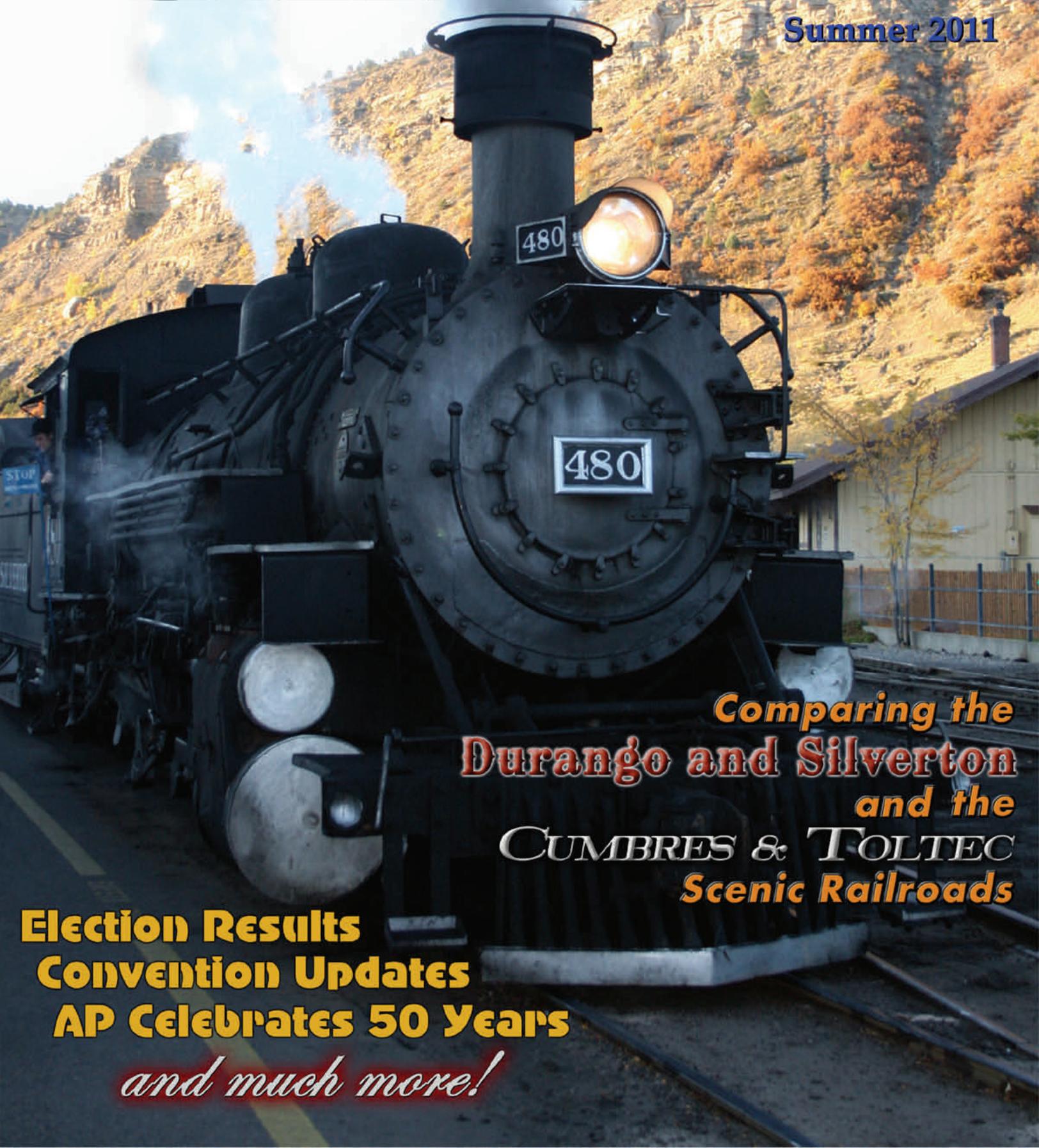


The Rocky Mountain Region's

CALLBOARD

Summer 2011



*Comparing the
Durango and Silverton
and the
CUMBRES & TOLTEC
Scenic Railroads*

**Election Results
Convention Updates
AP Celebrates 50 Years**

and much more!

Publication Information

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All materials, articles, and advertising must be submitted to the Senior Editor and in an electronic format. Contact us for a copy of our submission guidelines.

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

Thank you for supporting the Callboard!

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The CALLBOARD

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

SUMMER EDITION AUGUST 2011

FEATURES

Elections.....	5
New Callboard Staff.....	6
Central Wyoming MR Association.....	9
Buzz Lenander's Cheyenne Contest Winner	14
Durango & Silverton vs Cumbres & Toltec.....	16
Convention	17
Meet the Masters	23
50th Anniversary of the Achievement Program.....	29
Working with a Master Hostler	38

REPORTS

President	3
Editor	4
Region Meeting Notes	12
Mini Diorama.....	27
Mini Convention Questionnaire	28
NMRA News	32
Division Reports	33
Future Region Conventions.....	40
Region and Division Officers & Volunteers.....	43

GREAT WEST RAILS CONVENTION 2011 SEPTEMBER 1st through 4th

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The Rocky Mountain Region Callboard
2142 DeBeers Drive
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C
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R

Durango & Silverton #480 waits patiently at Durango, Colorado. The K-37 class Baldwin-built Mikado (1925) heads an excursion to Silverton in October, 2010.

Scott Perry Photo

Ramblings from the President

with *Harold Huber*



Well, the time for another *Callboard* has come and I am behind the eight ball. I want to discuss a couple of things that have been on my mind.

First, I want you to know that there will be a convention for 2012 and it is going to be presented by the Sunrise Division group AGAIN!! Richard Hunter, Nate Bryant, and the guys stepped up to the plate and have taken on another convention, once again at short notice. I appreciate their efforts and I know the convention is in good hands.

The following is directed to all Divisions except Sunrise, Northern Colorado, and Rio Grande. This situation is unacceptable. There are 17 Divisions in this region and I know of 10 that have not sponsored a convention in the past 27 years I have been a member. In the last 10 years Sunrise has held 4 conventions with 3 being at short notice, Rio Grande has done 1 with another coming in 2013, and Northern Colorado 1 and another in September. So, that's 8 conventions in 12 years done by the same three Divisions. I have heard all the excuses and they are unacceptable. Talk to your groups and some Division other than these three divisions step up to the plate and make a bid for 2014 at the board meeting during the region convention. Remember, the Region Board will very likely pass the question of allowing the division to keep all monies from the convention after the front money is paid back. This is a great way to make money for your division.

Second, I want to personally thank the *Callboard* Staff in the job they have done with this issue. The *Callboard* has expanded and became one of the best newsletters put out by any Region in the NMRA. I personally know this as I receive copies from each

NEXT ISSUE of the *CALLBOARD*:

FALL EDITION (November 2011)

Deadline for submissions: October 15th

Publication date: October 31st

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

Region. Remember they all are volunteers and the only thanks they get comes from you the members, so please email or call them with your praises.

Third, the national election is coming up. Running for President is Charlie Getz. We all know him as he has spoke at several of our conventions. He is one of the NEW movers and shakers at national. Charlie believes that you the individual member are the most important person in the NMRA. A plus also is that on his retirement he will be moving to Colorado to live. Another person is Vice President for Special Projects Bill Kaufman. He is another person that is for the individual member and is trying to untangle the mess that the past 10 years of leadership has gotten National into. Both these people are dedicated to making the NMRA a better organization. Please take the time to vote and if your tastes do not match what I have said you will have your say in the National Organization. Be very wise with your vote for board members and don't vote because the person is on the board now. Read their biography and chose wisely.

Finally, ATTEND the region convention. Northern Colorado has worked hard for a really short period of time to put this together, so please come and meet new friends, see old friends, and enjoy a great time.

Harold Huber
RMR President

The next Region Meeting is SUNDAY, SEPTEMBER 14TH, 2011 at the Region Convention. All members of the NMRA are welcomed to attend.

DID YOU KNOW....

That if you got this edition in the mail you are missing 35 pages of interesting articles, photos, information and fun? The electronic edition has 43 pages in full color! Don't miss out. Contact the NMRA today by phone at (423) 892-2846 or online at www.nmra.org/national/admin/adminform.html and add your current email address to the NMRA database. We'll send you the next copy electronically and you can save the Region money as well! You can always see the latest edition (and past editions) online on the Rocky Mountain Region website located at www.rmr-nmra.org/callboard.htm. Didn't get a printed or electronic edition? Contact Chris Fallis at chrisfallis@yahoo.com and let us know.



An NMRA National Convention takes a lot of volunteers! At the recent X2011 Convention in Sacramento I noticed tons of black shirted volunteers that made the event such a success. They worked from 6:00 in the morning until after midnight each night to make the event happen. It's what the NMRA is all about, anyway. Volunteerism. We even have an Achievement Program Certificate for it.

I like working with volunteers mainly because they put their heart into the work. The *Callboard* now has three more able bodied volunteers who are joining our team of two volunteers to make five total. Soon we'll have one more (a photographer) to make a grand total of six. You know that if you get six talented folks working together to produce a magazine it is going to be great!

There are so many talented people in our Region and some of the best model builders that I've ever encoun-

tered. So many skills, so much knowledge and so much experience here in the Rockies. It leaves me scratching my head that our Region Convention is going short on volunteers.

I got the chance to speak with Rich Coleman and the convention is coming together well. We hope to see all of you there, and remember that there are all kinds of things that have to be done to make the convention a success, so check with the people who are running things to see if there's something that you can do to help out. I can't wait to meet everybody!

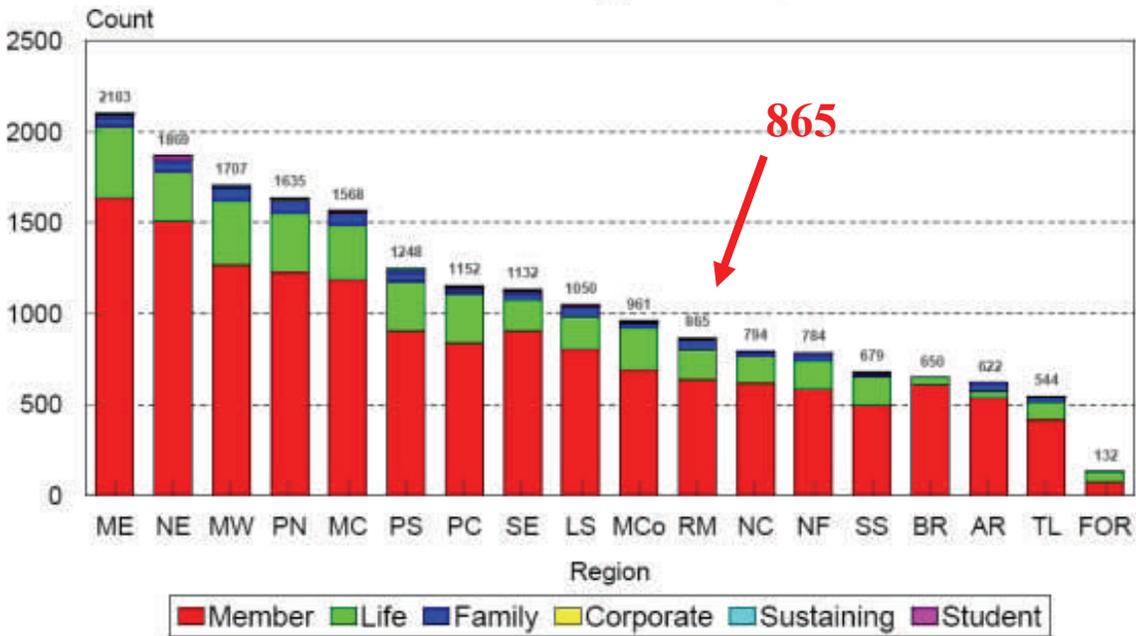
The figures show that the Rocky Mountain Region is full of model railroaders that could be in the NMRA but aren't for one reason or another. If everyone in our Region would just volunteer some amount of time, help out where they can, and help us make our events spectacular, then more will join. Over time our Region can go from being in the bottom half of Regions to the being in the top third. It all starts with you! Volunteer today to help with the Convention, the *Callboard*, a Boy Scout Merit Badge Clinic or any number of Region and Division projects that go on all the time. You'll be glad you did!

Do you like this issue? Let us know! Don't like it? Really let us know fast!

- Scott Perry, Senior Editor

NMRA Membership By Region

As of May 31, 2011
Total Membership Count: 19,495



Tom Draper (MEM04)

ROCKY MOUNTAIN REGION ELECTION RESULTS 2011

BY MARTIN PIRNAT,
ELECTION CHAIRMAN

ELECTION 2011



In the most active election in several years, the Rocky Mountain Region has elected 3 members to the Board of Directors for 2011 – 2013. Chosen from a field of 5 candidates, William Tulley of Sheridan, Wyoming, Al Hovey of Albuquerque, New Mexico, and Scott Perry of Sandy, Utah were the winners. Actually, all the members who put themselves forward for these positions were winners in volunteering their time and energy. The Region wins in that it garners the enthusiasm and talent of the newly elected directors.. All three were able to be at the BOD meeting in May and it was great being able to put faces and personalities to the “electrons” by which we had met previously.

Bill Tulley returns to the BOD as a reelected Director. He comes from Sheridan, Wyoming, and also serves the region as contest chairman. (but looking to pass on that baton.) He is a member of the Northern Wyoming Division, and has earned thus far six Achievement Certificates for his MMR.

Al Hovey is from Albuquerque, New Mexico and is a member of the Rio Grande Division. He has served as the Division

#6 secretary, Program Chairman for the division, and on the Promotion Committee for the *Rails Along the Rio Grande 2008* regional convention. Clearly not hiding “In Plain Sight” in Albuquerque, he is the convention chairman for *Rails Along the Rio Grande 2013*. (Ok, sometimes I watch too much TV while at the hospital.) We will hear more from him as the 2013 convention approaches.

Scott Perry, while new to the region brings enthusiasm and talent from his former region, the Southeast Region. Those who have been reading the *Callboard* for the past couple of issues have seen his talent as editor and publisher, and more improvements are on the way. His abilities to help us use electronic media will aid in spreading our message to region members and to the public. I’m not much on promoting BLOGS online, but reading Scott’s blog will give you an introduction to the man.

<http://modelrailroadersnotebook.blogspot.com>

Next year will bring a new election for 3 more directors as well as some officers. Give thought now to what talents YOU can bring to the table for our region.



Bill Tulley



Al Hovey



Scott Perry



THE CALLBOARD RECRUITS MORE STAFF

By Senior Editor Scott Perry

Our staff continues to grow with talented people that are stepping up to be a part of this fantastic project called *The Callboard*. With each new member our combined team grows more talented and energetic so you get a better publication. One person could do the job, but it is a lot of work and the heavy lifting drains the person's energy. When you carry the load on multiple shoulders the burden is lighter and you can sing as you work.

Ken Berry has joined the team as our Graphics Editor. I'm glad to see the folks in the Wasatch Division (our largest Division in membership) stepping up to the plate to help the Region.



Ken Berry, Graphics Editor

individual who has taken on the job. Coming to us from the Sunrise Division you know you've got a good volunteer. You can already see his work in this issue when you read the Central Wyoming Model Railroad Association article. It's not only his writing style that is impressive but also the speed with which he works. I look forward to his coverage of the Region Convention. Glad to have you, Ken!

Moving the magazine forward requires even more skills. We are lucky to have new Region member Jeff Wright to join our team. Jeff has 30+ years of experience in television production which includes editing



Ken Biles, Staff Reporter

station promos, designing graphics, logos and animations, and working with live sports and event production. He wasted no time in jumping in to help Al Hovey & the Rio Grande Division with the upcoming 2013 Region Convention, and he's agreed to help us as Manager of Special Projects. With his help we will design many of the new features like embedded video that are coming down the line here at the *Callboard*. Welcome to the team, Jeff!

With the new volunteers and the incredible Chris Fallis who is a hard working Assistant Editor and the company logistics expert for getting your *Callboard* to you, we have a powerhouse production team. We only have two or three more slots available, so hurry if you have skills and want to be a member of the team. Each member can earn points for both Achievement Program Volunteer and Author (for original material publication). The *Callboard* is looking for a photographer, another reporter and maybe an advertising sales manager. If you are interested in one of these positions please contact the Senior Editor Scott Perry at scottgperry@comcast.net.



Chris Fallis, Asst Edotor

SPECIAL NOTICE!

The *Callboard* is the official publication of the Rocky Mountain Region of the National Model Railroad Association. The views and opinions expressed in the magazine are not intended to hurt feelings, aggravate or to cause pain in any way. Feedback from our customers is important and we'd love to hear what you have to say whether it be good or bad. We want to produce the best Region magazine in the country! Please contact Scott Perry at scottgperry@comcast.net and let us know how we can improve!

SEPTEMBER 1-4, 2011

LOVELAND, CO.



ROCKY MOUNTAIN
REGION

NATIONAL MODEL
RAILROAD ASSN.

GREAT WEST RAILS 2011 - REGISTRATION FORM

Primary Registrant Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____

E-mail: _____

Additional Family Registrant Names: _____



Convention Registration: _____ @ \$50.00 = _____
(*\$55 after August 20th*)

Family Member Registration: _____ @ \$25.00 = _____
(*Spouse, minor children*) (*\$30 after August 20th*)

Banquet Tickets: _____ @ \$40.00 = _____

Please indicate your entree selection:

____ Trout in Brown Butter Sauce with Almonds

____ Mushroom Stuffed Sirloin of Beef

TOTAL = _____



Would you be interested in operating sessions (Y/N)? _____

** All convention activities have not yet been set, and there may be some tours or clinics that require pre-registration. We will let you know when this information is available.*

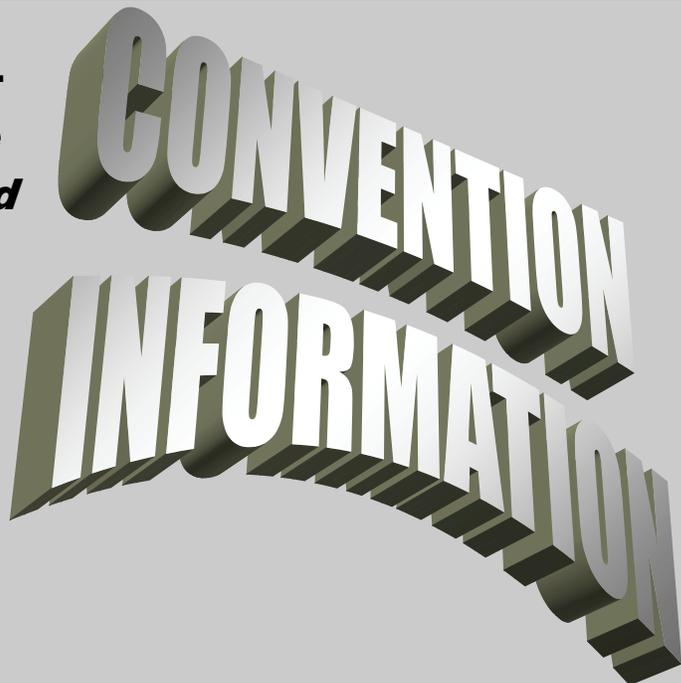


Please fill out this form and mail it to:

Great West Rails 2011, P.O. Box 854, Johnstown, CO 80534

Don't miss the special convention information located in the on line edition of the *Callboard* or our website!

**September 1 - 4, 2011
Loveland, Colorado**



Website

<http://www.rmr-nmra.org/>

Full Edition of the *Callboard*

<http://www.rmr-nmra.org/callboard.htm>

**Scott G. Perry, Editor
The Callboard
2142 DeBeers Drive
Sandy, UT 84093**

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What's Going On In Central Wyoming?

By Ken Biles

The Central Wyoming Model Railroad Association (CWMRA) was started in Casper, Wyoming in 1987 by several local guys who either didn't have the room to create a layout at home, or wanted to run longer trains than their home layouts would allow. The members of the club held informal works sessions at various locations around town for nearly ten years, before a permanent space was found.

In 1995 the club moved into its own permanent space where the members started to design the first club layouts. Unfortunately, it soon became obvious that their new space just wasn't big enough to create the layouts that the CWMRA really wanted to make. Because members worked in different scales, they wanted to have layouts for each of those scales. So they began looking again for a new place they could call home.

In 1999, CWMRA was presented with a generous arrangement by The Riverside Mobile Home Park, in Casper. The new space was large enough for three entire layouts, in three different scales, with room left over for a conference room/lounge with tables and chairs that could be used for guests or as a crew room during operating sessions. The lounge is also used for meetings and work sessions. It also contains a reference library of books, DVD's, and video tapes.

By 2004, the CWMRA had incorporated. One of the interesting things about the CWMRA is that it is a recognized tax free organization. What this allowed them to do is give incentives to individuals and companies for donations. Anyone who donates to the club can write off that donation on their taxes. Before the

tax free status, CWMRA had been paying rent for the space, but that meant sometimes falling short on the heating bill.

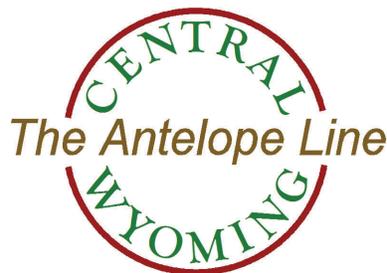
The tax free status allowed CWMRA to work out a deal with their landlord, to donate the space in exchange for the tax benefits of donating to a tax free organization. This arrangement also allowed the club to save enough money to convert the layouts to Digitrax DCC.

Construction on three individual layouts, in three different scales, began as soon as CWMRA moved into their current location. Members worked in N, HO, and O scales, so they wanted to create layouts that allowed all the members to work in their own scale.

Interestingly, the largest scale ended up being the smallest layout, a basic oval with two main lines and some spurs for switching. Of course, the fact that it's O scale, small is a relative term. The layout includes On3 track for narrow gauge, and 3-rail AC track for those who run Lionel. One of the original members of CWMRA is Bob Baden, MMR, who scratch built most of this layout. Now in his early 90's, Bob is currently the club's only MMR.

While the N scale layout doesn't take up much more physical space than the O scale, being the smallest of the three scales, it is a much larger railroad. The mainline is a folded over loop with a large yard. The Wye at one end leads to an entire area with several switched industries.

The largest of the three layouts, is not unexpectedly, the HO trackage. The original DC layout was



extensive, and existed for nearly ten years.

As nice as the old HO layout was it had significant flaws that needed to be addressed, despite several major and minor overhauls. Repairs and modifications went on for several years, but it became more and more obvious that drastic measures were called for. The aisles were too narrow for train operators and spectators to move around freely, the lighting was poor, the sight lines and vistas were limited, and the electrical control system was antiquated and completely inadequate.

It was eventually decided to rework the entire layout, and build again from scratch. Meetings were held, ideas were pondered and discussed, and a new plan was formulated and put into action. The old layout was demolished and work on the present layout began in 2008. Over the last three years, the bench work, and most of the track and electrical has been completed.

The aisles were widened and re-oriented. They are completely handicap-accessible and provide plenty of room for operators and spectators alike. Step stools are available around the room to provide that overall 'birds-eye' view, and insure that 'little persons' can enjoy the trains. The old DC power pack operating system has been replaced with a new state-of-the-art Digital Command and Control (DCC) system, which allows operators and engineers to follow along and 'drive' their trains around the layout. This also provides more life-like prototypical speeds and movements, plus many of the DCC-equipped locos contain onboard sound for more realistic operations.

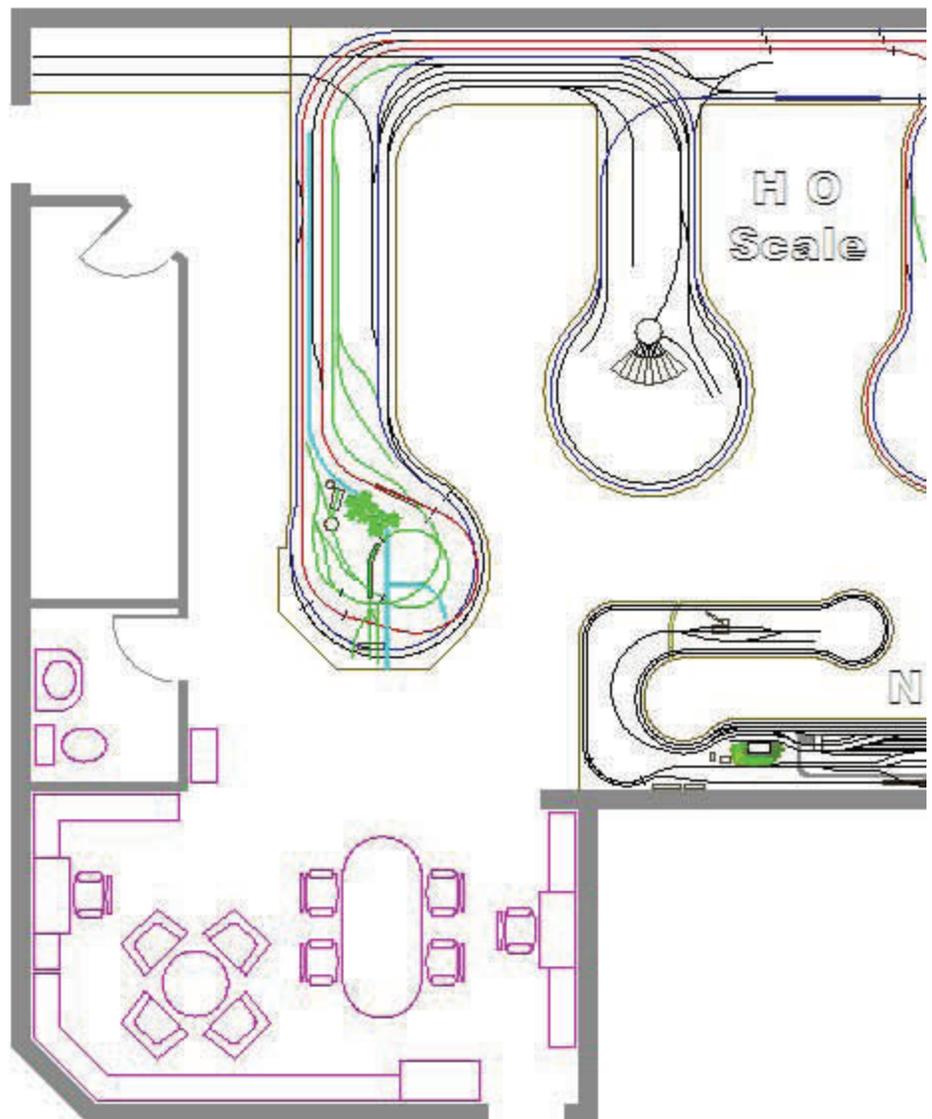
Because the members of CWMRA are such a diverse crowd, with varied backgrounds and histories, none of the three layouts has any particular theme or era, they are all generic Rocky Mountain West. As Scott Bergey, a club member for the past 11 years told me, "Members have a wide range of interests (some of us grew up back East) so on a given day you could see everything from old time steam, to very modern diesels from a variety of railroads, although BNSF and UP and their predecessor roads

are the favorites."

Scott also told me that recently they've had more interest in operations, so the HO layout has been undergoing a fairly extensive rebuild to better accommodate operating sessions. CWMRA currently has about ten members, seven of which are actively working on the layouts. One of the members who has held operating sessions on his home layout, has been instrumental in helping CWMRA redesign and set up a system for operations. They also hope to have some preliminary operating sessions in the near future.

CWMRA recently acquired some locomotives and about 100 cars from a member who moved to Arizona to be closer to his grandkids. Each member has a lock box where they can keep their own locos and rolling stock. The club owned equipment will allow a certain degree of continuity from operating session to operating session.

The Central Wyoming Model Railroad Association



has been able to establish a small but growing collection of pictures and objects related to the history of railroads and model railroading. This 'museum' is in no small thanks to generous donations from community members, and loans from the private collections of CWMRA members themselves.

The collection contains everything from pictures of steam and diesel locomotives, to switch locks, tools, and railroad china. They also have a two-clerk desk that came from the Chicago, Burlington & Quincy Freight House in Casper, and a cart from the Casper Railroad Express Agency office. The paperwork the club has collected includes schedules, operating manuals, menus, and other documents.

As of January of this year, CWMRA is 100% NMRA. Scott tells me the club meets primarily on Friday nights and Saturday afternoons, though many members have keys and can be found working at the club at other times. CWMRA welcomes guests anytime they are open and exact dates and times are

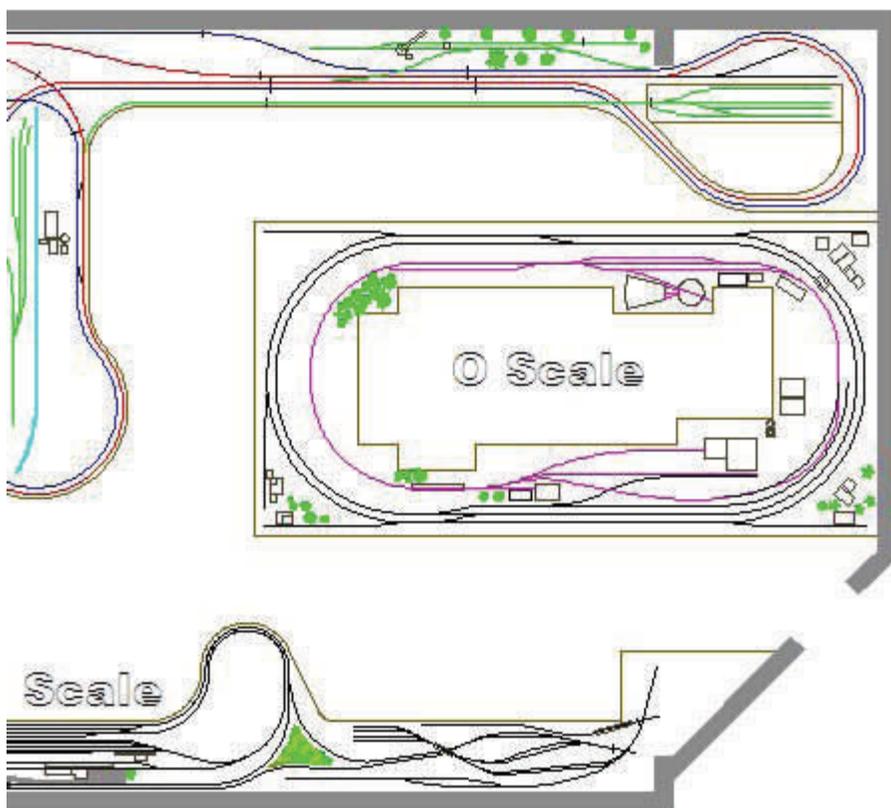
listed on their website. If you can't make it during a regularly scheduled time, call ahead and see if you can make arrangements. The phone number is also listed on their website.

At the moment, CWMRA is in a big push to finish the track and wiring, as well as adding some scenery on the HO layout before their open house on Thanksgiving weekend (days and hours are on the website). CWMRA is hoping to see a lot of people from around the region during the long weekend.

If you are interested in finding out more, be sure to visit the CWMRA website at <http://www.cwmra.com/> or email them at info@cwmra.com.

You might also think about road tripping to Casper for a visit. The club is located at

**1356 North Center Street
Casper, WY 82601**



O, N and HO Scales!



COMPANY STORE ALERT!

Do you have two or three items you would like to get rid of but don't feel you could afford a table at a swap meet? Then contact your Region Company Store and they will sell it for you! The company store will be available at the Region Convention.

Contact:

**John (Jack) P. Sousa
1555 Purple Sage Ct.
Colorado Springs, CO. 80906
Tel. No. 719-576-7017
Cell No. 719-440-5204**

ROCKY MOUNTAIN REGION SPRING BOARD MEETING MINUTES MAY 21, 2011 *EDITED FOR BREVITY*

SPECIAL REPORT

Harold Huber reported that Scott Perry has started a 100% NMRA club in the Wasatch Division area. Harold reinstated the Wasatch Division board so they could continue to fix the problems caused by a previous elected board member who absconded funds from the Division. The member returned those funds and Harold commended them for their actions.

MINUTES OF OCTOBER 2010 BOD MEETING

The Secretary was not present at the October 2010 board meeting and no notes were taken. Motion to accept the absence of meeting minutes by Harold Huber, 2nd Jim Laird. The motion carried with Bill Johnson opposing. Board members present at the October board meeting will collaborate and submit notes from that meeting.

TREASURER'S REPORT

Don Francis passed out copies of the Treasurer Report and 2011 Budget to the BOD. The report and budget were discussed. Don pointed out that the Company Store income is up \$600.00 from the last meeting. He also mentioned that the name badges were paid for through the Promotions budget. Three Special Projects are being funded with one pending. Estes Park special project has not been approved or funded yet. Motion to accept the Treasurers Report by William Tulley, 2nd Mike Weiss. The motion carried.

A.P. CHAIRMAN'S REPORT

Mark Evans is stepping down as the region A.P. Chairman after the RMR convention in September. Jim Laird will be the new region A.P. Chairman. Mark has served as Region A.P. Chairman for 20 years.

2011 CONVENTION REPORT

Rich Coleman high lighted the events of the upcoming convention hosted by the Northern Colorado division called Great West Rails. It will be from September 1st to the 4th which is over the Labor Day weekend. Two changes to the usual convention are the model judging will be done on Friday night instead of Saturday night. This is so the awards can be presented at the banquet. The other change is layout tours will be in the mornings and clinics in the afternoon. The registration price will increase after a predetermined date. This is to provide motivation to register. The division is not asking for any funds for the convention.

2012 CONVENTION REPORT

Bill Johnson reported that there were plans to hold a joint convention with the Mid-Continent region possibly in North Platte, Nebraska. Rich Hester and Gene Turney, who live in the area, were attempting to secure a bid for 2012. Unfortunately they did not get the bid and it was awarded to the city of St. Louis. Bill

put out an appeal to the division superintendents for a convention, especially those divisions that need money. A motion was made that full convention be held one year and a mini convention the next in the region. This idea will be presented to the membership, published in the next *Callboard*, to be voted on with Bill Tulley and Nate Bryant counting the votes. Bill Binder accepted the motion, 2nd Harry Buhler. The motion carried.

2013 CONVENTION REPORT

Flyers and a bid proposal for the 2013 convention Rails along the Rio Grande, hosted by the Rio Grande division, were passed out and discussed. The convention will be at the Albuquerque Marriott Pyramid North from June 6th to the 9th. Advertising for this convention will start after the 2012 convention. A motion to accept the convention bid for 2013 by Nate Bryant, 2nd Harold Huber. The motion carried. The Rio Grande division is asking for \$2,500.00 for the convention. A motion was made to advance \$2,500.00 to the Rio Grande division for convention expenses by Bill Tulley, 2nd Mike Weiss.

ELECTION REPORT

Martin Pirnot reported that the winners of the Directors for 2011-2013 election were William Tulley, Al Hovey and Scott Perry. A motion was made to accept the election report by Gary Myers, 2nd Bill Sedivec. The motion carried. A motion was made to destroy the ballots from the election by Rich Coleman, 2nd Fred Carlson. The motion carried.

COMPANY STORE

Company Store reports were handed out and discussed. Looking at the numbers, the Company Store will probably not go to a TECO show again. A motion to accept the report by Bill Tulley, 2nd Fred Carlson. The motion carried.

CALLBOARD EDITOR REPORT

A *Callboard* Editor's Report was handed out and Scott Perry highlighted the recent changes to the *Callboard* and future changes coming soon. The *Callboard* budget to accomplish this was discussed. Scott is asking for help with the *Callboard*. He is looking for a graphic artist, photographer and an IT/multimedia specialist.

Publication Policy & Procedure Manual – Scott Perry handed out copies of this manual for the board to vote on. The board would like to read the manual before voting on it. A motion was made to table the vote until the next board meeting by Bill Tulley, 2nd Bill Sedivec. The motion carried.

Advertising – A proposal from the *Callboard* Publication Committee to add advertising to the electronic version of the *Callboard* was discussed. The board would like to read the proposal before voting on it. A motion was made to table the vote until the next board meeting by Mike Weiss, 2nd Bill Tulley. The motion carried.

Scott Perry mentioned that every region posts board meeting notes and only about one third post a financial report. A motion was made to publish the Board Actions Report in the *Callboard* by Roy Johnson, 2nd Bill Tulley. The motion carried. A motion to publish an Annual Financial Summary in every November issue of the *Callboard* by Bill Tulley, 2nd Bill Sedivec. The motion carried.

OLD BUSINESS

None.

NEW BUSINESS

Combining of Divisions -

The combining of Division 19, Roaring Fork with Division 9, Northern Colorado and the combining of Division 17, Arkansas Valley, with Division 4, Pikes Peak will be tabled for now.

END OF MONTH REPORTS

Harold is going to start sending the inactive lists again to division superintendents. He pointed out that Scott Perry has used the Inactive List from the NMRA to recruit prior members in his division. He has recruited 38 members into a 100% NMRA club. Ted Ericson, Southern Wyoming division, has recruited 24 members.

Harold has been sending all division superintendents the NMRA INFONET NEWS. This is information from the national organization.



The Board addresses the Directors and Division Supervisors at the Spring meeting in Pueblo, Colorado.

MATCHING FUNDS

Pikes Peak Division Trailer – Bob Binder stated that the Pikes Peak division is asking for matching funds for a trailer for modules. The dimensions of the trailer they are looking at is 7ft wide, 6 ft high and 10ft long. The price range is around \$2,400.00. The division can come up with \$800.00 and are asking the region for \$2000.00. The region can only match the funds that a division procures up to \$1,500.00. Bob will go back to his division and see if they can come up with more funds.

UTAH SOCIETY OF RAILROAD MODELERS

Scott Perry is asking for funds to contact more inactive members in his region by snail mail, they have exhausted all attempts electronically. The club has no funds and is asking for a grant of \$300.00. A motion was made to grant the Utah Society of Railroad Modelers \$300.00 for a pilot program to see how many inactive members can be recruited with a report from Scott Perry by Harold Huber, 2nd Nate Bryant. The motion carried with Paul Brennecke opposing.

YAHOO EGROUPO FOR THE REGION

Scott Perry proposed that the region form a Yahoo E-group for the Rocky Mountain Region to be maintained by the Callboard committee. A motion was made that the Region form an e-group

by Harold Huber, 2nd Rich Coleman. A vote was taken by a show of hands. 10 members voted for and 3 against. The motion carried.

VOLUNTEERS

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.

Snail Mailing List – Bob Charles has been doing this for the last three years as a favor to the region and is stepping down. Chris Fallis has accepted both the e-mail and snail mail lists hoping to eliminate the errors of the past.

BOY SCOUT COORDINATOR

Each division needs a Boy Scout Coordinator. Blaine Bachman is available to help with this.

75 YEARS OF DEVELOPMENT AND ACHIEVEMENT IN MODEL RAILROADING

This clinic, from the last national convention, is to be circulated among division superintendents. It will to be passed on when a division is through with it.

HANDBOOK

A CD of the NMRA Regions and Divisions Handbook version 0.8 was distributed to any division superintendent that wanted one. This has valuable information for superintendents. Harold noted that this information is not set in stone.

OTHER NEW BUSINESS

The board discussed the Rocky Mountain Region donating \$10,000.00 to the Diamond Club. This is to support the NMRA library that is digitizing their photo collection for all members to use. This will be tabled until the next board meeting.

Nate Bryant wanted to know if there is an official copy of the RMR By-Laws. It was determined there is not one. A motion was made that Dick Hunter research and send out the official copy of the By-Laws to the board by Harold Huber, 2nd Don Francis. The motion carried.

NEXT BOD MEETING TIME AND LOCATION

The next BOD will be held at the Fall Convention on September 4,, 2011.

Motion to Adjourn – Bob Binder, 2nd Jim Laird.

The motion carried.

Meeting adjourned at: 8:27 p.m.

Respectfully submitted by:

Gregory Long, RMR Secretary, NMRA

5 JUNE 2011

END OF MINUTES

For a complete copy of the minutes which includes the roll call, contact the Region Secretary.

Buzz Lenander's Cheyenne Diorama An NMRA Convention Contest Winner By Chris Fallis



Photo Paul Voelker

At this summer's NMRA National Convention in Sacramento, Rocky Mountain Region member Dr. Harlan "Buzz" Lenander brought his impressive model of the Union Pacific's engine servicing facility in Cheyenne, Wyoming. Entering in a contest with over 100 other models, he scored big. According to Buzz, he won 1) First Place in Judged Model Contest, Classification, Scratch Built, Display; 2) First Place, Popular Vote, Display Category; 3) Second Place, Judged Model Contest, Classification, Photo Match, and 4) Railroad Model Craftsman Magazine 2011 Craftsmanship Trophy, for the model best displaying originality and craftsmanship, picked by Bill Schaumburg, Editor of RMC. The Best of Show model scored 123 points and Buzz was a close third place with 120 points.

Dr. Lenander was raised in Kansas and rode in the cab of steam locomotive as a youth. He lucked into this by being the grandson of a Union Pacific employee who worked on the railroad from 1905 to 1957. He went through a somewhat familiar transition of Lionel trains in his youth to HO scale in the 1960s. In 1968 he saw some N scale cars that really captured his attention and there has been no turning back for more than 40 years.

Buzz started in 2005 to build a model of the Cheyenne coaling dock based on prototype photos. He was reading "History of the Union Pacific Railroad in Cheyenne: A Pictorial Odyssey to the Mecca of Steam" by Robert Darwin and decided to combine

his love of Union Pacific steam operations with his familiarity with Cheyenne, which he had visited frequently over the years. In his stash of kits he discovered a coaling dock from the 1970s that had some very good potential. He kitbashed this basic structure and replaced the overly gross details with more modern and prototypical additions. The coaling dock and associated tracks formed a 16 x 30 inch diorama which Buzz entered into contests soon after completing it.

After the coaling dock diorama was complete, Buzz kept thinking about the rest of the operations in Cheyenne. The clincher for him was the release, by Walthers, of a 130 foot turntable and a roundhouse kit. He was hoping to capture a moment in time, July 5, 1959, about 2 weeks before regular steam operations ended on the Union Pacific. The prototype roundhouse was built in 1931 and the 126 foot turntable was added 10 years later. Sadly only 7 of the original 48 stalls are still standing and except for about half of the machine shop, everything else steam related that you see on the diorama has been lost. The current model is a full scale replica, with no selective



Photo Paul Voelker

compression, of the engine servicing facility as it existed. Buzz took a detailed track plan of the whole Cheyenne yard, had it scaled to 1:160 (N scale) and had the local Kinko's print out a 6 foot by 40 foot template. He took a 6 foot by 8 foot chunk out of the middle and used it as his layout plan, encompassing almost a quarter of a mile of the actual railroad. The coaling dock section of the layout won Buzz two prizes at the 2011 NMRA convention for its accurate rendition of a prototype photo. Buzz posed two Athearn Challengers and 2 Atlas GP-9 models near the dock to match his July 1959 photo. The locomotives



Photo Paul Voelker

as undecorated and Buzz lettered and numbered the units to match his photo.

The majority of the structures on the diorama are either scratchbuilt or heavily kitbashed. To make the Walthers roundhouse kits more like the prototype he had to cut, move and replace walls, windows and doors. The water tower, the oil tank and the sanding facility all had to be scratchbuilt as did the other small buildings in the area. Only partially represented on this diorama is passenger operations, but the ends of the covered platforms attached to the Cheyenne Depot appear near the roundhouse. These were made from Walthers kits. In my mind the most adventurous bit of bashing was the modification of a brass Overland Models sand tower to fit the prototype.

Buzz and Chris Gutierrez, the brother of Buzz's son in law, collaborated on the diorama. Buzz worked on the visible parts of the model while Chris

worked on everything underneath. The men started with a 1x6 poplar frame, topping it with 3/8 inch plywood and Homasote. What you don't see, but what turns this from a static display to an operable model is the decoder and Tortoise switch machine controlled turnouts. The whole diorama is wired for DCC with a NCE system controlling the trains and the turnout decoders. Having a wired layout is important because the model is too wide to reach across, so motive power actually has to be driven into the roundhouse bays.

Buzz has plenty of plans for the future of his miniature Cheyenne. His plan is to add a model of the Cheyenne passenger station on an adjoining 4 foot by 6 foot table. On the other side of the current module, Buzz plans to add more of the adjacent yard tracks. At present the module operates as a standalone unit but Buzz plans to squeak in N-track compatible connections so that he can display his handiwork as a part of a larger modular set-up. Buzz will have his modules on display during UPRR night at our "Rails Along the Rio Grande 2013" convention on June 6, 2013. I can't wait to see this in person!

Dr. Leander, DDS is a member of Rio Grande Division #6 and lives in Albuquerque, New Mexico. Railroad Model Craftsman has requested that he write an article about his award winning Cheyenne model.



L to R: Buzz Lenander and Chris Gutierrez. Al Hovey photo



Photo Paul Voelker

TIME IS OF THE ESSENCE! ONLY A MONTH TO THE CONVENTION! SIGN UP NOW!

Comparing the Durango and Silverton Narrow Gauge Railroad and the Cumbres and Toltec Scenic Railroad



**By: Dick Hunter –
Author of guidebooks for
“Railfanning the Rio
Grande Narrow Gauge”**



Both railroads have spectacular scenery. My best comparison of the two canyons are that the D&SNG runs at river level most of the way, so you are at the bottom of the canyon, looking out and up. The C&TS runs at the top and you look out and down. The D&SNG is more of a tourist operation while the C&TS is more prototypical. Please review “The Ride” sections of my tour guide books for information on seating & reservations.

The D&SNG starts out and runs through an open valley near the highway, and along the hillside, for the first fifteen miles. Then it goes through Rockwood Cut and out on the Highline which is 400 feet above the Animas River. It then runs along the side of the canyon for two miles to where it crosses the river and is then about at river level all the way to Silverton. This route is 46 miles each way with train or bus return. My preference is to ride both ways, especially for first time riders, as the colors in the canyon change. Also, you are viewing the other side of the canyon. My preferred seating is open gondola (it has a roof), right hand side. The last open gon has the best views of the engine if not so many as the forward gons. Also, it has less smoke and cinders. Forward gons are near the concession car. Lunch time is in Silverton which has many restaurants. I like the Pickle Barrel which is one block ahead and one block to the right of the locomotive. (Take a short cut: Turn right on Blair Street. Go past

the public rest rooms to the next corner. Turn left to the next corner. The Pickle Barrel is the stone building on the corner of 13th and Greene Streets. Check the map in my D&SNG guide book.) You will have plenty of time to look around Silverton after you eat.

The C&TS depends on which way you ride. They run two trains, one from each end. You can take the full route with return by bus or just go as far as Osier (the lunch stop) and return. The western half has Cumbres Pass. The eastern half has the gorge and tunnels. I usually take the whole trip. I like starting from Chama because you pull the 4% grade and often have a double header all the way to Cumbres Pass. The first 14 miles to Cumbres Pass are near the highway running through the Chama Valley. Sometimes you are down in cuts and other times along a hillside. The next six miles, to Los Pinos, are through an open valley and include Tanglefoot Loop. From there, you go into the Toltec Valley to Osier. After lunch at Osier, you go through two tunnels and along the Toltec Gorge. The last 14 miles are in open country east of the Toltec Gorge. This route is 63 miles each way. Unless things change, lunch is included in your ticket and provided in a mess hall at Osier. They have several serving lines that provide a complete turkey or meatloaf dinner, hot dogs, or a soup & salad bar. Also, they have a great desert cart. You will have time to look around Osier but not much is there. Just a section house, water tank, etc. No town.



My railfan guides provide information on seating, reservations, train chasing, which way to look, etc. If you have any questions, please contact me at rgngfan@ecentral.com

SEPTEMBER 1-4, 2011

LOVELAND, CO.

**GREAT
WEST RAILS
2011**

**ROCKY MOUNTAIN
REGION**

**NATIONAL MODEL
RAILROAD ASSN.**

WELCOME FROM THE NORTHERN COLORADO DIVISION!



*Rich Coleman,
Convention Chairman*

The members of the Northern Colorado Division and I would like to invite you to come and visit us again this September for the 2011 Rocky Mountain Region convention, *Great West Rails*. We're going to have lots to do, but in a nice and relaxed atmosphere with plenty of opportunity to visit with friends both old and new. Our tours will be in the cooler parts of the day and the clinics will be inside in the air conditioning during the afternoon. We'll have new clinics and new tour locations that you haven't seen before. We'll have an operating session at the fabulous Greeley Freight Station Museum and your convention registration includes admission to the museum any time that they're open during the convention. Our hotel is the large and spacious Embassy Suites in Loveland, right next to I-25 for easy access to our tours as well as all of Northern Colorado's attractions, railroad and otherwise. They're giving us a great room rate and breakfast deal to get your days started right. Come, relax, and enjoy yourself at *Great Rails West*.

**Rich Coleman
Convention Chairman**

(I forced Rich to put his photo in the Callboard so you can recognize him at the convention. - Ed.)



A wooden trestle over a raging river near Fort Collins., which may or may not be in use currently. The river is the Cache la Poudre, and when that picture was taken it was above flood stage and out of its banks! Just one of the many prototype scenes you can view at the convention.

Rocky Mountain Region

2011

NMRA CONVENTION



September 1-4

Embassy Suites Hotel
and Conference Center
Loveland, Colorado

Hosted by the:
Northern Colorado Division

**GUEST
SPEAKER
IS SOME-
ONE TO
GET ALL
STEAMED
UP ABOUT!**

Steve Lee knows steam! Recently retired from Union Pacific's Steam Program, Steve has 22 years of steam experience with the steam program and he logged 39 years of service with UP. He's still involved with historic preservation including helping the Portola Railroad Museum and the Feather River Railroad Society.

Come hear Steve tell us about his fascination with steam and what's going on with preserving these great machines. Bring your questions!



Steve Lee of Cheyenne, WY
Chris Allan Photo

TRAIN SHOW NOTICE!

Due to the late timing of the Region Convention there is not going to be a train show. There will, however, be a room with some (small) layouts and other displays for this event. The company store will be open so bring things that you want to sell.

GREAT WEST RAILS 2011

Registration hours:

The Registration table will be open during the following hours*:

- Thursday (9/1) 4:00p – 9:00p
- Friday (9/2) 8:00a – 2:00p
- Saturday (9/3) 8:00a – 11:00a

* Plus possibly other hours, as determined by the Registration staff

To learn more about the convention see the *Callboard's* Special Convention Edition on line at:

www.rmr-nmra.org/Callboard%20Convention%20Special%20Edition%2007%202011.pdf

This edition includes:

- Layout tours
- Contests
- The Greely Freight Station Museum
- And much, much more!

Rocky Mountain Region

2011

NMRA CONVENTION



September 1-4

Embassy Suites Hotel
and Conference Center
Loveland, Colorado

Hosted by the:
Northern Colorado Division

The 2011 Convention of the Rocky Mountain Region will be hosted by the Northern Colorado Division. It will be held September 1-4 at the Embassy Suites Hotel and Conference Center in Loveland, Colorado. There will be many activities to make it an enjoyable weekend and worth the trip, whether you're coming from near or far. The program that we are planning includes:

- **Layout Tours**
- **Prototype Tours**
- **NMRA Contests**
- **Greeley Freight Station Museum [GFSM]**
- **Saturday Evening Banquet Featuring Guest Speaker Steve Lee**
- **Region Company Store**
- **...and yes, even the RMR Board meeting!**

The convention hotel will be the [Embassy Suites - Loveland](#), located just off Interstate 25 between Loveland and Greeley. Your suite includes a full cooked-to-order breakfast to start your day. Please mention that you are with the Rocky Mountain Region of the NMRA when making your reservation. For those registering on line, the convention hotel

registration code is NRA. Nearby are many eating establishments, an outlet mall and a regional shopping center.

Don't forget that, in addition to the regular NMRA and popular vote contests, there will be a special mini-diorama contest. Details are on page 27. With the date of the convention being pushed back, you have time to work on an even more spectacular project!

Convention registration is \$50.00, but will be going up to \$55.00 for registrations received after August 20th, or at the door. Spouses or minor children of a primary registrant can register for \$25.00 (\$30 after August 20th). All convention registrations include admission to the Greeley Freight Station museum any time that it is open during the convention.

Banquet tickets are \$40.00 each, and reservations must be received no later than August 20th. Please fill out the accompanying registration form and send it to the address indicated.

The convention program is continuing to evolve. Please check back with the convention page on the RMR web site for updates. If you have any specific questions, please contact Rich Coleman at richcoleman@mesanetworks.net, or (303)833-4831.

REGISTRATION FORMS ON LINE:

<http://www.rmr-nmra.org/comingevents.htm>

**** IMPORTANT CONTEST NOTE ****

This year, the contest judging is going to be done on **Friday evening**, not Saturday, as in past years. This means that entries must be turned in by 7:00 pm on Friday. If you absolutely cannot get to the convention until Saturday, please contact the Contest Chairman, Bill Tulley, at railroadbill@vcn.com, to see if alternate arrangements can be made.



Ranch-Way Feed Mill Just Screams to be Modeled!

CONVENTION CLINIC SCHEDULE

**and more on the way!*

Bullchute!

Scott Perry

This clinic is a hands-on beginner's scratchbuilding clinic using wood. By the time the clinic is complete you will have built a finished scratchbuilt model. While the clinic is designed for beginning scratchbuilders anyone that wants to learn to work with wood is welcomed. There is a nominal fee of \$5 for materials payable at the door and there is only room for 24 people. All tools and materials will be provided. This clinic is tried and true and we will have coaches there to help you through each step. You will need to take all three clinics in order to finish. Scott Perry is a veteran clinician, long time member of the NMRA and holds several AP certificates.

Intelligent Railfanning

Gene Fusco

Taking time off to visit track side has the potential for a lot of fun. However if you waste all of your time trying to hunt down that choice location or just find any trains to watch or photograph, the event can become a bit frustrating.

A bit of preparation can help improve your odds of having a great time in the field. Having maps and the right frequencies in your scanner are always a good starting place. But what about some of the high tech stuff you may have access to? This clinic will explore the use of a few new tools that can be applied prior to and during your railfan trip. Things like Google Earth, your car's GPS navigation system, your laptop computer and a few more that you may not be aware of!

Steam in China

Doug Geiger, MMR and Barbara Geiger

In May of 2006, Barbara and Doug, together with 18 other enthusiasts, traveled to northeast China to see and record some of China's last working steam engines in normal service. Although too late to witness mainline steam, the group visited many coal branch railroads. Through video and still photography, Doug and Barbara will show you several varieties of standard gauge 2-8-2s and narrow gauge 0-8-0s perform-

ing their everyday tasks of hauling passengers and freight. They will also share with you some of their experiences in this part of China where few foreigners venture.

Layout Design for Operations

John Parker

The clinic will provide an overview of layout design elements, hints, and tips that layout owners should consider when designing and building a model railroad for operations.

Modeling and Operating with Track Scales

Jim Ferenc

Every division yard and many large industries weigh freight with track scales. For over 10 years, crews on the HO Scale Colorado & Southern Ry. have enjoyed the added realism of weighing freight during monthly operating sessions.

This clinic shows how to model railroad track scales, including traditional and modern scales, track arrangements, scale houses, and scale test cars. It also explains how to systematically integrate weighing into model railroad operations, including freight movements, scale certification, and car card/way bill systems.

Railfanning the Cumbres & Toltec Scenic RR

Dick Hunter

Hints and directions for railfanning before and after the RMR 2012 convention in Chama plus scenes you will see while riding the NARROW GAUGE STEAM FREIGHT SPECIAL.

Track Side Scenes To Modeling

Al Hovey

This clinic features track side scenes from the BNSF Raton Sub running from Las Vegas, NM to Trinidad, CO. It's all in the details...ballast, battery boxes, bridges, buildings, cabinets, depots, detectors, grade crossings, grass and tumbleweeds, main line, mile markers, power poles and lines, sidings, time tables,

Ctd...

MORE CLINICS...

yard limits and more. Take your layout to a new level

The NMRA Achievement Program – An Ice Cube for Every Eskimo!

Mark Evans

Are you:

- Interested in participating in the NMRA's Achievement Program?
- Ready to start but don't know where to begin?
- Started working on the AP but now you're stuck?
- Confused by the AP requirements in a certain area?
- Proud owner of 6 AP certificates but need a PUSH to get that 7th certificate for MMR?
- Member of the loyal opposition?

Join Mark for an overview of the AP and a question and answer session. Mark has been involved with the AP for 20 years and served as Region AP Chairman for 15 years. Bring your questions and together we'll learn what the Achievement Program is (and what it is not.)

A Day in the Life of the Rio Grande Southern

Jim Ferenc

It's a cloudy 50 degrees in Ridgway, while Lizard Head is reporting 20 and clear skies with 8 inches of new snow. November 27, 1900 was a typical fall day for the RGS and the Dispatcher's Train Sheet captures all of the action.

This clinic shows how we can recreate this day from 111 years ago using information on the Train Sheet, a slightly younger Time Table, and other readily available sources. Train movements, passenger traffic, freight consists, engine and crew assignments, snow fighting, delays, and more are revealed step by step and presented with maps, photos, and graphs.

Don't wait! Sign up now to get one of the limited spots on certain clinics. They will go fast!

DINNER IN THE DINER!

Our dinner selections will be based on recipes from the Union Pacific's dining car service. The choices are:

- Trout in Brown Butter Sauce with Almonds
- Mushroom Stuffed Sirloin of Beef with Red Wine Sauce

These entrées served with a vegetable and other accompaniments selected by the chef.

Please indicate your selection on your registration. If you have already registered for the banquet, you will be contacted to find out your selection.



GRAB YOUR THROTTLE! TIME FOR OPERATIONS!

For those of you interested in operations, there will be an operating session on Thursday evening at the fabulous Greeley Freight Station Museum layout. Both the layout and the trains that you will run are beyond the scope of what most of us ever dream of. There will be experienced members of the regular crew there to assist you, so experience is not required. Even if you think you'd like to observe and learn about operations, but don't think you're quite ready to take a throttle in your hand, you're welcome to come along – there's plenty of room! If you are interested, please contact the operating session coordinator directly: Don Allender [superchiefatsf@gmail.com].

Contest Chairman's Corner

with **Bill
Tulley**



Don't forget! We'll be having our regular contest events at the Region Convention, so be sure to bring your models. Elsewhere in this edition of the *Callboard* you can find the information about the Mini-Diorama Contest. It's not too late! Get those plans out and start building. You have just enough time to finish and let the paint dry. Don't want to be part of the contest? No problem! You can display anything you like, even if you didn't build it. Just bring it with you!

COLORADO RAIL FAIR AUGUST 6TH AND 7TH, 2011

The Pueblo Model Railroad Association and the Pueblo Convention Center have teamed together to conduct a Colorado Rail Fair on August 6th and 7th.

The Colorado Rail Fair will be promoting Pueblo as the jumping of point for the tourist railroads. We are inviting the railroads to set up booths to advertise their railroads and get an extra table for selling items from their gift shop.

Vendor and Swap tables will be set up in the main ballroom, with one section for vendors and the other for personal swap tables. We will have operating modular layouts set up for public viewing along with Operation Lifesaver display. We also have the Pueblo Railway Museum operating with caboose rides.

As of right now the sales tables are 80% sold out and we are expecting the rest to be sold before the event.

If you have questions, feel free to contact me.

John Denny, Event Coordinator 719-547-7990

RAILS TO THE ROCKIES CELEBRATES TRAIN SHOW 15 YEARS!

The 15th Annual Rails in the Rockies for 2012 is on Saturday and Sunday of President's Day weekend in Estes Park, Colorado. (See their ad in this edition of the *Callboard*—Ed.) It is sponsored by Estes Valley Division, a 100% NMRA club. We set aside complimentary space for The Company Store, Rich Flammini (recruiting new members) and other good causes like museums that would be interesting to train buffs of all kinds. We attract close to 4000 attendees each year and sponsor activities for youth as well as seminars for serious modelers. See our website estesvalleymodel-railroaders.org for more info.

While 16,000 square feet of space accommodates a great show, it does not accommodate all the vendors that would like to attend, so vendors need to get their applications in early.

We will send more info and photos for the next *Callboard*. Hopefully, it will go out a couple of weeks before the show, to give people plenty of time to make plans.

Bob Trump
Super
Estes Valley Div.

**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



Meet The Masters

Irv Johnson, MMR # 420
By Chris Fallis

This new Callboard column will introduce you to some of the Rocky Mountain Region's 20 living Master Model Railroaders (MMRs). An NMRA member can earn the title of MMR by completing 7 of the 11 possible Achievement Program certificates. The MMR title shows that you have demonstrated "a superior level of skill in various aspects of our hobby" and that you have also given yourself in service to the hobby.

Callboard: When you were very young what were the things that influenced you to get into the hobby?

Johnson: I've always been interested in train because of my Dad's influence. Back in the 1930s and 1940s everything was scratch built even to the point where Dad even turned his own wheels on a lathe. During the war nothing was available from manufacturers. My Dad made his own molds to cast truck sides for 4 wheel freight and six wheel passenger trucks. He also cast couplers, ice hatches and several other small items. As an 8 to 12 year old I would stand and watch over his shoulder by the hour. In 1948 or so I became interested in TT, a new gauge at the time. I had at least 2 small layouts during my high school and college years but switched to HO. I still have some of the stuff that I built when I was in Junior High school. I moved to Colorado from Michigan in the 1965, got interested in narrow gauge and converted a lot of my TT stuff to HOn3. It doesn't have doors or windows that would give the scale

Irving Johnson Photo

away. John Allen, of Gorre & Daphetid fame, incidentally used a lot of TT trucks on his narrow gauge rolling stock.

Callboard: What changes have you seen in the hobby since you have been involved with it?

Johnson: When I was in Junior High in the late 1940s I went to a couple of industry shows in Chicago with my Dad, who had a small hobby shop. H.P. Products, out of Indiana, invented and started to market TT or Table Top scale equipment and track. This interested me right away. Varney made kits, in HO, some of which were spectacular kits for that time but today they seem pretty primitive. In college I switched to HO. I have been in HO ever since. I like scratch building and I like building kits where you have to do some work to build them. Nowadays everything is pre-built, detail and everything is spectacular but I think it has taken an awful lot of the skill out of the hobby. Anybody can go to the store, if they have money, and buy whatever they want and they will have a heck of a good looking train. To build something yourself is, any more, a bit of a lost art, even building kits. When I first moved to Colorado I lived down in the Durango area. I crawled all over boxcars in the yards there in Durango, spent 6 weeks cutting my own wood and making a narrow gauge boxcar in HOn3. This was a prize winning HOn3 boxcar built from nothing. Every board on the thing is to scale. There are 243

pieces of wood in that little car about 4 inches long. Nobody does that kind thing anymore. I settled in Divide, Colorado and designed and built a house over a large layout room. My present layout is 30 x 16 feet on which I can easily run 3-40 car trains. Much of what is in that layout, rolling stock, buildings, trees, etc. is scratch built although I do have my share of plastic kit models. My track is hand laid on individual ties ballasted with natural dirt or sand from spillage along a real railroad Right Of Way. Switches are handmade in place and many are controlled with fish line and rubber bands. Only my hidden track is commercial. Most of the material used on the layout was purchased years ago. I bought 99 feet of rail in the 1970s for \$5.25. Today that same item would be close to \$50. If it wasn't for this foresight, there would be an empty room in my basement.

I am worried about the future of the hobby. The models available now are beautiful if not spectacular. Many manufacturers are going strictly to fully assembled locomotives, car, building and many other items. The craftsmanship that has always been important has been disappearing. It's too easy to be a collector rather than a modeler.

Another big problem in the hobby is prices. I understand that the price of everything has gone up but with only thoroughbred models available to choose from many in the hobby or who would like to be in the hobby are priced out of it. I have talked to manufacturer representatives at conventions, companies like Athearn, who have limited editions models. I don't like that and I have told them that I don't. I won't buy limited editions models because they are not making things for the model railroaders; they are making things for themselves or collectors. They want to make a profit sure, but it gets to where the common guy can't afford to buy even kits. Look at the price of some of these kits. The common guy just can't afford to do some of this stuff any-



Irving Johnson Photo

more. A young person for instance just starting up in the hobby can't buy a basic inexpensive kit to build. There is no fun or feeling of accomplishment from successfully making something. I believe that we have all been there. Where would we be today without that first experience? I can't afford these car kits or locomotives. I still make cars, scratch built, with cardboard printed sides, that have been in NMRA Bulletins years and years ago; I cut them all out and saved them. They're as good as anything is.

We are all concerned about getting younger people interested in the hobby of model railroading, but any who might be interested can't buy into or support a hobby that can cost hundreds or thousands of dollars just to get started. What I see, and I hope that I am wrong, is this. There will always be those who can afford the \$30 to \$80 cars, the

\$200 to \$800 locomotives, the \$25 trees, the \$20 to \$100 buildings, and the manufacturers will continue to make things for them. The rest of us will either drop out of the picture or, as in my Dad's case, revert to making things themselves. When we make everything ourselves we risk the being belittled by some for using such things as balsa wood, card-

board, DC power, dyed sawdust and lichen. A recent Model Railroader column by Tony Koester did just that. I wrote him a letter saying that I would put my stuff up against anybody else's stuff and I wrote Model Railroader magazine a similar letter, but I never even heard anything back from them. Will kids today with their handheld phones, etc. have the skills to survive in a hobby that requires either money or craftsmanship? I don't think so. The hobby of model railroading will become an old, rich man's hobby until they die off. Then what? We need kits that are made for beginners and some for more experienced builders that are affordable. We've got to preserve the skill factor in our hobby. Remember, it's just a hobby.

Callboard: When you were getting your AP certificates, what were the ones that were easiest for you to get?

Johnson: The easiest? I don't know. The Dispatcher I got that working with Eric Lundberg MMR at his layout when he was in Greeley. Several of us in the Shortliner's Club up in Greeley did that at the time. That was relatively easy and fun, running trains and things like that. The Volunteer wasn't that hard really because I was a judge for regional and national contests in Denver. I got also got Volunteer for serving as a program chair in the Pikes Peak Division in Colorado Springs. I guess that was pretty easy too.

Callboard: On the other side, what were the ones that were the most challenging for you?

Johnson: I expect my latest one, on structures. Electrical engineer was hard, being a musician to start with. I was not an engineer so doing all the diagramming for wiring and all that was tough. I understand electricity and had enough mechanical drawing training so it wasn't too foreign, but it was just time consuming. For the structures certificate, you have to keep track of all parts and tell what you did with them. It was the paperwork involved that made me hesitate to get involved with that certificate.

Callboard: How long did it take you to get all your necessary certificates?

Johnson: I wasn't in any hurry because I didn't plan on completing the MRR program when I first started. I got my first 2 in 1979. I thought, "this is kind of fun". Looking at the final goal was kind of way off there. Then I got 3 more in 1999 and the last couple in 2009. I just kind of kind of figured that I had 5 and if I just got with it, I'd have 7

I just got after those last two, structures and electrical engineer, I never really planned on doing that when I started.

Callboard: Do you have any advice for the people who are just starting off in the Achievement Program?

Johnson: Well, looking back at it, it has been fun. It has been a great experience. Its work, I guess. It is fun too because that is what the hobby is all about.. It is basically an individual thing, not what you can do as a part of a group. If your goal is to accomplish a certain level of modeling, in whatever area it is, you go for it. And before you know it you are there. It is like climbing a mountain. One step at a time and pretty soon you are at the top.

Callboard: How have you matured and improved your hobby skills over the years?

Johnson: I think in many ways you become fussier in what you are doing and how you do it. You are always looking for something that is better. You just improve in everything that you do. Every

time I do a piece of scenery, it's better than the last. You strive not for perfection necessarily but you try to do something that is a little bit better, even if it is for your own satisfaction.

Callboard: Can you tell what have you done for the NMRA in general, besides being a long time member?

Johnson: I joined in the 1960s and dropped out for a few years when I was moving but I have been a member for almost 40 years and I have all the old NMRA Bulletins. I talk to people at swap meets. I talk to kids and show them what you can do with your hands. I was a official in the Pike Peak Division and a contest judge in Denver. One



Irving Johnson Photo

of my biggest pleasures is sharing what I've done with others. On several occasions I I well over 100 modelers come to look at my layout, 40 plus miles each way, during convention layout tours. It is very satisfying to have contact with beginners, skilled railroaders, older folks and young kids. I have been patient and complete in explaining what you have done and how you have done it. And to



Irving Johnson Photo

listen to them. Being in a group like the NMRA is what it is all about. I have belonged to the NMRA and several local clubs and this has brought me in contact with many people who I count as friends. I hope our friendship has been as warm and helpful to them as it has been to me.

Callboard: On the other side of the coin, what has the NMRA done for you or for the hobby?

Johnson: The standards, things of that sort. They have made it to where you can operate and build things that are compatible with someone who has never heard of the NMRA. Your boxcar will match up to theirs. I've used the Kalmbach Memorial library at NMRA headquarters in Chattanooga a lot. Just having things available, encouraging people to get together and enjoy some camaraderie that you wouldn't have if you were stuck in your own basement by yourself.

Callboard: DC or DCC?

Johnson: I'm a two wire man (chuckles). I'm not smart enough to figure all this other stuff out and I have all this hand laid track and switches in the basement and I'm not going to tear it all and re-

wire it for something else. I don't understand DCC, I am too old to change and I can't afford it anyhow.

Irving Johnson has earned the following Achievement Program certificates: Master Builder – Cars, Master Builder – Structures, Master Builder – Scenery, Model Railroad Engineer – Civil, Model Railroad Engineer -Electrical, Chief Dispatcher and Association Volunteer. He was awarded his



Irving Johnson Photo

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

scottgperry@comcast.net

MINI-DIORAMA CONTEST - REGION CONVENTION

A Mini Diorama is any modeled scene mounted on a base that has a footprint equal to or less than a specified area (144 sq-in). The requirements for the mini diorama are very simple.

THE DIORAMA MAY BE ON ANY SUBJECT THAT THE MODELER MAY CHOOSE.

A railroad related subject is preferred but a subject representing the theme of the current convention would be also be acceptable, although not required.

THE AREA COVERED BY THE DIORAMA CAN NOT BE LARGER THAN 144 SQUARE INCHES.

There is no restriction for length or width as long as these two dimensions when multiplied together equal 144 or less. There is also no restriction on the shape of this area. Square, rectangle, circle, kidney bean, etc. are all acceptable. As an extreme example: a diorama that is 1 inch wide and 144 inches long would qualify.

THERE IS NO RESTRICTION ON EITHER HEIGHT OR DEPTH.

Those two dimensions are dependent on what the modeler can transport.

THAT IS IT! There are no other requirements.

HOW DOES THE RMR MODEL CONTEST WORK

BY POPULAR VOTE: First, second and third place certificates are presented in each category in which a model is entered. Placement is determined by the number of popular votes each model receives.

BY AP JUDGING: The Caboose Hobbies award is presented to the modeler with the highest over all AP score. The Mizell Hobbies award goes to the modeler with the second highest over all AP score.

ADDITIONAL AWARDS may be presented, if available. Requirements will be determined by the sponsoring convention.



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

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

The Diamond Club has raised over \$100,000 for the project to date, but needs as much as \$400,000 to digitize the entire collection. NMRA members can download digitized photos at the NMRA website at: <http://archive.nmra.org/> and can purchase photos for \$2 each.

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

WE NEED PICTURES!

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

Want to get quick answers to your questions about the Achievement Program? Then join the NMRA's A/P Egroup!

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



QUESTIONNAIRE

SUBJECT: MINI CONVENTION

The Rocky Mountain Region Board of Directors is interested in the Region membership's thoughts on a proposal to hold a Full Convention one year and a Mini Convention the following year.

The reason for these alternating full and mini conventions is the difficulty in finding divisions willing to sponsor a Full Region Convention. Attractions, hotel accommodations, space for activities and volunteers are all becoming harder to find. It is thought that a Mini Convention will be easier for a division to sponsor.

What is the difference between a Full Convention and a Mini Convention?

A Full Convention may have activities scheduled for four days or more with the following as possible examples:

- Clinics scheduled on more than one day
- Model Display with: Display Only; Popular Vote; Achievement Program Judging
- Layout Tours
- Prototype / Industrial Tours
- Non-railroad Activities
- Train Show with Dealers and Operating Layouts
- Banquet with speaker
- Hobo Breakfast

A Mini Convention may have activities scheduled for three days or less with the following as possible examples:

- Chartered Train Ride at: Chama; Alamosa; Durango; Other Location (note that the train ride is the main attraction.)
- Other Programs Depending on Available Space
- Hobo Breakfast

The Board of Directors is interested in your thoughts on the following:

- A. Would you like a Full Convention every year?
- B. Would you like a Full Convention one year followed by a Mini Convention the next year?
- C. Would you like a Mini Convention to be optional for the host committee?

Please send your vote and comments by mail or email to:

William Tulley
305 Coffeen Ave.
Sheridan, WY 82801-4808
e-mail: railroadbill@vcn.com

All comments must be received by August 20th 2011 so they may be presented to the BOD at the fall convention.

Please furnish your NMRA member number and RMR division number when responding.

**DON'T WAIT!
REGISTER NOW
FOR THE GREAT
WEST RAILS
2011
CONVENTION!**



CELEBRATING 50 YEARS OF THE ACHIEVEMENT PROGRAM

A HISTORY OF THE NMRA ACHIEVEMENT PROGRAM (1961 - 2008)

By C. J. Riley MMR #97

With Willis Ehlert, MMR #59, Rick Shoup, MMR #234 and Phil Kohl

The Achievement Program (AP) is one of the more popular activities of the NMRA, with participation running in the thousands. Since the program's beginning in 1961, over 450 Master Model Railroader (MMR) certificates have been awarded and countless others have earned a Golden Spike Award or at least one of the achievement certificates.

While the program was instituted to recognize both modeling achievements and service to the hobby and the NMRA, there have been additional benefits. One of the requirements of an AP MMR is a commitment to helping others, a requirement I am proud to say is taken very seriously by the recipients.

The AP is designed to be accessible to all members. Skilled modelers can earn awards for model building, volunteers and "political" types are recognized for their service, authors and photographers can earn a certificate for their published contributions to the betterment of the hobby, and layout builders can earn certificates for completion of operating model railroads and/or model railroads finished with scenery. NMRA members who don't feel their efforts warrant AP certificates quite yet can work toward the Golden Spike Award, created to recognize those who have built a model railroad without exhibiting the more advanced techniques or skills required for AP recognition, but who have been willing to try some of the basic modeling techniques, producing well-rounded work that requires more skill than simply opening the boxes.

The history of the Achievement Program reflects the inputs from a large number of people, many of them pioneers of the hobby and legends familiar to all of us. The basis of this history is the work done by my friend Willis "Bill" Ehlert that was published in the NMRA Bulletin for August, 1985 and additional research done by Kalmbach Library former Research Associate Thomas Mossbeck.

It was Hal Carstens, then editor of Railroad Model Craftsman, who first proposed an awards program for model railroaders. The published proposal generated a great deal of mail that was forwarded to NMRA President Leighton Keeling and two committees were formed, chaired by Watson House and David Stearns, to deliver a joint report to the BOT meeting in February, 1960.

The Chicago BOT meeting in February of 1961 was presented a basic proposal for an "Achievement Awards Program". This proposal was generated by a group of North East Region members led by "first" program chair and Master Model Railroader #1, Doug Smith. The BOT formally adopted the program as an NMRA activity at the Cleveland convention of 1961. Carol Homuth became the first official AP Chair after the program was established. At that time, there were nine categories with six awards required for MMR. The Scenery category was added in 1963 and Prototype Modeler was added in 1985.

Jack Kirby Taylor, MMR #3, from the Midwest Region, became the second chair in the autumn of 1962. Under his leadership, the rules and regulations were refined, providing most of the specific requirements we work with today. The Scenery category was proposed in December, 1962, along with the requirement of an award in each of the four areas as a prerequisite for earning MMR. The BOT approved this package of improvements at the St. Louis midyear meeting in 1963. To avoid possible confusion with the NMRA's Honors Awards program, recognition for service to the organization and the hobby, the term "Award" was dropped, and the program became officially known as the Achievement Program (AP) in 1964.

August, 1964 saw John A. Nalls, of the Lone Star Region, become the third National Chairman, serving until Phillip H. Kohl, of the Pacific Northwest Region, succeeded him in 1966. The growing workload was alleviated when the AP Vice-Chair, Jack Weir began processing the SOQs ("Statement of Qualifications", the application form) at that time. Rick Shoup, MMR #234, took over this part of the job in 1973. Frank Hamilton was named Dispatcher for the program in 1967 and served until 1980. Floyd James assumed that responsibility and served until 1995. Dispatcher was always a very hard job to fill especially after Rick and Pat Harriman, MMR #168, invented the "First Timer" patches and the Golden Spike Award. Deane Mellander, MMR #68, created the Golden Spike logo. The Dispatcher had to send the patches and the personal confirmations for each certificate.

In January of 1970, Phil Kohl was succeeded by Paul Moon, MMR #30, of the Mid-Continent Region. At that time, thirty members had earned the MMR award and 1,311 certificates had been awarded. By the tenth anniversary of the program in 1971, there were thirty-six MMRs and more than 1,500 certificates had been awarded.

In these early days of the program, models winning 1st, 2nd, 3rd, Honorable Mention or Best in Show at national or regional contests automatically qualified for AP credit. No credit was offered for divisional contests or for superior models that did not place in the contests. In the mid 1970s, the current system of any model earning scoring at least 87-1/2 points in any NMRA contest (national, regional, or divisional) or in judging by an AP appointed judge, would qualify for a Merit Award and therefore, automatic AP credit.

Don McKinnon, of the Thousand Lakes Region, managed the program from August, 1972 until June, 1974, when Dr. George Mellinger, MMR #42, Mid-Continent Region, took over. A number of refinements and changes were made during his tenure and he was succeeded in January 1979 by Bill Ehlert, MMR #59, Mid-West Region.

In 1983, the 100th MMR was awarded and I always felt the symbolism was perfect. With a program designed so that every member can participate, John M. Smith (appropriately) became MMR #100 and the ranks of MMRs were growing quickly. The first ten years saw 36 MMRs, but in the next 14 years there were an additional 76 MMR certificates awarded for a total of 112 as of June, 1985.

Rick Shoup, HLM, MMR #234, assumed the AP chair in 1987 and served until 1995, when he was succeeded by Pete Moffett, HLM, MMR #143. It was Rick who conceived the "Hat and Gloves" logo in the early 1980's that is still in use today. When Pete became AP chair, he started to use the logos for each category that had been created by Charlie Hansen, MMR #160, and Don Buckley, MMR #199. Rick had commissioned Charlie and Don to develop the logos a few years earlier.

During the 1980's there was a rapid increase in serious prototype modeling efforts. The informal group known as RPM (Railroad Prototype Modelers) was formed. There was a sharp increase in both the number of railroad historical societies and the size of their memberships. There was a growing and renewed interest in modeling a specific portion of a real railroad and its equipment. This interest was noted by both the AP and Contest managers, resulting in several changes.

First, following more than a year of parallel testing and judging in the Mid-Central and Pacific Coast Regions, the contest and AP point allotment was modified, increasing the total possible points in the "Conformity" category while decreasing the total number of points in scratch building. This change recognized research to establish conformity to the prototype, and, more importantly, allowed the modeler to develop relevant documentation that could lead to a "freelanced" model based on a number of similar prototypical structures. It also recognized those who did additional research to establish the prototype practices that were in effect during the era they were modeling.

The onus was placed on the modeler to provide the drawings, photos or other data that was used as the "prototype" basis for the model. The prototype equipment rosters had grown considerably since the early days of NMRA. The multitude of diesel locomotives and vast variety of modern freight cars made it impossible for a judge to be knowledgeable in all facets of the prototype. It was determined that visual back up material would avoid the guesswork that had been creeping into the judging process, and that the points awarded would be limited for undocumented models.

In a parallel move, a new AP category was created: Master Builder—Prototype Models. This category was added by the BOT at the July 1985 meeting in Milwaukee. This was a catch-all category that required a complete and documented prototype scene, with scenery, structures, rolling stock and a locomotive, all appropriate to the scene.

Following several informal bull sessions, a group of MCR members, led by CJ Riley MMR #97, debated the need for recognition of "pretty good modelers" in addition to the "Master

Modelers" of the AP. These discussions led to the Golden Spike Award, added by the BOT at the January, 1987 meeting in Burlingame. The Golden Spike Award was intended to be achievable by anyone building a home layout, module, or portion of a club layout. Earning a Golden Spike Award required a bit more than "shaking the boxes" when building a railroad. Like Prototype Modeler, the requirements call for demonstrating basis skills with some rolling stock, structures, track work, and scenery, all of which involve some simple detailing of kits. Scratch building and kit bashing are encouraged, but not required, and MMRs are exempted from participation. It was anticipated that many members might be inspired by the earning of this award to further participate in the AP and work toward additional certificates. The intent was to provide an entry point for the AP program and to provide a starting point that could be achieved by almost everybody.

As is probably typical in many organizations, a very few members are tempted to exaggerate their accomplishments, and the AP suffered such an episode in the early 1990's. Accusations were raised that an MMR certificate had been awarded to someone who had used a personal relationship with a program administrator to obtain credit for models that were built by others. This situation was new to the program and there were no provisions in place for dealing with it. It was decided to hold a formal hearing at the Valley Forge Convention in 1993, with testimony presented before a panel of MMRs, with a member who was both a judge, and an MMR acting as "prosecutor". The result of the inquiry was to remove the name of the offending party from the MMR listing, thus explaining the missing name for MMR #156. The removal decision was confirmed at the following EC/BOT midyear meeting. As a participant in the inquiry, this author fervently hopes we do not have to deal with this kind of very unpleasant issue again.

As the number of participants in the program expanded, it stopped being a "boys club" and in July, 1991, the AP proudly awarded MMR #175 to Mary Miller, whose husband Bill preceded her by 10 certificates. As of early 2007, there are four additional female MMRs: June Maier, MMR #243; Leslie Eaton, MMR #289; Mary Barstow, MMR #292; and Gail Allen Komar, MMR #349.

For many years, there was a conflict between the NMRA Contest Department and the Achievement program – they used different scoring systems. While contest winners received Merit Awards for AP credits, the judging systems differed in the allotment of points and the total points possible. There seemed to be an implication that contest participation was necessary to earn AP credit. Although that was a false assumption, a cooperative movement began under Pete Moffett, AP Chair, and Dean Windsor, Contest Chair, to make the Contest and AP rules more compatible and the judging more consistent. Since there were many excellent modelers who just didn't care for competition, or were unable to attend meets where judging was



available, these revisions encouraged more AP judging at participants homes or other compatible locations. Additionally, it created a basis for scoring that would be more consistent.

To that end, a jointly used judging guide was created in 1999, the point systems were melded, and a scoring matrix created for each certificate that presented a clear method of evaluating the quality of the modeling verses the difficulty of the project. Now, there is much more consistency in the judging, whether at a contest or in AP judging in a non-competitive situation. Rick Maier, MMR #204, prepared a detailed set of Judging Guidelines that explain the scoring in each area.

The achievement program has come a long way in 50 years. The number of MMRs is 450 as of 2011 (with at least five members holding all eleven certificates) and the number of certificates awarded totals more than ten thousand. Clearly, this is a program that attracts a large proportion of our membership. Listings of all MMRs, living and deceased, in numerical order and by Region, are on the NMRA web site in the AP section.

We encourage all members to participate. Even if you are all thumbs with model building, the service awards (Volunteer, Official and Author) are within reach. The Golden Spike Award was created so that virtually any member can aspire to it, and it can be achieved with a simple module. There is a great deal of pride and satisfaction in earning any of the certificates, and you will be helping others in ways you could not imagine. As a final side benefit, it is the easiest way to have your name published in "Scale Rails", between your listings in "New Members" and "In Memoriam". Please give some thought as to how you can participate.

Just do it!

C. J. Riley's Personal Side Bar

This author's personal experience may well serve to illustrate how a typical member starts down the path to earning the MMR certificate. I joined the NMRA in 1972 in the Mid-Central Region, but remained a "lone wolf" modeler, until attracted by a local division meeting held at the headquarters of Union Switch & Signal Co., in their display room. I was received enthusiastically as a new member and began regular attendance.

A few months later, I took a model I was proud of to an informal contest, in which the modeler verbally presented his model to the judges, who could ask questions about particular techniques and make suggestions for improvement, along with offering encouragement to enter it in a regional contest the following month. An article on this style of contest was published in the old Bulletin (my first author credit). With that convention experience a rousing success and a lot of fun (I also received an award for the model.) I was fully hooked on the advantages of an active NMRA experience.

I built more models that earned Merit Awards, was elected to a division office, had a few published photographs, gave a clinic, and ultimately, had my first published article in RMC. I was suddenly sliding down the ever steepening slope of the Achievement program, without an actual decision to participate. I examined the AP requirements with increasing interest and began focusing my modeling efforts toward them. Master Builder Cars was the first award, followed by Structures and Volunteer (I continue to volunteer at the divisional and regional levels).

Noting the ever rising numbers of MMRs, I thought I might as well work a little harder and try to make the first one hundred MMRs. With a flurry of work on my layout followed by judging for the needed certificates, I received word that I had been awarded MMR #97 in 1982 (as in the old railroad song, "The Wreck of the Old 97").

Like many others, I quickly realized that earning the award was just the beginning. MMRs pledge to continue to serve the membership and the hobby, a serious obligation. Election to regional office led to ten years on the BOT culminating in a term as Executive Vice-president and a Co-chair of the 1990 Pittsburgh National convention. I continued to earn additional certificates, and hope to eventually earn all eleven.

The most important benefit I saw from AP was the encouragement to try new things. I had to try techniques, build models, or volunteer for duties I might not have otherwise. Both my life and my modeling greatly benefited from the expanding horizons related to the AP program.

While I am no longer active at the National level, I continue to write, judge contests, give clinics, and am the Fourth Division PNR AP chair, where I am proud to say we have encouraged six new MMRs with another half dozen who are close.

While the experiences of others may differ considerably in the details, the step-by-step progress, followed by a push to finish is typical. The hardest part of all is that first step. The hardest part of all is that first step.



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NMRA NEWS

Consolidated From the NMRA Infoblast – May, June, and July 2011.

The 2011 NMRA election results are in!

- The new NMRA Canada Director will be Don Hillman, replacing Clark Kooning, MMR.
- The new Central District Director will be Peter Magoun, MMR, replacing Bob Beatty, MMR.
- The new Regional Advisory Council Director will be Stephen Priest, MMR, replacing Bob Ferguson.
- All new Directors will take office at the Sacramento Board Meeting.

Here is a notice regarding the 2012 elections. The following NMRA Officers and Board of Directors positions are open for election in 2012: President, Vice President-Administration, Vice President-Special Projects, Eastern District Director, Pacific District Director, and At-Large North America Director. Please check the NMRA Executive Handbook located at http://www.nmra.org/national/organization/nmra_organization.html for the extent of the districts affected and qualifications. All candidate names for consideration by the Nominations Committee shall be submitted to Didrik Voss, davoss@pvmtengr.com, no later than June 15, 2011. If you have any questions or comments about the elections please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in the directory in our NMRA Magazine.

As has been the case for several years, NMRA Membership numbers are remaining stable. The membership count, as of May 31, was 19,495. This represents an increase of 0.34% (that's 1/3 of 1%) over May of 2010, and a decrease of 0.32% (1/3 of 1%) over May of 2006. When you hear rumors of the "constant decrease in NMRA membership," please quote these figures -- it's STABLE and has been for at least five years!

This year's Sacramento Convention attendance topped the 2,000 mark, which is a continuation of an

upward attendance trend. The folks at the NMRA Membership Booth at the National Train Show signed up 243 new members in three days! Many of the clinicians at the Sacramento convention have uploaded their handouts or full presentations as PDF files or Powerpoint files to the x2011 website at www.x2011west.org. Anyone can download them for free. Just look for the Clinics tab, then Clinic Handouts.

Based on two big proposals for the 2015 National NMRA Convention, the Board of Directors selected Portland, Ore. as the winner. Details and exact timing of the convention will be announced in the coming months.



Outgoing Canada Director Clark Kooning, MMR teaches a Modeling With The Masters class .

The "Carpet Cutting" at the California State Railroad Museum in Sacramento marked the official start of fundraising for a scale model railroading exhibit in the museum's Gallery area. No NMRA dues or regular revenue streams will be used to fund this project, so its construction will rely entirely on donations. For more details about the Gallery Exhibit, see the article in the May 2011 issue of NMRA Magazine.

The Board continues to review the timing of all future conventions. While a mid-summer date has been traditional because of lower hotel and convention center rates over the July 4 weekend, many NMRA members have voiced the concern that it conflicts with family functions. Constructive suggestions may be directed to the Convention Committee, headed by Pacific Director Peter Jensen.

For a complete summary of the Board of Directors meeting, visit the homepage of our website at www.nmra.org in the next few weeks. The report will also be published in NMRA Magazine in the near future.

DIVISION ROUNDHOUSE



02 SUNRISE DIVISION

Sunrise Division held its inaugural mini-meet on Armed Forces Day, May 21st, at Holy Love Lutheran Church. In the morning we had clinics on Signaling, Engineering on the Cumbres & Toltec, and on an Introduction to DCC. We also featured swap tables and



Tom Frerichs explains Digital Command Control.

tion while socializing, our business meeting, tool tips, a clinic, and then adjourn. After our meetings, some of us have some dessert and socialize another hour at the nearby Village Inn. If you haven't been to one of our meetings, we'd love to have you join us. Check out our shenanigans in the latest monthly Sunrise Herald:

http://www.trainweb.org/SunriseDivision/meets_11/SunriseHerald_Vol4_No7.pdf

You can keep tabs on the Sunrise Division at our website: <http://www.trainweb.org/SunriseDivision/>



Some of the detailed rolling stock on display.



03 SOUTH SUBURBAN DIV

No report...



04 PIKES PEAK DIVISON

No report...



Some of the crowd enjoying a clinic put on by a member.

displayed weathered rolling stock. We took a break for lunch and followed that up in the afternoon with 3 layouts on tour, a small Time-Saver switching layout, a medium room sized loop loaded with miniature scenes and a large tri-level full operation basement layout. The purpose of the meet was to continue promoting events on non-meeting dates for members



In honor of Armed Forces Day, Walther's troop cars.

who haven't been making it to our regular meetings, the first Thursday of the month. We continue to look for new events to promote and encourage members to participate each month.

The Sunrise Division meets at 7:30 PM the first Thursday of each month, at the Holy Love Lutheran Church in Aurora, Colorado. Our 2 hour programs vary, but we usually have a slide or video presenta-



05 ESTES VALLEY DIVISION

No report...



06 RIO GRANDE DIVISION

Following is copy for attached photos for Train Day in Albuquerque, Saturday, May 7. (These are from the folks hosting the 2013 Region Convention so it is a hint of what's to come!) - Ed.



NM DOT official and Rio Grande Division #6 secretary, Tim Harris addresses the crowd



NMRX meets AMK with public tours of passenger cars



Checking out the action on the ASHOME layout



Festivities on the platform at the Alvarado Transportation Center downtown Albuquerque



50+ year NMRA member, Joe Rogers and Superintendent, Bill Sedivec man the Rio Grande Division #6 booth



07 ROAD RUNNER DIVI-

No report...



08 FLAT IRON DIVISION

No report...



09 NORTHERN COLORADO

No report...



10 SILVER SAN JAUN DIV

Our Spring meet in Farmington had a new twist. Instead of doing the usual 45 minute to an hour stand up clinic we tried something different; mini clinics. The concept of mini clinics: three clinics run simultaneously, each one with a small group. This allows a more intimate interaction between the clinician and the attendees. This is also an easier presentation for the clinician presenting to a smaller group, usually across a table rather than standing in front of the entire audience. After the predetermined time for the first round of clinics expires the audience gets up and moves to their second clinic. When that is completed they move to the third clinic.

Here's something to think about for the future. You may have a skill or technique that would not have enough content for a full stand up clinic. It could also be the thought of addressing a large audience may be intimidating. A mini clinic would allow YOU to share your knowledge, skill and experience. If you would like to present a mini clinic on any railroad related subject please contact any BOD member. We had three great mini clinics; Fred Folk on weathering locomotives, Bob Gotthelf on soldering and Martin

Pirnat on weathering strip wood.

Superintendent Martin Pirnat opened the meeting joking about the process that made him the current Super. Former Super Ray Schumde was on a cruise and unloaded all of the Super paraphernalia on Martin prior to the meeting. Martin led the introductions allowing all those present to introduce themselves and tell a little about their modeling interest. A special thanks to Ron Nott for getting the meeting location, the organization and set up in place for our get together.

The BOD discussed the Summer meet in Cortez/Delores (more on this later as well) and the Fall meet in Durango. The tentative speaker for the Fall meet is George Niederauer who will give his talk on how steam engines work.



12 SOUTHERN WYOMING

No report...



13 COLORADO WESTERN

No report...



14 NORTHERN WYOMING

The annual April road trip to the Helena, MT train show this year was another successful outing. Members of the Sheridan Model Railroad Association first stopped in Livingston, MT on Saturday to check out the Livingston Train Show and the club layout in the basement of the NP baggage room.



The next stop was at Boulder, MT to locate the

Eager young model railroaders enjoy some model trains



Kermit Ziler Fascinated by Trains!



Montana Rail Link's Austin Creek Trestle

GN tunnel on the abandoned line between Helena and Butte.

After spending several hours at the Helena Train Show on Sunday, the expedition proceeded to Austin, MT on the MRL. Mud and snowdrifts stopped us at Austin Creek Trestle.



Milwaukee Road's Spring Creek Trestle



The Great Northern's Boulder Tunnel

starting at 10:00am at the SMRA clubhouse located at 1030 N. Main. No program has been planned at present, but donuts and coffee have been known to be available.

We then followed the ex GN line from Helena, MT thru the Missouri River Canyon to Great Falls, MT. If you like to model bridges, this is a great place to obtain ideas for several varieties. I do not think the GN used the same plan more than once. The only problem was finding a place to park on a heavily traveled highway with no shoulders.

Monday found us north of Lewiston, MT locating the Spring Creek Trestle and the Judith River Trestle on the ex MILW line to Great Falls before we had to return to Sheridan, WY and reality.

The next scheduled Northern Wyoming Division meeting will be on 1 October 2011 in Sheridan, WY



MLW Judith River Trestle



15 WASATCH DIVISION

The Wasatch Division has been very busy this quarter. A large team of us worked all weekend at the Heber Valley Railroad to support a Day Out With



Treasurer Kevin Stockseth selling Thomas The Tank Engine equipment and passing out train show literature

Thomas. There will be more on that in the November Callboard. We also have a BBQ and railfanning event planned in place of our regular meeting the second Saturday of August.

The most exciting activity going on is the construction of a new display layout by the Division for the annual train show. Funds were collected at the last meeting and work has already begun. The Front Runner Rail Shops have allowed us to use a spare room so that we can do the construction on site near our meeting facility.

Be sure to make plans to attend the November Train Show in Salt Lake City on Saturday and Sunday November 7th and 8th. See the ad in this month's Callboard.



16 FRONT RANGE DIV

The May FRD clinic featured Nat Ralls demonstrating how he makes plaster structures from scratch. He casts Hydrocal or Hydrostone blanks and hand carves the stonework, seals the piece and then makes RTV molds. The June clinic was hands on led by Kris



Kris Blackmarr's diorama illustrating his weathering with pastels

Blackmarr. He demonstrated weathering wood with pastels to obtain subtle shades and effects. Kris brought enough wood and pastels to allow some in the group to try out the techniques. The July clinic has Jack Haptonstall discussing the Annual Railfest in Durango. Note-there will be no meeting in August as this month we have our annual picnic at the Colorado Railroad Museum. The FRD meets the third Monday of the month in the Library of the Colorado Railroad Museum at 7:00pm.



17 ARKANSAS VALLEY DIV

No report...



19 ROARING FORK DIV

No report...



20 SOUTHERN UTAH DIV

No report...

WORKING WITH THE MASTER HOSTLER

by Gary Myers



If you haven't seen Rich Flammini in action, selling the NMRA to unsuspecting potential members, you could learn a lot about enthusiasm, salesmanship, and friendliness. I've had the opportunity to work with Rich several times, working the NMRA booth at several train shows, and Rich puts in a serious commitment to the organization and goes the extra mile with delivering the message of the NMRA to anybody walking anywhere near our booth. It is always fun and Rich does an awesome job breaking the ice to potential members and fellow hobbyists. I am nowhere near the salesman Rich is, and I am not as apt to approach total strangers as easily as Rich does. What I and some fellow members have been able to do is support Rich by helping out with answering questions and providing some clinics.

Last February, I helped Rich out at the Great Train Expo at the Denver National Western Complex. I brought some rolling stock to weather and figures to paint. At least that was the plan, until I found I had brought only one paintbrush that was a little too broad for painting HO figures! Luckily, I had on hand 4 recently purchased Intermountain D&RGW 70 Ton 2-bay covered hoppers. I had my weathering kit and some acrylic paints. I did one car every hour, and worked on each for maybe 10 to 15 minutes.

I started by streaking a thinned acrylic light gray paint from the roof halfway down the sides. I added a layer of

slightly darker gray next, some spots of burnt sienna wash here and there for some rust, then a mudstone on top of that. Some of the paint was applied with more thickness to represent more cement material on some surfaces. These cars were built in 1946 for the Ideal Cement Company in Portland, Colorado. Since the era set for my club layout was 1926-1955, these cars were perfect for operations during the latter 10 years.

It was very fun to admit to my captive audience that Rich provided, that these were the first cement cars that I had ever attempted to weather, so it was with some trepidation that I began.

Unfortunately, I hadn't brought Jim Eager's "Rio Grande Color Guide to Freight and Passenger Equipment", which had a nicely "weathered" color photo of this very car. "As best as I could recollect", I explained, the cement got spilled and

slopped over the top, on the hatches, with streaks down the side.

A quick shot of Testor's Dull Cote applied over the entire car, prepared the surface for adding Bragdon Enterprises weathering powders. Rusts were applied at spots along the roof, and along the ribs over the side, and especially on the open grate roof walkway. Highlighting the walkway with the rust really accentuated the detail.



D&RGW cement hoppers on the Scenic Line Modeler's layout.

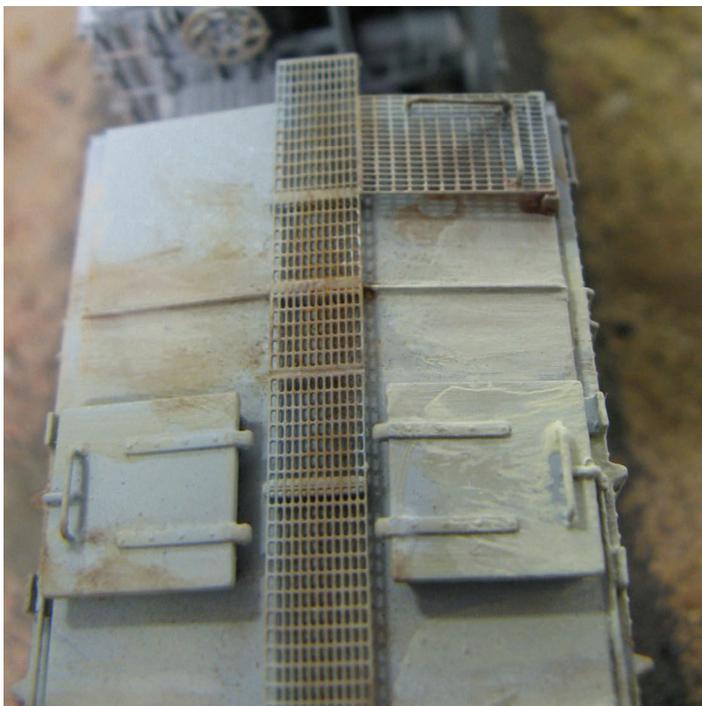


Don't forget painting & weathering the wheels and trucks. Looks like I need some touch-up from a Floquil Rail Tie Brown paint pen on the edge of the wheel.

I used light brown Bragdon Enterprise powder for dust on the cars, by applying the powder on a soft make-up brush in circular and rotating motions, along the sides, ends, and bottoms of each car. After the weathering powders are complete, another shot of Dull Cote applied very sparingly from a few angles to lock down the powders. I didn't take the time at the show to complete the wheels and trucks, but I showed how these were finished. Basically, I

hand paint the wheels face, backside and axles Floquil Rail Tie Brown acrylic using care to not paint the wheel tread. I also paint the truck frames the same, and adding a little rust of burnt sienna or Floquil Rust paint pen on the springs and under the journals. The trucks are also weathered with weathering powders with the Dull Cote method.

So if you get a chance to work with Rich, you can help him with recruiting by providing some clinical topic, meet a lot of interested modelers, and maybe get some of those stacked up projects done, too.



The best part of the Intermountain cars is weathering the open grate roof walkway with Bragdon Enterprises rusts!

THE CALLBOARD WANTS TO PROMOTE YOUR CLUB OR EVENT

The NMRA is all about promoting the hobby. That means we want to put your club or Division activity in the *Callboard*! Hosting a train show? Send us your ad! We'll post any NMRA affiliated quarter page ad for up to three issues prior to the event as space is available. If you are hosting a Region event please work with the Editor so that we can provide all the promotion that you need. 100% NMRA Clubs are welcomed to submit promotional material as well in quarter page format. Contact Scott Perry the Senior Editor at scottgerry@comcast.net for help!

RAILS ALONG THE RIO GRANDE 2013 **SPONSORED BY THE RIO GRANDE DIVISION #6** *Al Hovey, RARG 2013 Convention Chair*

During the dates of June 6-9, 2013 the Rio Grande Division #6 of the Rocky Mountain Region of the National Model Railroad Association will host our "Rails Along the Rio Grande 2013" regional convention here in Albuquerque.

The Rio Grande Division #6 will be featuring great layouts, clinics, tours, train show, OPSIG sessions, UPRR modelers showcase night, BNSF RR modelers showcase night, banquet and more. Most importantly we are dedicated to "raising the bar" in excellence of model railroading. My belief is that if you want to "raise the bar" you must bring together great model builders who are willing to showcase their models and are excited about sharing their expertise. RARG 2013 will be an exciting convention.

The members of your organization are invited to attend and participate in RARG 2013. Starting in June 2012, your members may register for the convention and subject to availability, rooms will be made available to your organization for clinics and meetings and we have a block of sleeping rooms reserved at special rates at the Albuquerque Marriott Pyramid North. I certainly hope that some of your members would be willing to lead clinics, display some of their best models but most importantly come to Albuquerque to enjoy the "Land of Enchantment."

Albuquerque is famous for non railroad activities also. So don't wait! Start your trip planning at www.itsatrip.org. In the spring of 2012 the Rio Grande Division #6 will have its convention website home page up and running; however, in the mean time, I will endeavor to answer your questions and you may contact me at alhovey@comcast.net.

I hope that the members of your organization will consider attending and participating in the "Rails Along the Rio Grande 2013". Mark your schedule now!

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Sunrise to the Rescue - Again!

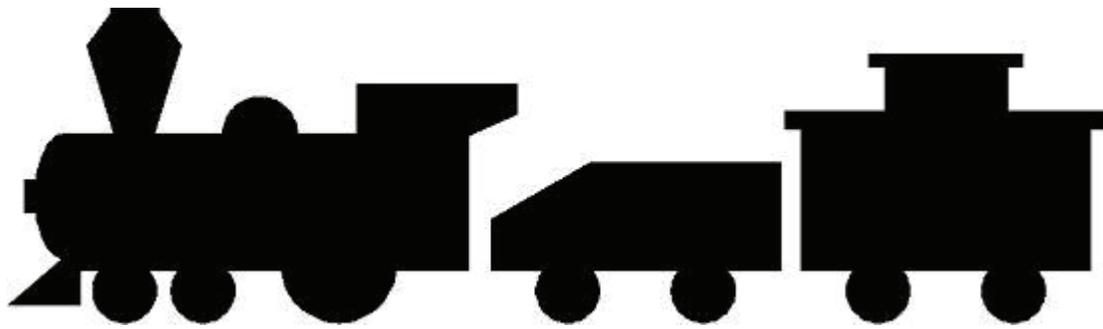
For the fourth time in seven years, the folks at Sunrise Division are picking up the ball. South Suburban Division worked with us on the 2010. With no other division coming forth to do the 2012 convention, Sunrise Division took on the challenge. We will be hosting the 2012 convention in Chama, N.M. with a narrow gauge steam freight. We plan to run from Chama to Big Horn and return with photo run-bys. More information on the "Big Horn Mixed" will be available at the Labor Day Weekend Convention.

Covering the eight year period from 2006 through 2013, only the Northern Colorado and Rio Grande Divisions have joined Sunrise in making sure we have conventions.

Your turn next is next.

Dick Hunter
Convention Chairman





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scottgperry@comcast.net**

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

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