo 9

PARTS LIST:

- NWSL "True Sander" part #57-4
- Six Inch of 90-degree angle steel stock (have steel supply shop cut to exact 90-degree angle)
- K&S 1/8" thick 4" X 10" Brass Sheet (cut to size of alignment groove)
- Krylon Flat Black Paint
- Two Part Epoxy cement

Technical Corner

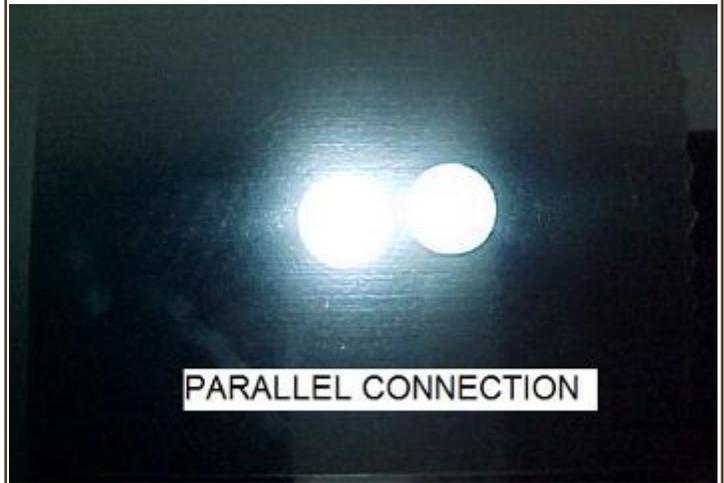
LEDs in Parallel?

Story and Photos by Rex Beistle

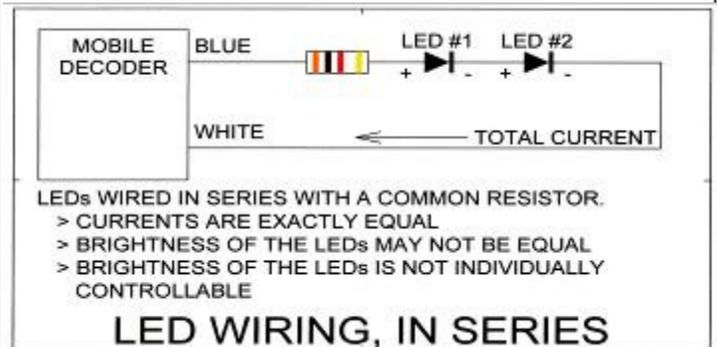
Many model-railroading applications now use Light Emitting Diodes (LEDs) instead of incandescent lamps. LEDs for locomotive and passenger car lighting are commonplace. Tiny surface mount LEDs light up locomotive and caboose marker lamps on older models and ditch lights on modern diesel locos. The modeling press seldom mentions using LEDs for structure lighting, but that will surely change as more modelers find that the virtually heat free LEDs will not damage the finest styrene structure.

I recently read an on-line discussion about wiring LEDs in parallel for headlights on a GP locomotive. The texted discussion bordered on becoming an intense argument, with one modeler insisting that parallel operation of LEDs was just fine. A couple other modelers suggested that maybe parallel operation was not a good idea. I used LEDs for the first time more than 40 years ago. I have never wired them in parallel, because the industry literature has always said to avoid parallel operation. The discussion was about 2mm diameter 'tower' LEDs, and I happened to have some of them.

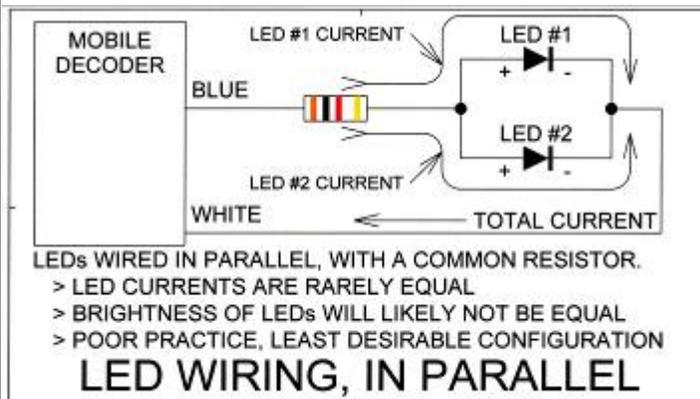
So, off to the workbench and out came a pair of Miniaturics 12-825-05 LEDs. I did not pick or select the two that were tested; they were the first out of the packet. I clamped them side by side in a small vice, and wired them in parallel with a common current limiting resistor. The diagram named "LED WIRING, IN PARALLEL" shows how they were connected. I put a piece of Scotch Brand *magic* tape over the lens of the two LEDs, to act as a light diffuser. I connected the pair of LEDs to my regulated and adjustable power supply and slowly increased the voltage until the intensity was about what I thought was right, not blinding but not dim either. The photo labeled "PARALLEL CONNECTION" was the result. Just as the literature has warned for years, there was a significant difference in in-



tensity of the two LEDs. If these two LEDs would not play together when wired in parallel, what would they look like when wired in series? I rewired them to match the diagram named "LED WIRING, IN SERIES" and again turned the power supply up to get about the same amount of light as before. The result is in the photo labeled "SERIES OPERATION" and is quite revealing. The intensity of the LED on the right (#2) now appears to be about the same as the one on the left (#1).



LED WIRING, IN SERIES



LED WIRING, IN PARALLEL

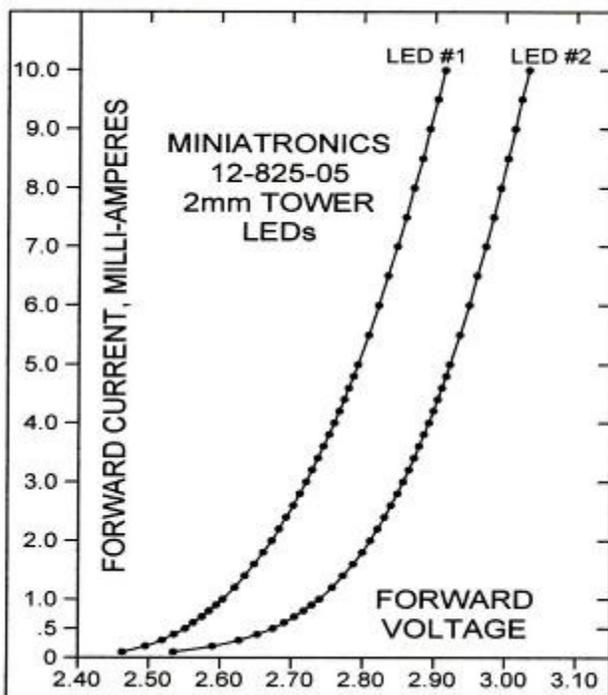
Technical Corner

(Continued from page 30)

How can that be? How can the previously dim LED suddenly be just about the same as its formerly much brighter kin? I had to have data to illustrate what the literature has said causes the LEDs to behave as they did.

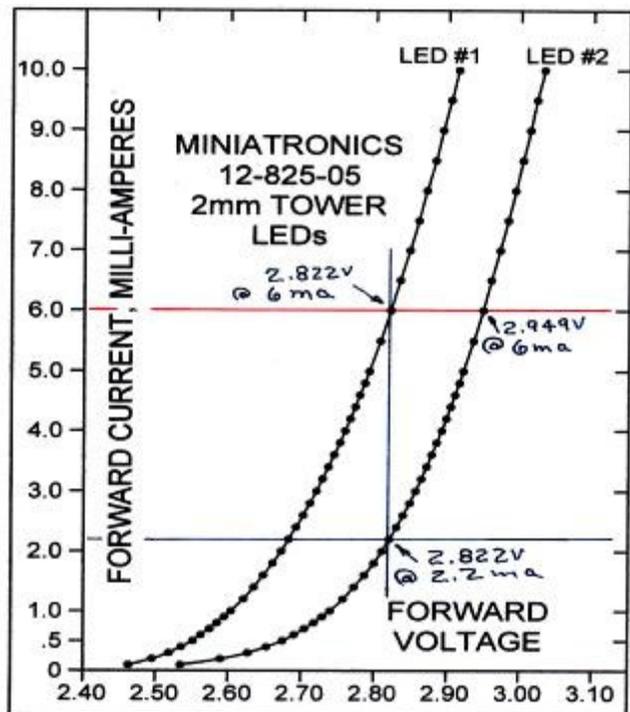
The data needed was the voltage versus current for both of the LEDs. The voltage is not the power supply voltage but actually the voltage across the LED. I used two digital meters; one to measure the current through the series connected LEDs and the second to measure the voltage across each LED. The current meter had a resolution of two decimal places and the voltmeter a resolution of three decimal places. Taking the voltage measurements with the LEDs wired in series assured that exactly the same current was flowing through each of the LEDs when making the voltage measurement.

I started the data collection with an LED forward current of 100 microamperes and went, in steps, to 10 milliamperes. The collected data first went to a spreadsheet and then to a Cad generated graph. The graph shows the voltage across the LEDs on the horizontal (X) axis. The current through the LEDs is on the vertical (Y) axis. Not surprising, LED #2 showed a slightly higher forward voltage than #1. The two LEDs, taken from the same package, did not have identical Voltage versus Current curves. This trivial difference, only 0.139 volts maximum, is what prevented them from playing together nicely when wired in parallel.



When wired in parallel, the LED with the lowest forward voltage 'clamps' the voltage across both LEDs to its value. This voltage 'clamp' defines the current through the LED with the higher forward voltage. When wired in parallel, the LED with the lower forward voltage drop will carry more current and be brighter than the LED with the higher forward voltage drop. Drawing operating points on the graph of voltage versus current for the two LEDs makes the problem of unbalanced current sharing clear.

To examine the current sharing problem, assume an operating point of 6 milliamperes through LED #1. Draw the operating point line horizontally at the 6 milliamperere point on the graph. The line intersects the LED #1 curve at 2.822 volts. Draw a vertical line at the intersect point, down to and through the LED #2 curve. Draw a horizontal line at the intersect point on the LED #2 curve and see that LED #2 was drawing about 2.2 milliamperes when its forward voltage was 2.822 volts.



These two intersects define the operating points for the two LEDs when wired in parallel. LED #1 has a forward voltage of 2.822 volts @ 6 milliamperes and 0.017 watts power dissipated. LED #2 has a forward voltage drop of 2.822 volts @ 2.2 milliamperes and 0.006 watts power dissipated. The total power dissipated is 0.023 watts with LED #1 at 73% of the power and LED #2 at 27% of the total power. This is not a good balance, and the photograph above

(Continued on page 32)

Technical Corner

(Continued from page 31)

clearly shows that to be a fact.

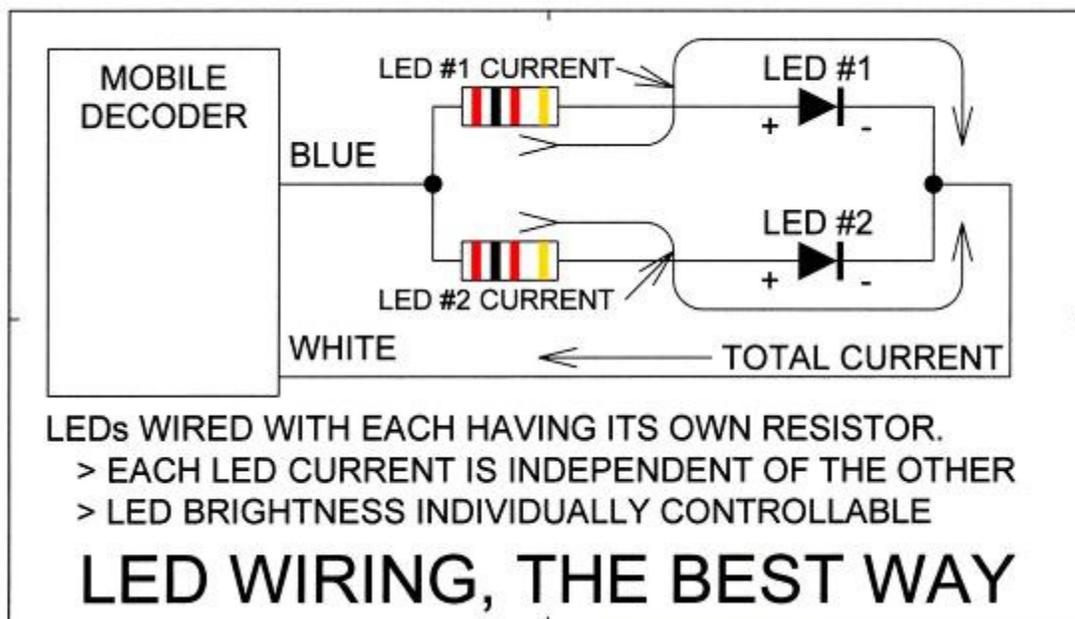
The single horizontal line at the 6 milliampere point on the graph defines the operating points for the LEDs when wired in series. LED #1 has a forward voltage of 2.822 volts @ 6 milliamperes and 0.017 watts power dissipated. LED #2 has a forward voltage of 2.949 volts at 6 milliamperes and 0.018 watts power dissipated. The total power dissipated is 0.035 watts with LED #1 at 49% of the power and LED #2 at 51% of the total power. This is a very good balance, and the photograph above clearly shows that to be a fact.

That is the story of two LEDs, taken at random, from the same packet. These two do not play well in parallel, but work fine in series. That is what the literature has said for years and that is what the photographs and analysis have shown.

Some people recommend against 'series' operation of LEDs. The argument is that mistakes are easier to make when trying to wire the LEDs in series. An additional point is that using a separate current limiting resistor for each LED permits adjustment of the intensity of each LED by changing the value of its associated resistor. Wiring the LEDs with individual current limiting resistors makes each LED/resistor completely and absolutely independent of other LEDs operating from the same voltage source. This wiring diagram named "LED WIRING, THE BEST WAY" shows this wiring configuration.

I should say just a bit about the operating current of LEDs. The typical LED is specified at a test current of some value. The test current may also be the maximum continuous rated current. Often this current is 20 milliamperes. This does NOT mean that the LED must be operated at 20 milliamperes, only that the maximum continuous current is that amount. In fact, some modelers find that LEDs headlights are far too bright when operated at 20 milliamperes. I am one of those who think headlights should not be blinding when viewed in room light conditions. The good news is that the color of an LED will change very little, if at all, as the current is reduced to reduce the brightness. Some people say they can see a color change; perhaps their eyes are younger than mine are. Some modelers say they use resistors of 2,200 to 4,700 ohms as current limiters for the LEDs they install and are happy with the intensity that obtains when operating in mobile DCC decoder applications.

If you have LEDs wired in parallel and are happy with them, then do not change them on my account. If you plan to install LEDs in locomotives, rolling stock, or structures then I hope that this article gives you adequate understanding of why the semiconductor industry has recommended, for many years, against parallel operation of LEDs.



Scratch Building Corner

with Harold S. Huber, Jr.



Welcome back to the scratch building corner. Since the last column, I have had an expert in weathering, Kris Blackmarr, step to the plate and will be presenting his techniques of weathering models later in this column. I have heard from a few of you and I want to request that you provide your input about this column to make it the best that it can be. This time we are going to discuss the tools I use, both basic tools and some specialty tools. We are also going to discuss materials that I use in my scratch building, some may be new to you or sources for acquiring these materials may be new.

Basic Tools:

Let me first qualify that many have tacked the moniker on me as a tool junkie. Yes, I must admit I buy plenty of tools. But I evaluate their usefulness and some end up on the trade table later, some are marginal for use, and finally some are winners. I want to assure you that I have tested each tool and use them almost daily in my model building. Please understand I have personal preferences on tools and others may fill the bill, but I will try to convey why such a tool is better to use in my opinion.

Every modeler has a toolbox of tools and most of you considering scratch building have acquired the truly basic modeling tools. Some of these are going to be discussed and some we all own and use in modeling so I will not expand on these. Refer to Photo 1 for the basic tools I use.

- A. These are the basic cutting tools or knives. You will note that there is not an "Exacto" knife shown, I gave up on these several years ago, the money spent replacing blades and/or the time spent trying to sharpen these made them obsolete. I went to Sherwin Williams and bought what is called "Olfa" wallpaper knives. There are two sizes, which I bought both sizes the large Yellow is great for thicker wood and plastic cutting. The smaller size is used for general use on wood and styrene. Both have available a pack of blades that I have not used up either in 10 years. The smaller blades come with black precision blades these are the ones I utilize. To let you know the only use I have found for "Exacto" blades is enlarging a hole larger than a drill size I have. Also shown is a sprue cutter "PBL" offered these years ago and I use them for separating parts from the plastic structure that hold parts. These are available at your local hobby shop and are a great addition to the toolbox.
- B. Saws, I use "Exacto" saws, but prefer the very fine tooth "Atlas" snap saw these are inexpensive and stay sharp a long time, as they dull they are used to dragged across wood to represent saw marks, cracks and weathered wood (other tools do this also). I do use the largest "Exacto" saw and their miter box to end cut heavier plastic tubes etc.
- C. This tool is indispensable it is a 4 prong parts picker, it reaches and holds small parts for placement or retrieval.

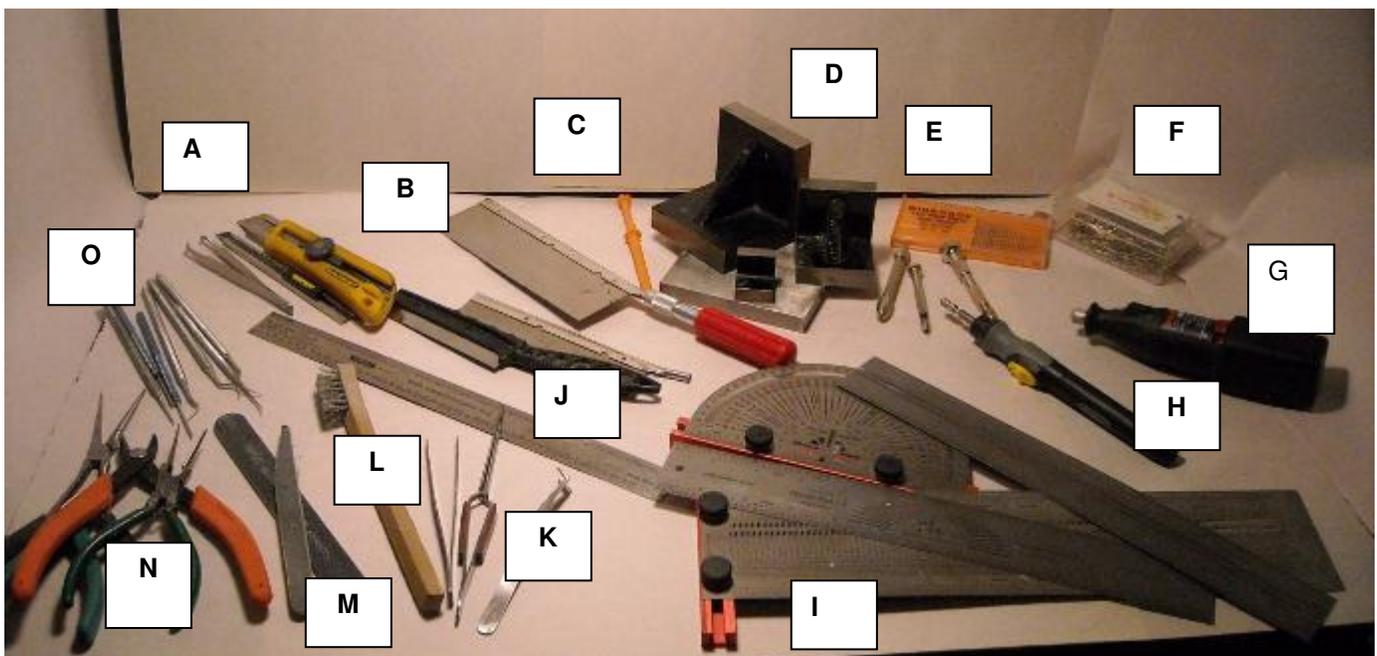


Photo 1 Basic Tools

Scratch Building Corner

with Harold S. Huber, Jr.



- ing parts that have jammed into a crack or hole.
- D. Toolmakers angle plates, these are essential in all modeling they keep things square, 90 degrees, upright, and make handy weights. Also shown is a 1/2 thick 6" X 6" metal plate that is machined to be square and flat, this is used to keep models aligned on a flat surface. Used in concert with each other they assure a level squared up model.
- E. Drills bits, pin vices, and hand drilling tools. Cheap is not to be considered here. Buy the more expensive and they will not wobble, break, or do weird things as you drill a hole. I have found the "Exacto" drill bit sets are fine but after years have turned to the more expensive "Sheffield" steel bits they are more durable. But of late I go to a good welding supply store they have all the sizes we use and they are the most durable bit I have found. I generally buy 5 of each size and have some on hand if a bit breaks. The prices are way lower than any other bit I have bought in a hobby store. Now, some say they are not to exact size, my reply they work for me. I also use a sturdy pin vise to hold a pin for scribing plastic and styrene, especially large circles etc.
- F. Pins, years ago I bought a box of T pins and have used them for holding parts in place. I also cut of the T head and put them in a pin vice for scribing plastic.
- G. "Dremel" Mini Mite a battery powered cutting and drilling machine. Some have complained that the battery does not last long, but I have used mine since they came out. It does have old battery technology, you can over charge them and undercharging can permanently cause the battery to use up the charge quicker.
- H. This small battery powered tool is a godsend. I have in last six months learned of it and it is great! It is made by "General" and I found mine in Lowe's for \$9.89. It is advertised as an extremely slow screwdriver. It is just that, but I bought a 1/8" shank drill collet and sanded down the shaft (putting in my drill press) testing constantly until it slips into the screwdriver, very judicious sanding it will fit tight and be accurate. This then makes a powered drill that is slow enough to keep styrene from melting while drilling.
- I. Rulers are used extensively in modeling, I use rulers made by "Inkra", the wood workers use these and they are very accurate, they are to 1/32" increments and provide small holes that are .05" in diameter to make stock you are using (lead pencils or small felt tips). These rulers come in several styles, the two I use most is a centering ruler and the normal 1' ruler, but also use the T square ruler and the angle locator on many occasions. These can be found at a good woodworking supply store.
- J. Scale rulers are a must; I use the metal "General" one for measuring, but also use "Scale Card" clear plastic especially for measuring plans. (**Hint:** trim one of the "Scale Card" rulers at the 0 line so it can be used to measure up against a solid object).
- K. Tweezers are used on many modeling tasks; all types are great self-closing, needle, flat, angled, pin, curved, etc. They are also great as heat sinks for soldering.
- L. I use stainless steel and brass brushes to clean files and distress wood for weathering. Mine are available from "Sherwin Williams" in a 3 pack; 1 steel and 2 brass.
- M. Sanding sticks I used to buy them in the hobby store and now go to Wal-Mart.. You can find them in the women's finger nail section. I purchase these by the hand full and use them the same way. Some say you should have a set for wood, a set for styrene, and a set for brass. They are so inexpensive I toss them when I start a new project. These come in various grits and I use all.
- N. Pliers are in every tool box, again cheap works but as time goes on buy a better quality as they align better and are more stable while using. Included in these are cutting tools; rail cutters, sprue cutters, diagonal cutters, etc.
- O. Dental tools and scribes: are great as scribes of styrene, hole starters, cutting shapes, etc.
- ### SPECIALTY TOOLS:
- The modeling industry has created many tools to accomplish special tasks and I use several. Not all are listed here, but as I use them I'll explain them and their use. Some of these tools are higher in price so do not run out and purchase them until we use them, unless you pockets are deep.
- I am very pleased with the North West Short Line (NWSL) set of specialty tools, another company has knocked off this line, but all I have heard they are inferior and have now been pulled from the market as a patent infringement. They are available direct from NWSL; they are not cheap but accurate machinery to build accurate models.
- Refer to Photo 2 for specialty tools:
1. Sanding sheets, I have each grit attached to a 1/8" Midwest Wood Specialties with rubber cement Common

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with Harold S. Huber, Jr.

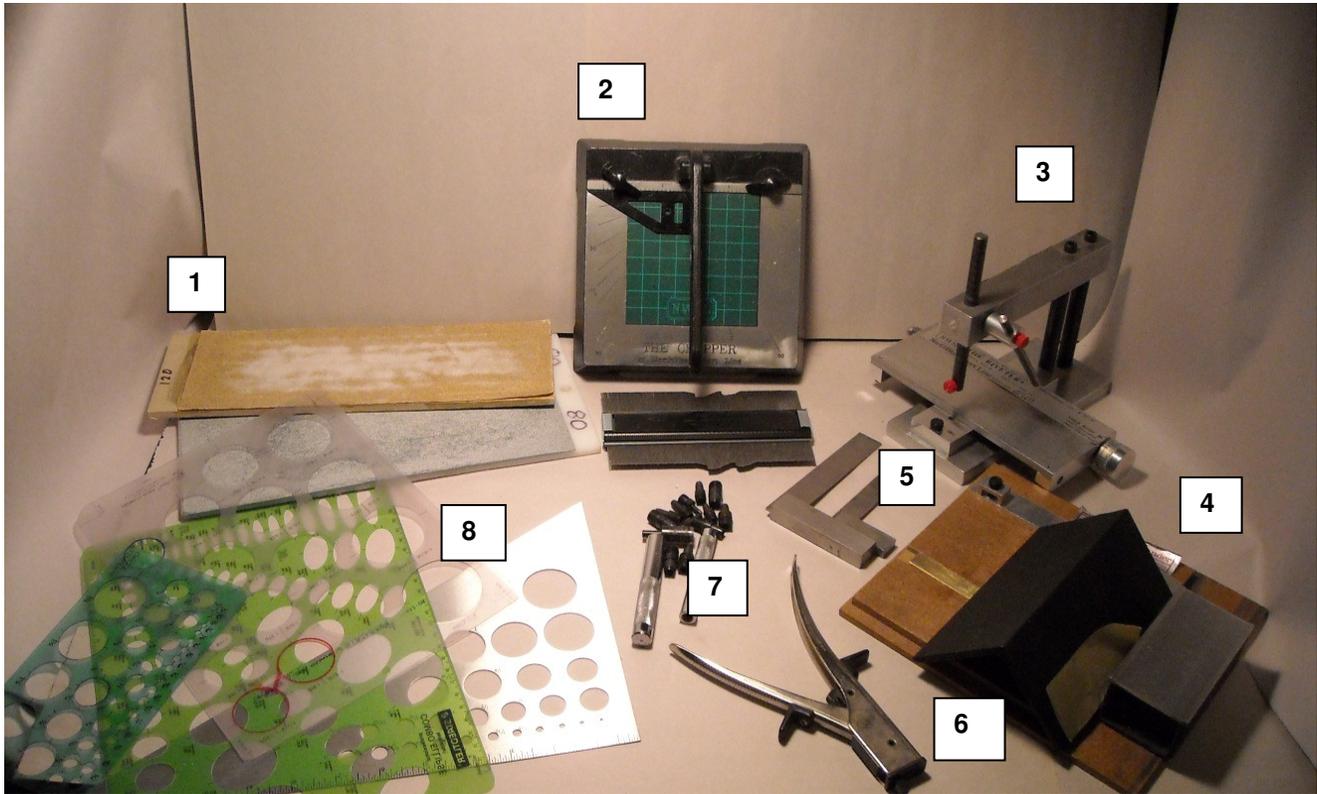
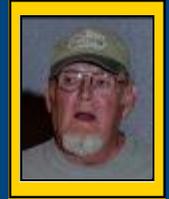


Photo 2 Specialty Tools

grits are 80, 100, 120, 180, 200, and 220. I mark each with the grit and use both sides with different grits. I clean them with one of my brass brushes mentioned above. The 1/8" board stays relatively flat and is great for removing excess material to a line. I also have several different wooden dowel sizes that have sanding paper attached with rubber cement. In the basic tools section I explained the sanding sticks, which are used for finer sanding.

2. NWSL Chopper with the self-healing pad. As the pad gets worn I rotate it 90 degrees and continue after the 4 sides are worn out I discard for a new pad. I also use NWSL chopper III that is a chopper that is longer and will accept long material to cut. I always use the stops for cutting same sized lengths of stock. There are other brands; I have one that does angles very well and a hand held one for angles. One must remember to replace the razor blade often to get crisp clean cuts. One problem is the razor blade cuts at a V shape so adjust the cut where you can use the true sander to clean up the cut. There was long ago a guillotine type that moves the blade while cutting and better cut the stock, but alas they are no longer available. I want to add here that I go to the quilting shop and buy a large self

healing pad that fits your work surface. They are worth the purchase as the cuts from knives heal and make for a smooth surface. Replace when they get worn.

3. NWSL sensipress with the riveter attachment. I use this tool for rivets, in line holes etc. As a matter of fact I have another riveter adapted to attach to my drill press great for drilling rows of holes.
4. NWSL true sander with attachment. See elsewhere in this Callboard for making this attachment. I use this tool on each project for true edges and square corners, plus the attachment is great for 45-degree corners on buildings. I use these tools for styrene, plastic, wood, and brass also if building with paper ("Strathmore" and tag board)
5. Machinist squares are used for keeping work square along with the toolmakers angle plates. I have doubles of each size available and never seem to have enough. They also make handy weights for holding pieces together while gluing.
6. A nibbler which is great for holes in the stock you are working with such as window and door openings, I also use the 2 different sizes of corner angle cutters available from "Micro Mart", but a caution for both is in order, cut a small distance from the line and sand to the line.

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7. This tool I have had for years it is still available from Tandy Leather and there are 2 sets of this tool one for smaller holes and one for larger. I believe they are called belt hole punches. The rotary one is good but this one uses a hammer to punch the holes which is useful for .080 and thicker styrene. If called for I use this tool on about every project. We are always searching for circles of smaller diameter to add details to our models these do a great job of providing these for modeling.
8. Draftsman's templates I have numerous of these and use them for larger holes using the pin fitted in a pin vise and scribe the circle with it. I have found several sets that are made of metal and at the better drafting supply shops they are available they last longer than the plastic. Some may wonder why the elliptical template? They are great when fabricating the holes on inside portion of gears and pulley wheels. I have triangles, squares, and various others I use in my modeling.

Well, that covers some basic tools and some specialty tools, there are more but as we use them I will explain the tool and its use. I really express the need to buy these as we use them, do not run out buy all of these the entire set will be as much as a good brass engine.

The material we will be building with is styrene sheets I buy these at Caboose Hobbies in Denver in 12" X 36" sheets they are available in various thickness of .010" (1"), .020" (2"), .030" (3"), .040" (4"), .060" (6"), .080" (8"), .100" (10"), and .125" (1/8" actual) the dimensions in parentheses is HO scale. Evergreen Scale has these and is of a smaller size, but for price they are more expensive. Brick sheets are available from various vendors. I used to use "Holgate Reynolds" thin sheets and still have some stockpiled, but they are not available, so I have started using "N Scale Architect". Don't let the vendor scare you off they are offered on every scale from N to G along with cut stone, random stone, concrete block, etc. Brass sheets, brass wire to scale, and brass structural shapes. Scale lumber from various outlets, wooden sheets specialty cut for different sidings by various vendors, dimensional stock from various vendors. Living in a town with no hobby store I use the Midwest Bass wood display at Ace Hardware. I very seldom use balsa as its strength can come into question, but there is a project we will work on where balsa sheets will be used.

Included in this article is a set of plans of the first model we will use. The plans are available from a US Government site, which is copyright free (during the depression photographers, draftsmen, and engineers were hired by the gov-

ernment to record America) called Historic American Building Survey/ Historic American Engineering Record (HABS/HAER) about half of the finds will have scale drawings and photos the other half just photos. Remember it is always courteous to mention the photographer or drawer as they did create the work. The web site is:

http://memory.loc.gov/ammem/collections/habs_haer/

This is one of the very first sites I go to for research along with:

<http://books.google.com/bkshp?hl=en&tab=wp>

<http://memory.loc.gov/ammem/index.html>

<http://www.shorpy.com/>

<http://digital.denverlibrary.org/>

There other sites that I use but we will discuss them as we get to them.

The first project is going to be a small Blacksmith Shop in Texas. This building will fit on most railroads as a storage building. I will always be working in HO Scale unless noted.

We will be building this building 3 ways:

Wooden board and batten sheets (Quickie Scratch Built)
Styrene Board and Batten sheets (Quickie Scratch Built)

And later on as our skills increase we will build this model as:
Strip wood with framing (Total Scratch Built)

Gather together either styrene board and batten from Evergreen Scale or Wooden board and batten sheets from either Mt. Albert Scale Wood products or Northeastern Scale Wood Products board and batten sheets and get ready to scratch build.

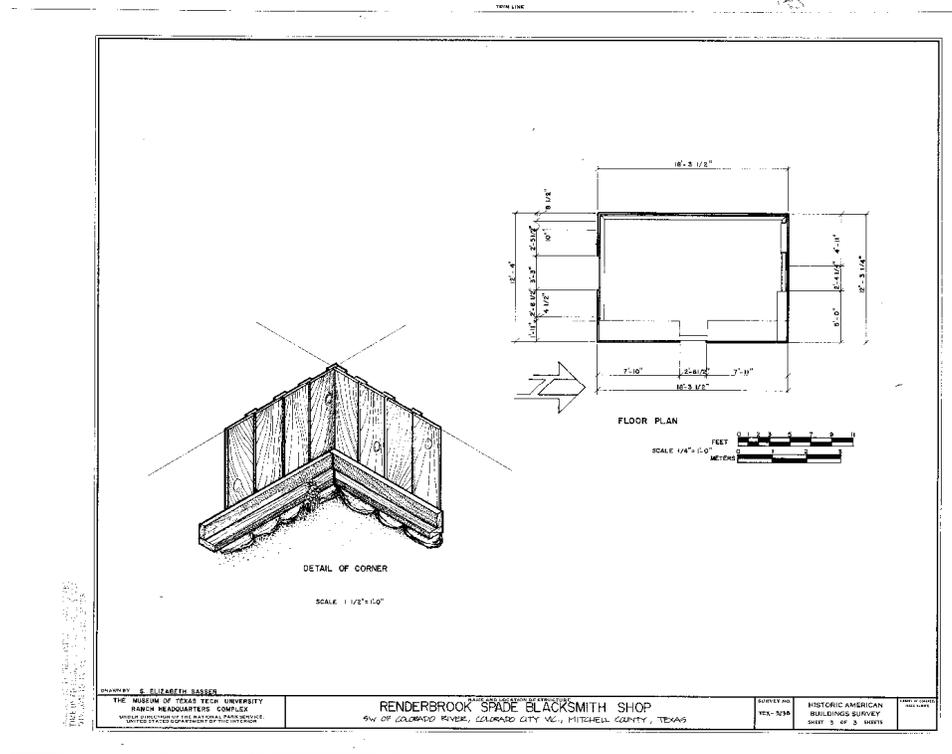
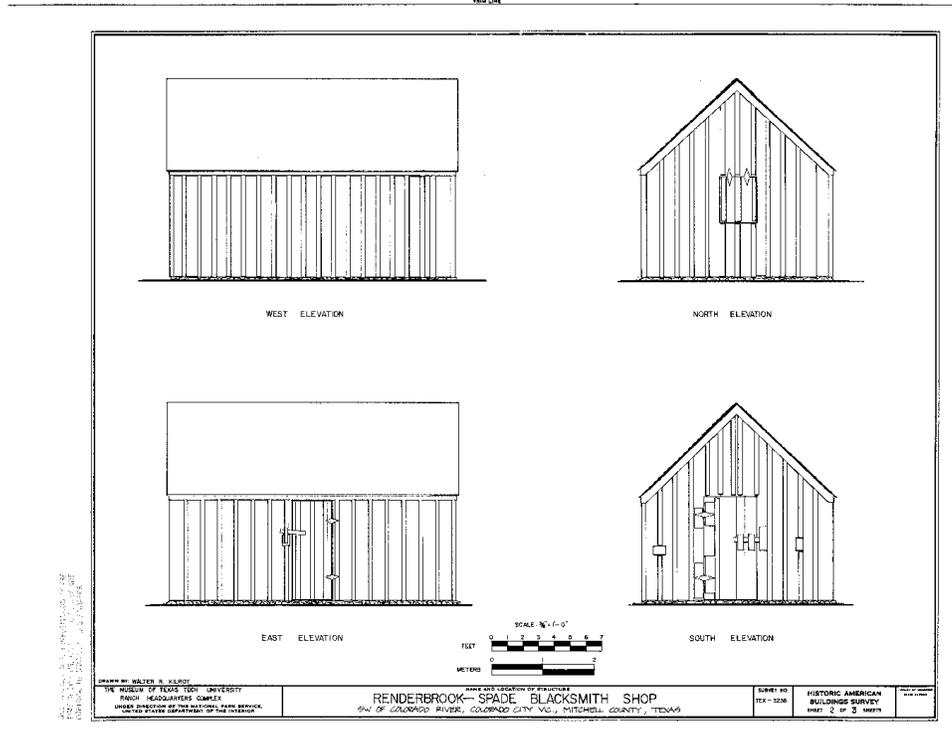
Our first plan is found on the following page.

We will scale these next time to make plans that you can work with. The plans are found at:

http://memory.loc.gov/cgi-bin/query/D?hh:3:./temp/~ammem_lz4b

Scratch Building Corner

with Harold S. Huber, Jr.



The Club Car

This is the start of a comprehensive list of clubs and organizations in the Rocky Mountain Region. Please contact the Editor at chrisfallis@yahoo.com if your group was forgotten inadvertently.

Sunrise Division (2)

Colorado Live Steamers, Byers, CO, ColoradoLiveSteamers.com

Mark Adcock, info@ColoradoLiveSteamers.com

Colorado Rail Link, Denver, CO

Nick Tomlinson, Tomlinson@q.com

DeNTRK Modular N scale Club, Denver, CO

Tim Fitzgerald, tj.fitzgerald@comcast.net

Denver G Scalers, Denver, CO

Paul Howald, 303-725-7544

Denver Garden Railway Society, Denver, CO, denvergardenrailway.org

Bob Leise, 303-681-2182

Moffat Modelers RR Club, Denver, CO, moffatmodelers.org

Frank Geramo, fgermo@yahoo.com

JC McKenna, jocomoin@frii.com

Platte Valley and Western Model Railroad, Denver, CO, pvwrr.org

info@pvwrr.org, 303-325-5143

Rocky Mountain RR Club, Denver, CO

rockymtnrrclub.org

Sunrise Modular Railroad Club, Aurora, CO

Don Francis, 303-377-3403

South Suburban Divison (3)

Senic Line Modelers, Littleton, CO, trainweb.org/drgwscenicline

Imslmi@comcast.net

Martin-Marietta Club, Littleton, CO

Gary Meyers, 720-837-4393

Flat Irons Division (8)

Boulder Model Railroad Club, Louisville, CO, bouldermodelrailroadclub.org

Joe Baldwin, brmc.info@gmail.com, 303-665-1199

Northern Colorado (9)

Big T & N Model Railroad Club, Loveland, CO,

Bob Johnson, 970-669-3579

Northern Colorado Model Railroad Club, Northern Colorado, ncmtc.org

970-663-5217

Northern Colorado Garden Railroaders, Fort Collins/Loveland, CO

Del Tapparo, 970-223-3463

The Club Car

This is the start of a comprehensive list of clubs and organizations in the Rocky Mountain Region. Please contact the Editor at chrisfallis@yahoo.com if your group was forgotten inadvertently.

Northern Colorado Model Railroad Club, Northern Colorado, ncmrc.org
970-663-5217

Northern Colorado Garden Railroaders, Fort Collins/Loveland, CO
Del Tapparo, (970)-223-3463

Front Range (16) Division

Evergreen Model Railroad Club, Morrison, CO, denverhomodelrrclub.org
Paul Petty, 303-674-8545

Colorado & Great Western Modular Railroad Club, Westminster, CO, cgwrr.org

Brent Rush, rushb@cgwrr.org

Denver HO Model Railroad Club, Golden, CO, denverhomodelrrclub.org

Randy Lee, randy@denverhomodelrrclub.org

Pikes Peak Division (4)

Buena Vista Heritage Buena Vista, CO

Dennis Book, 970-586-6745

Pikemasters Railroad Club of Colorado Springs, Colorado Springs, CO, pikemastersrr.com

Frank Serpe, beautyofsign@msn.com

Slimrail Model Railroad Club, Colorado Springs, CO, home.comcast.net/~rayhon3/site/

John Campell, 719-481-2698

Estes Valley Division (5)

Estes Valley Model Railroaders, Estes Park, CO

Dennis Book, 970-586-6745

Silver San Juan Division (10)

San Juan Large Scalers, Durango, CO

Lynn Daugherty, 970-382-9237

San Juan Valley Model Railroad Club, Farmington, NM

Mike Latschar, 505-325-3665

Colorado Western Division (13)

Grand Valley Model Railroad Club, Grand Junction, CO

Wayne Kennedy, 970-523-5990

San Juan Model Railroad Club, Montrose, CO

Paul Jones

Western Colorado Large Scale Model Railroaders, Grand Junction, CO

Ken Pedersen, 970-434-3784

Dave Atkins, 970-434-5299

The Club Car

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Grand Railroad Gang, Grand Junction, CO
Rod Van Burnuth, 970-243-5582

Arkansas Valley Division (17)

Pueblo Model RR Association, Pueblo, CO
greglong62@mindspring.com

Roaring Fork Division (19)

Roaring Fork Valley Model RR Club, Glenwood Springs, CO
Jay Buchanan, 970-625-3045

Northern Wyoming Division (14)

Black Hills Railway Society, Rapid City, SD, bhrrs.us
Bob Fewel, zzloconutzz@rushmore.com

Central Wyoming Model Railroad Association, Casper, WY, CWMRA.com
Harry Buhler, 307-235-4950, wyoharry@bresnan.net

Grayville & Western Railroad Modular Group, Deadwood, SD
Mel Drews, 605-578-3830

Sheridan Model Railroader Association, Sheridan, WY
William Tulley, 307-674-4885, railroadbill@vcn.com

Southern Wyoming Division (12)

Sherman Hill Model Railroad Club, Cheyenne, WY
Scott Phillips, 307-630-3029
Brent Hunter 307-640-6663

Wasatch Division (15)

Coldwater
801-554-0394, nwdaubert@aol.com

Garden Railway
Lynn Stringham, 801-732-2567, lmstring@comcast.net
Golden Spike Model Railroad Club, Salt Lake City, UT
James Buckley, 801-252-1921, jamesbuckley7@comcast.com

O Scale
Alan Badham, 801-278-1004
Ophir, Tintic & Western Modular Railroad Club, Orem, UT
Dave Turner, 801-560-3376
Salt Lake Trackers, Magna, UT
Cindy Meiser, (801) 966-7411

The Club Car

This is the start of a comprehensive list of clubs and organizations in the Rocky Mountain Region. Please contact the Editor at chrisfallis@yahoo.com if your group was forgotten inadvertently.

South Weber Model Railroad, southweberr@aol.com

The Hostlers, Riverdale, UT

Mike Murphy, 801-394-4952, mmurphy@q.com

Utah Free-MO

Allen Carter, 801-967-2949, Utahfreemo@aol.com

Utah Large Scale Society

Stan White, 801-546-4085

Utah Lego Users Group

Reed Cowan, gbltc@aol.com

Utah Society of Railroad Modelers

Scott Perry, usrm@yahogroups.com

Utah Train Collectors Association, Hooper, UT

Jim Allen, (801) 643-3665

Southern Utah Division 20

Color Country Model Railroad Club, Saint George, UT, colorcountrytrains.org

President, Dave Merrill, ATSGRR@gmail.com, 435-656-3449

VP N Scale, Scott Jesienouski, scott at thetechfamily dot com, 435-767-1349

VP O Scale, Jim Harper, jimh1@beyondbb.com, 435-652-8390

Color Country T-Trak Club, Saint George, UT, ttrak.colorcountrytrains.org,

Scott Jesienouski, scott at thetechfamily dot com, 435-767-1349

Road Runner Division (7)

**Albuquerque Society of HO Module Engineers, Albuquerque, NM, ashomemodule.com
505-266-3312**

**New Mexico Garden Railroaders, Albuquerque, NM, nmgrr.addr.com
NMGRR@comcast.net**

**New Mexico Narrow Gauge Modular Club, Albuquerque, NM, nmngmc.org
Phil, philipf1@msn.com**

**New Mexico RailRunNers, Albuquerque, NM, nmrailrunners.org/
nmrrntrak@gmail.com**

**Rio Grande Valley Model Railroad Club, Albuquerque, NM, home.comcast.net/~rgvmodelrrclub/
Charles "Charlie" Joerg, RGVmodelRRclub@comcast.net**

**Santa Fe Model Railroad Club, Albuquerque, NM, santafemodelrailroadclub.org/
Bob Hayden, 505-466-4626, bob.hayden@comcast.net**

**Train Collectors Association Rio Grande Chapter, Albuquerque, NM, [tcadd.org/pages/
rio_grande_chapter_02.html](http://tcadd.org/pages/rio_grande_chapter_02.html)**

Greg Palmer, gregpalmer@tcadd.org

Toy Train Operating Society of New Mexico, Albuquerque, NM, ttonmd.org

The Club Car

This is the start of a comprehensive list of clubs and organizations in the Rocky Mountain Region. Please contact the Editor at chrisfallis@yahoo.com if your group was forgotten inadvertently.

Rio Grande Division (6)

Cloud Climbing Modular Society, Alamogordo, NM

John Jones 505-434-2851

Clovis Area Train Society, Clovis, NM

Ed Bailey 575-769-0470

Dona Anna Modular Club, Las Cruces, NM

George Koop , 575- 525-1956, geokd5oha@yahoo.com

Eddy County Model Railroad Club, Carlsbad, NM

Dennis Kral, 575-885-2374

Bill Roberts 575-887-1229, , billstrains@warpdriveonline.com

El Paso & Southwestern Model Railroad Club, El Paso, TX

Marc Geist, 915-532-8856

Mesilla Valley Model Railroad Club, Las Cruces, NM

Mike Weiss, 575-532-1051, cell 575-202-9971, mikeweiss65@gmail.com

Pecos Valley Society of Model Trainmen, Roswell, NM, railrx.com/pvsmt

Railroad Model & Historical Association of El Paso, El Paso, TX

George Redpath, 915-851-2132

Silver City Train Group, Silver City, NM

Donald Beem, 575- 538-9235, cell 575-574-5260

Southern New Mexico N-scalers, Las Cruces, NM

Mike Fifer, 575-526-8834, mlfifer@hotmail.com



Editor's note: With all the clubs in the Region, your modeling life needn't be as desolate as this picture.....



REGION CALENDAR OF EVENTS

Get your event listed on the Region Calendar! Just send a note to Chris Fallis, Editor at chrisfallis@yahoo.com. Remember that we advertise model train events free of charge.

Upcoming Events for 2012 & 2013

National:

2013 Convention – Peachtree Express
Atlanta, GA - July 14 - July 20, 2013

Regional:

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 wyooharry123@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:

A SCOUT IS TRUTHWORTHY, LOYAL, HELPFUL AND KNOWS DCC...

Want to help build the next generation of model train enthusiasts? Want to run a merit badge clinic in your Division?

Then contact....

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



**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 Editor Chris Fallis at chrisfallis@yahoo.com.

Thanks!

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 Chris Fallis, Editor at chrisfallis@yahoo.com. 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 Chris Fallis, Editor of the Callboard at chrisfallis@yahoo.com or 719-475-2250. 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 chrisfallis@yahoo.com. Please plan to send a check for \$16 made out to the NMRA Rocky Mountain 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 HO Scale

8985 Martin Road
Roswell, GA 30076
e-mail: ron@bellsouth.net

Tele: 770-993-8225
Cell: 770-993-8222

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 08-01-2012

Print Edition: 195 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
Full	\$100	\$190	\$280	\$370
3/4	\$75	\$145	\$215	\$285
1/2	\$50	\$95	\$140	\$185
1/4	\$25	\$50	\$75	\$100
1/8	\$15	\$30	\$45	\$60
Hobby Shop Special - 10% off 4 issues				
Pike Ads \$16 for 4 issues				
Subject to the Callboard Advertising Policy				