

The Rocky Mountain Region's

CALLBOARD

Spring 2012 Edition

*Election
EDITION!*

2012 REGION
CONVENTION
*The Big Horn
Mixed*



The National Model Railroad Association

Publication Information

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Thank you for supporting the Callboard!



The CALLBOARD

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

SPRING EDITION
MAY 2012

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C
O
V
E
R

A run-by on the Cumbres and Toltec Scenic Railroad. A little taste of what to expect from this June's convention

Dick Hunter Photo

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

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Ramblings from the President

with Harold Huber



Well, the time has finally come to tell all of you goodbye. I will finish my 2 terms as President in a couple of weeks it ends at the convention. I must say I have met many great friends during my time with the being a Division Superintendent, Board of Director, Vice President, and President. I will continue meeting friends and keeping old ones as I continue my time in the NMRA. As of now I will not run for another region wide office. I belong to a 100% club and am currently the Achievement Chair for the Northern Wyoming Division and want to continue doing that job now that I do not have other duties. My quest for MMR is beginning to get close and will diligently work toward that. I will attend the region conventions and want to attend other division meetings, as I want to steal some of your ideas to make the Northern Wyoming Division better.

I know some of you are anxious for me to stand down and some will be sorry to see me leave. I must say I always tried to keep the individual modeler first in what I did; the Divisions, and the Region were also foremost in my mind. I do feel we have moved forward as a Region, kept a status quo in membership, and fared well in the Achievement Program. Sometimes my gruffness grated on some of you, but I needed to realize this is a volunteer organization, and not the US Army and I am not a Command Sergeants Major now. I apologize if I offended any one with my style of leadership. I always let final votes ride until your Division Superintendents took the proposal back to you for consideration.

You may ask for my advice on where the region has to go, I will let the future leaders decide that. My concerns are many and I will share some of the here, some more at the board meeting and finally some at the gathering for all at the convention. Remember this is a volunteer organization; don't let the ones volunteering now burn out. You step to the plate and do some of the work. Leaders always should be grooming new people to replace the ones that have done the job before. Each one of us needs to be recruiting new members; our average age keeps creeping up and we need to try and lower that or we are a dying organization. Baby Boomers are retiring have money, have time and are looking for something to fill their time, no they are not the answer but they will stem the tide until we are able to recruit younger people. Don't forget to nurture the teens and college age, but remember they have school, careers, family and the other things we older ones have gone through. Plant the seed now so later they will consider our great hobby later. The generation X people are our lifesavers, but they are still dealing with careers and family. See if you can accommodate them with time, meeting place, and modeling interest. Remember don't over load them with work as they have other responsibilities. Leaders always ask your constituents where they want to go, what they want to do, and what needs changed. Leaders some of you have a death hold on your division, if you have been in

your position for over 6 years consider stepping down, or at least start grooming someone else to take you place and consider new people as they are energetic, have new ideas, and are eager to help. Divisions or clubs need to step to the plate for conventions.

Well, I'll stop hear and share more later with you. I do hope you attend the Convention, Dick Hunter and his group has saved our convention 3 out of the last 5 years (shame on the rest of you), I am indebted to him and his group. Most of all have a great time modeling and **HELP YOUR ORGANIZATION IN SOME WAY!!**

Editor's Ink

Springtime and the disappearance of snow here on the front range of the Rockies makes me feel like I need to get out and finally enjoy some train watching. I live near a major north-south train route and am treated on a daily basis to coal trains heading south from Wyoming, empty coal cars heading north, tank cars and box cars filled with exotic chemicals, windmill blades and turbines, all pulled and pushed by pulsing and thundering diesel locomotives. This is the era of clean air and efficient combustion, but sometimes I long for motive power found today only in tourist railroads and in grainy black and white movies. Coal burning, cloud belching and cinder raining, whistling and hissing steam engines.

My first exposure to this type of locomotive was on an open gondola on the Durango and Silverton many years ago. My wife and I had inside coach seats but as soon as I could I moved forward into the open gondola cars. At the end of the trip my wife asked me if I had a good time. "How could you tell?" I asked. "Aside from the cinders in your hair, your ears and the corners of your eyes, there is one other major clue. You have cinders in your teeth, so you must have been grinning the whole time you were out there."

I invite all you gentle readers to the Big Horn Mixed convention in Alamosa in June. You can come back at the end of the trip with that same kind of silly looking cinder-eating grin that I always get around trains. Especially steam powered trains.

And speaking of grinning, look at the photo of our Region's newest Master Model Railroader. Bill Tulley is obviously happy about something here!



William Tulley, MMR
Photo: Scott Perry

NEW BOARD MEMBERS OF THE ROCKY MOUNTAIN REGION

This spring we have had an uncontested election for new board members and officers of the Region. Our group's by-laws say that in this situation, no formal election with mail-out ballots has to occur. We therefore present the executives who have consented to serve us for two years starting in June 2012

President: Gary Myers



Even though I have only served on your Board of Directors since 2008, after some advice and support of friends, I have decided to run for the Region presidency. I'm an engineer, not a politician. I've been launching rockets and doing trajectory analysis for Lockheed Missiles & Space Co., Martin Marietta, Lockheed Martin and now United Launch Alliance since 1981. I bring a discipline of working in a team atmosphere, with an adherence to following rules and procedures. I think I can help lead the Board to improve and update some of the Region's policies, and help us to work together to foster a better team atmosphere and environment for our organization. I'm no stick in the mud though, and think that the NMRA should be fun, first and foremost. Rules and policies are only the tools we need to have fairness and agreements of how we will conduct business between all of our Divisions.

I model HO & HO_n3 D&RGW from the late twenties to mid 50s. I am building a small garden switching layout on my deck, but recently had to take down our O31 layout (flood). After moving to Denver in 1986 and discovering Caboose Hobbies, I got back into model railroading after a long lapse since my teenage years, especially when Life Like introduced their Proto2000 series. I joined the Martin Marietta model railroad club in 1994 and helped it form the

Scenic Line Modelers in 1998, and currently serve as President. I joined the NMRA sometime in the 90s but did not participate and let my membership lapse. I rejoined the NMRA in 2001. Since then, I've enjoyed several regional conventions, participated in model contests, contest judging, presented clinics, and worked organizing the 2007, 2010, and currently the 2012 regional convention. I've been Superintendent of the Sunrise Division since 2010 and previously served as Director in the Region from 2008 to 2010. My current AP certificates nearing completion are Civil Engineer and Chief Dispatcher. I have been awarded Association Volunteer, Author and Official.

Vice President: Richard L (Dick) Hunter



I have been a member of the NMRA and RMR since 1977. Over the years, I have served in many elected official capacities including: Sunrise Division Superintendent, Region Treasurer, Secretary, President and Director. When I was the RMR President, I also served as a Trustee to the NMRA Board. I have been Contest Chairman, Callboard Editor (several times) and Membership Chairman (several times).

In 1979, I formed the Sunrise Division. I have helped form several other divisions around the Region.

In 1977, I loaded busses for the NMRA National Convention in Denver. For the 1991 convention, I served as vice chairman plus other duties. This convention brought about \$58,000 to the RMR. I was the head guide for the 1977 Post Convention Tour and organized the 1991 Post Convention Tour which brought another \$9,000 into our bank accounts.

I have chaired several Region conventions and worked on many others. I was a committee of one to

(Continued on page 5)

NEW BOARD MEMBERS OF THE ROCKY MOUNTAIN REGION (cont'd)

put together the 1994 convention and freight special on the C&TS and for the 2006 convention in Chama, which included a day on the train. I have attended almost every RMR convention since joining in 1977.

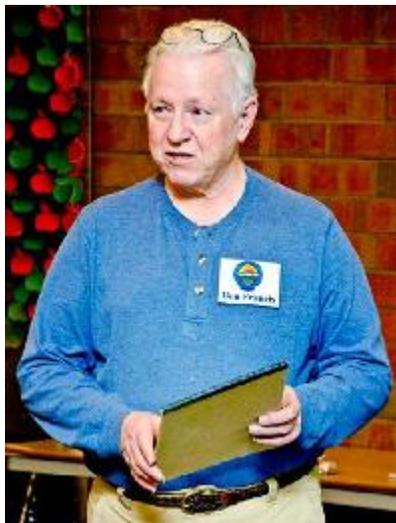
I have handled about 15 model railroad estates for our members, netting up to \$28,000 for the family. In this, I used swap meets, direct sales, live and silent auctions, mail order and E-Bay. I was the first to put computer recording into our auctions.

I am a stickler for observing the official documents of the RMR (Constitution, By-Laws, Financial Policy and Convention Guidelines). I bring knowledge of good management practices from my years of teaching management, working and consulting in business, and from self employment work.

Secretary: Greg Long

Current Secretary Greg Long has consented to serve another two year term.

Treasurer: Don Francis



Current Treasurer Don Francis has consented to serve another two year term.

Director: Jim Laird



With all of the recent dissension, animosity, confusion (pick one or more) I think that maintaining some continuity on the board of directors would facilitate mending these areas and helping form the region into one working body. I think the region can function to the betterment of the hobby and for ALL individuals who reside within its borders.

Director: Ken Berry



I am new to the NMRA, having joined just under three years ago, and while I have no previous experience in a regional NMRA position I do have passion for railroad modeling, a determination to earn my MMR, and a willingness to contribute time and energy in support of our region.

I am an Eagle Scout of the Boy Scouts of America, and as an adult have served that organization as an assistant troop leader. I have served in the United States Army National Guard (Field Artillery) and was honored to have graduated at the top of my training class.

My passion for railroad modeling began when my father gave me my first AHM train set for Christmas,

NEW BOARD MEMBERS OF THE ROCKY MOUNTAIN REGION (cont'd)

was nurtured by my grandfather who often invited me over to enjoy his HO setup, and is now being strengthened by my involvement with the NMRA.

Someone once told me to “put up or shut up”, so I am here to toe the line. I would like to help continue the trend of strengthening our Region and each of our Divisions, and to help make the NMRA even more accessible and enjoyable for each of our members, former members, and potential members.

“If it ain't fun, it ain't the RMR”

Director:
John Griffith

Some of my earliest memories were of my parents taking me to West Side Junction to watch a MO-PAC steam switcher switch Omaha Steel Works just

off the Omaha Belt Line, and going out to about 96th & F to watch the Union Pacific on the Lane Cutoff back when 96th & F was in the middle of nowhere. That's probably what kindled my lifelong passion for trains.

About 1950 an American Flyer "layout" showed up for Christmas. That fueled the flame until I discovered an Athearn N. P. 50' double door boxcar at the local hobby shop in 1959.

I have been active in NMRA since 1982 in Mid Continent Region. I got married last year and move to Aurora Colorado to be with my new wife. In the process, I resigned my position as Western Heritage Division Director since I was moving to the Rocky Mountain Region. While I was involved in drag racing, I was a NHRA Division 5 Tech Advisor as well as a Regional Advisor and I am probably the only person in Colorado who has a NHRA National Record Certificate hung on the wall in my train room.

I am working hard to get a small layout up and running and more or less complete with MRC Prodigy Wireless DCC and converting all of my engines to sound. I feel the main job of a Director is to promote the hobby and NMRA.



VOLUNTEERS NEEDED!

Region Volunteer Positions Need You!

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

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

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

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

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



It is convention Time!

**Narrow Gauge Steam, Mixed Freight & Passenger
Cumbres Pass, Toltec Gorge, Two Tunnels & Photo Run Bys
All that in just one weekend**

The Big Horn Mixed is getting ready to leave the depot.

There is still room for you! Will you be there on time?

In just a couple weeks, we will be in Chama for the convention and photographer's special on the **Cumbres and Toltec Scenic Railroad**. The last two issues of the Rocky Mountain Region's **Callboard** had details of the convention and train ride. For more information, go to www.bighornmixed.com or contact the registrar at Big.Horn.Mixed@q.com or write to Big Horn Mixed, % Nate Bryant, 8333 E. Mansfield Ave, Denver, CO, 80237. (To contact me, use bighornmixed@ecentral.com or 303-364-4814)

Already sent in your registration? If you do not receive confirmation within a week of mailing, contact the registrar as above. You should receive information in early May with any late changes, map of Chama and railfan information to use on your way to and from the convention.

Not registered yet? Last minute decision? Get your registration in as soon as you can. Registrations mailed after May 31 may not get to us in time. Please use the following guidelines after May 31st. Up till June 5, send emails to both the registrar and myself, to reserve your seat. Include your name, address, phone number, email address, and number of people to ride the train. On June 5 and 6, call me. After June 6, you will have to come to Chama on Friday, June 8, and we will try to accommodate you. For all new registrations, bring proof of NMRA membership with you. NOTE: we can not accept credit cards – bring cash or valid check.

Fill out the registration form and get it in the mail or bring it with you to Chama per the above.

Model Contest

There WILL be a model contest at the Chama Convention. NARROW GAUGE will be the theme. Of course, models representing additional themes will be welcome for those so inclined. Bring your narrow gauge models for display and, if you choose, for judging by the AP program. Let's see if we can have an example for each of the western narrow gauge railroads. We will not discriminate against the eastern narrow gauge railroads. Do not forget the 144 sq-in Mini Diorama Contest. Let's see if more than six mini dioramas will attend. Then there is the Division Challenge where the division with the most models submitted gets bragging rights for a year.

Preparing Your Trip

Do some advance study about the Cumbres and Toltec Scenic Railroad. I recommend 'Ticket to Toltec' by Doris Osterwald (Western Guideways). Her books provide much information about the area and history plus offer a mile by mile guide of what you will see. My second recommendation is for my own shirt pocket guides. They provide information on where and which way to look while riding the train and railfanning from your car. For information on my books, go to rgngfan@central.com Some railfan info will be sent to registered people in early May.

Take appropriate clothing. Dress in layers including a jacket. From experience, you can always take off a layer or two if it gets warm but, if you don't have extra layers with you, it will snow and hail. Wear hat and glasses to protect your eyes from cinders. Wear solid shoes, not sandals or clogs. The ground can be rough and the train rocks.

We will be as high as 10,000 feet. Be prepared for thin air.

Convention Schedule

Friday, June 8

Afternoon: 2-5 pm

Registration and tour of shops and yard at the Chama Depot

Evening: 7-9 pm

Registration and Welcoming Get Together at the Community Center*
Guest Speaker: Charlie Getz.
Door prize drawings

Saturday, June 9

Morning and Afternoon

An all day trip with photo run-bys departs from the Chama Depot
Check with registration for boarding time

Evening: 7 pm

Or as soon after 7 as ready

RMR Board Meeting, Model Contest and rail video at the Community Center
The yard should be open for some night photos

Sunday, June 10

Morning: time TBA

Contest awards, coffee and donuts at the community center
Railfanning on your own – Chama to Cumbres Pass and Los Pinos Tank

* The Community Center is on Pine Avenue, between 3rd & 4th streets. The Foster Hotel, across from the yard, is on 4th Street. Go west 2 blocks to Pine Avenue, turn right to the Community Center.

See you in Chama;

Dick Hunter – Convention Chairman

REGISTRATION FORM

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

Includes Friday through Sunday (June 8-10) convention activities, Saturday train ride with lunch and snacks (except as noted).

PRIMARY REGISTRANT NAME: _____ ADDRESS: _____

MEMBERSHIP IN THE NMRA IS REQUIRED

CITY / STATE / ZIP CODE _____

SEE FEES BELOW

PHONE #: _____

NMRA NUMBER: _____ EXPIRATION DATE: _____

EMAIL: _____

NAMES OF OTHER IMMEDIATE* FAMILY MEMBERS ON THIS REGISTRATION: _____

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

#	CATEGORY	PER PERSON FARE	TOTAL	CANCELLATION POLICY:
<u>REGISTRATIONS WITH TRAIN</u>				
_____	PRIMARY REGISTRANT	\$ 140	_____	Full refund prior to April 15.
Full	FAMILY MEMBERS	\$ 130	_____	refund less \$10/person -
_____	CHILDREN AGE 5 – 12	\$ 20	_____	between April 15 & June 1.
_____	CHILDREN UNDER 5 WITH LUNCH & SEAT	\$ 20	_____	No refunds after June 1,
2012.	CHILDREN UNDER 5 –NO LUNCH OR SEAT	FREE	_____	

REGISTRATIONS WITHOUT TRAIN

_____	PRIMARY REGISTRANT	\$ 35	_____	MAKE CHECK PAYABLE TO:
_____	FAMILY MEMBERS	\$ 25	_____	Big Horn Mixed
_____	CHILDREN UNDER 12	FREE	_____	

Sunday morning coffee and donuts included

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

NON-NMRA MEMBER FEE:

\$10 PER PERSON - \$20 FAMILY MAXIMUM

(PRIMARY REGISTRANT WILL BE ENROLLED IN THE NMRA FOR

6 MONTHS TO INCLUDE JUNE 2012. Must not have been an NMRA member for at least 2-years.)

LATE REGISTRATION FEE AFTER APRIL 15:

\$10 PER PERSON - \$20 FAMILY MAXIMUM

CB-5

TOTAL DUE: \$ _____

Rail Activities



**Visit the Yard
and Shops**



**Take Photos
and Videos in
Remote
Locations**



**Find the Best
On Your Own
Locations**



**See the
Unusual**



**Maybe Get an
Impossible
Picture**



Mountains of Fun in '91

Do you remember when?

Story by Dick Hunter

Twenty-one years ago, the Rocky Mountain Region was up to it's neck preparing for the Mountains of Fun In '91 convention. This was the National Model Railroad Association's annual convention and train show.

It all started in 1986. The NMRA Board of Trustees did not have a bid for the 1991 convention. They asked us to put it together. At the fall RMR board meeting, after much discussion, a vote was taken. It was 10 to 8 in favor of doing the convention. There were mixed feelings about doing this.

The initial planning committee was: George Sevier, Chairman; Dick Hunter, Vice Chairman (my wife wanted to know exactly which vices I was chairman of); Bill Johnson, Inside Activities Chairman; Bruce Burbank, Outside Activities Chairman; Norval Rose, Promotions Chairman; and Ken Gustafson, Administration Chairman. Shortly after getting started, Norval Rose and Ken Gustafson had to drop out due to work commitments. George and I took over those committee responsibilities.

In addition to the above, there were at least twenty others in key roles and we had over 100 people actually working at the convention.

**91 REASONS FOR ATTENDING
MOUNTAINS OF FUN IN '91**

**DENVER, COLORADO
JUNE 30 – JULY 6, 1991**



60 First Class Clinics
50 Great Layouts of All Scales
13 Prototype Tours
13 Railfan and Tourist Tours
5 Industry Tours
100,000 Square Feet of Exhibits
Etc., Etc., Etc.

**WELL, THAT'S NOT EXACTLY 91
REASONS, BUT YOU GET THE IDEA.**

THE 1991 NMRA NATIONAL CONVENTION
SPONSORED BY THE ROCKY MOUNTAIN REGION, NMRA
P.O. BOX 31002 AURORA, COLORADO 80041

The convention had 1,623 primary registrants and 1,158 family members for a total of 2,781 attendees. We had 139 tour departures with 7,724 people on board, going to layouts, industries, etc. Bus tours went as far as Cheyenne, Leadville and Pueblo plus a trip to winter Park on the Ski Train.

ROCKY MOUNTAIN TOUR '91

JULY 7 - 11, 1991

Durango & Silverton N.G. RR
Cumbres & Toltec Scenic RR
Rio Grande Southern RR
Mesa Verde National Park
Great Sand Dunes National Park

♦

5-Days/4-Nights
Transportation / Ticketing
Accommodations / Eight Meals
Railfan Guides / and more

**ROCKY MOUNTAIN REGION, NMRA
P.O. BOX 31002 • AURORA, CO 80041**

Between the fall of 1986 and the spring of 1991, a lot of work went into planning and preparing for the convention. In the last year, many meetings were held and many hours were spent by the various committees to get ready.

Along with our preparation for the convention, the N-Scale folks were working on their own convention as we were doing simultaneous NMRA and N-Scale conventions. These were located one block apart in downtown Denver.

We had a large company store and the Denver HO Club hosted the silent auction for us.

I put together a Post Convention Tour which included riding the Durango & Silverton Narrow Gauge Railroad, a freight special on the Cumbres & Toltec Scenic Railroad, and tours of the route of the Rio Grande Southern Railroad, Mesa Verde and Great Sand Dunes. We had three busses and drivers, 106 guests, and six guides for five days.

The convention and train show brought the RMR \$58,000. The auction and company store another \$3,000 and the post convention tour netted \$9,000. Jim Haggard of Builders in Scale produced Rocky's Mine, a special run kit, which brought us an additional \$800. From this, the RMR donated \$12,000 to pay off the NMRA Headquarters building loan. Most of the remaining profit is still in Region accounts and providing some interest to keep the Region Operating.

ADVERTISING NOW!

The Callboard Now Accepts Paid Advertising

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

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

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

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

Should you have any questions about advertising, please contact Chris Fallis, Editor of the Callboard at chrisfallis@yahoo.com or 719-475-2250. We are also looking for an Advertising Manager to work with the Callboard and this position includes Achievement Program points. Sign up now!

PIKE ADS NOW AVAILABLE!

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

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

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

So don't wait! Scan or build your 2" x 3.5" JPG file Pike Ad and send it in to chrisfallis@yahoo.com. Please plan to send a check for \$16 made out to the NMRA Rocky Mountain Region. We'll put your ad in every edition for the year. Thanks for supporting your Region.

PIKE ADS

RON GOUGH, MMR
Owner & Sole Proprietor

NSoRR
Land of Dixie Line

**NATIONAL SOUTHERN
RAILROAD CO.**
A Model Railroad in HO Scale

8985 Martin Road
Roswell, GA 30076

Tele: 770-988-2525
Cell: 770-988-2522
e-mail: ron@bellsouth.net

L & K Railroad

245 Hidden Meadow Drive
Alpharetta, GA 30004

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

[The Rocky Mountain Region Electronic Callboard Newsletter](#)

Advertising Policy

Rev 05-01-11

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

Circulation as of 02-16-11

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

Policy:

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

Fee Structure:

Page	Number of Issues			
Size	1	2	3	4
Full	\$100	\$190	\$280	\$370
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Ms. Kara Yanacheck, PR and Advertising Specialist at Walthers, has contacted me looking for photos of (to use her words), "people enjoying model railroading, whether they are modelers themselves, or just observing." Walthers plans to put these photos into a new section of the upcoming 2013 Walthers Catalog which will encourage new modelers to get into the hobby. Specifically, they'd like to see **NMRA-sanctioned events**. These can be from anywhere in the world, and must have been open to the public. **PLEASE NOTE: Kara has specifically asked us NOT to post this notice on any websites, Facebook pages, or Twitter tweets. Word-of-mouth (and newsletters, if there's time) only.** The deadline for sending her photos is **June 15**. Not much time, but hopefully your members have some shots from events in the past that they can share. The photos must be clear, focused, well-lit, and at least 2 megabytes in size. The larger the better. And please have your members be mindful of her time and only send her their good ones, not everything in their collection! Photos should be sent to Kara at: kar-ab@walthers.com. This is a great public relations opportunity for the NMRA and your Region or Division! So dig deep... but dig quickly!

-Gerry Leone, MMR National Communications Director

NEXT ISSUE of the CALLBOARD:

SUMMER EDITION (August 2012)

Deadline for submissions: July 15th

Publication date: August 1

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

RMR REGION BOARD MEETING

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

DIVISION ROUNDHOUSE



02 SUNRISE DIVISION

Last quarter we had members Donald Deuell, Rich Flammini, Frank Germa, Stewart Jones, John Kerbaugh, Jim Laird, and Gary Myers earn Golden Spike or AP Certificates.

Since last November, we've featured clinics on super-detailing freight cars, railroad photography, railfanning and hand laying turnouts. Our Tool Time segments have covered such topics as 3M Adhesives, track cleaning, brass wire jigs to surfing our webpage. For the upcoming quarter, we focus on railfanning with a presentation on the Cumbres & Toltec's restoration of #463, hosting the Big Horn Mixed 2012 Rocky Mountain Regional Convention in Chama, N.M., and a railfan event day July 7th at Palmer Lake, CO.

Because we will be hosting the convention June 8th-10th, and a Railfan day on July 7th, we will not be holding meetings at the church June 7th or July 5th.



Division members gather during our 30 minute socializing time prior to each meeting, while a video or slideshow is displayed.

Construction of the Sunrise Sectional Layout frames has finally begun. We now look forward to

obtaining a temporary location where we can set up the framing so that members can begin laying road-bed, track and scenery.



This month's Show N Tell featured here was Engine Facilities. Participants are rewarded by a randomly drawn gift certificate from Caboose Hobbies.



Recent AP Award winners from the Sunrise Division, (left to right) Rich Flammini, Jim Laird, Stewart Jones and John Kerbaugh. Not pictured: Donald Deuell, Frank Germa, and Gary Myers.

The Sunrise Division's next meeting is at 7:30 PM May 3rd, at the Holy Love Lutheran Church, 4210 S. Chambers Rd, Aurora, Colorado. Our 2 hour program will begin with a slideshow of Colorado Ghost Towns, followed by our business meeting, Tool Time, Show N Tell on Logging Equipment, and a presentation of the C&TSRR's restoration of K-27 #463, then adjourn for some dessert and socialize for another hour at the nearby Village Inn. Check updates for the Sunrise Division online at: <http://www.trainweb.org/SunriseDivision>.



04 PIKES PEAK DIVISION

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

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

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



05 ESTES VALLEY DIVISION

April 25, 2012

The Estes Valley Division has held several contests, of various types, during recent years. The number of entries has often been less than hoped for. Quite a lot of discussion went into understanding why there was not more participation. Certainly there is no lack of skilled modelers, even though a couple of members have moved to warmer climes. Superintendent Bob Trump guided the officers, directors and members through several discussions on the subject. The discussions revealed that members, by and large, did not want competition, they just wanted fun and modeling for the sake of modeling. And, most interesting, they wanted modeling without hard fast rules as in contests.

Several types of projects were considered, with expert mentoring and schedules and all such as that. It soon became apparent that we were again headed in the direction of structured work, time lines, and planned outcome. Well, that is counter to the idea of less structure and fun and learning without the specter



Around the table, Pizza anyone?

of contest like rules. More thinking by the Super and the idea of more or less free-form Pizza layout projects was set forth and has really taken off. The Division has supplies of track, foam, scenery materials, lots of helping hands, and now we have a fair number of Pizza layouts in the making.

The rules are simple. 1. It has to be portable. 2. The builder must have fun. 3. It is not a contest.

There are numerous scales and track gauges being



Superintendent Trump tempting the author with an On30 tender shell. Mark Evans, is that approaching the dark side?

considered. We have HO standard gauge track, for HO scale or On30. We have Hon3 track for actual Hon3 scale. We have N scale track for N scale or Hon30 or whatever scale and gauge anyone can come up with. What scale would result from using the HO track to represent a 15 inch slate hauling railway? Superintendent Trump has been building loops of track in whatever scale flex track he can find and they just keep going off to various places in the Estes Valley, with a couple even out to the plains of Northern Colorado.

Wednesday, April 25th found a group enjoying the

warm Estes Valley Spring time with the garage doors open, coffee, cold soft drinks, and a sturdy cookie jar full of cookies. The ideas were flying with planning and discussion regarding what could be done with a loop of track and about 350-400 square inches of scenery.

This fall we intend to have the pizza layouts on display at one of our monthly meeting. We are planning to have a display at the Library so that the Estes Park community can enjoy them. The display may pique the interest of a future modeler, and add another member to our group.



06 RIO GRANDE DIVISION

The Rio Grande Division will be celebrating National Train Day at the Wheels Museum in Albuquerque, New Mexico. On May 12th there will be music and festivities, including model trains as well as prototypes. The address is 1100 2nd St. SW, Albuquerque, New Mexico which is 2 Blocks North of Bridge Blvd. Come down and join the fun!

For more information visit the Wheels Museum's website at <http://www.wheelsmuseum.org>.



07 ROAD RUNNER DIVISON

Division 7, the Roadrunner Division, will have its monthly meeting on Saturday, May 12 at 1:30 PM at the Las Cruces RR Museum. Entries in our semiannual contest will be presented. The contest is variations on a building in which contestants will present versions of DPM kit #10100, Kelly's Saloon. For division information, call Mike Weiss 575-532-1051.



10 SILVER SAN JAUN DIV

The Fall Division meeting appears to have been a great success according to the San Juan Flyer News-



letter. George Niederauer gave a clinic on the 1:1 scale Emma Sweeney movie production model locomotive. There was a clinic on track planning, lots of door prizes and many other events for the day.

Three home layout tours were featured:

- Duane Danielson's O Scale Great Northern/Northern Pacific
- Fred Folk's On3 Railroad
- Ray Schmutde's HO Railroad



16 FRONT RANGE DIV

With the Rocky Mountain Region convention coming up the Front Range Division has been hitting narrow gauge railroading in the Four Corners region hard in the clinic portion of our meetings. Dick Hunter has been a speaker featuring many photos of the Cumbers and Toltec and Durango and Silverton



railroads.

The FRD has somewhat revised the contest from a popular vote contest to a "show and tell" in order to get more participation and emphasize teaching of skills and techniques.

Currently, Kris Blackmarr is teaching a hands on clinic on weathering and building a laser "quick kit" by Lowell Ross of Anvil Mountain Models. It is interesting to hear how quite the room gets as the modelers concentrate on developing and applying the weathering. Next month we will finish the weathering and assemble the kit.

ACHIEVEMENT PROGRAM

Congratulations go to our Region's newest Master Model Railroader! Bill Tulley in Sheridan, Wyoming is now MMR #485. Be sure to read about Bill in an upcoming edition of the NMRA's Magazine.

Also in the winner's circle is AP Association Volunteer Jim Laird. Jim is in Aurora, Colorado and is our AP Chairman for the Region.



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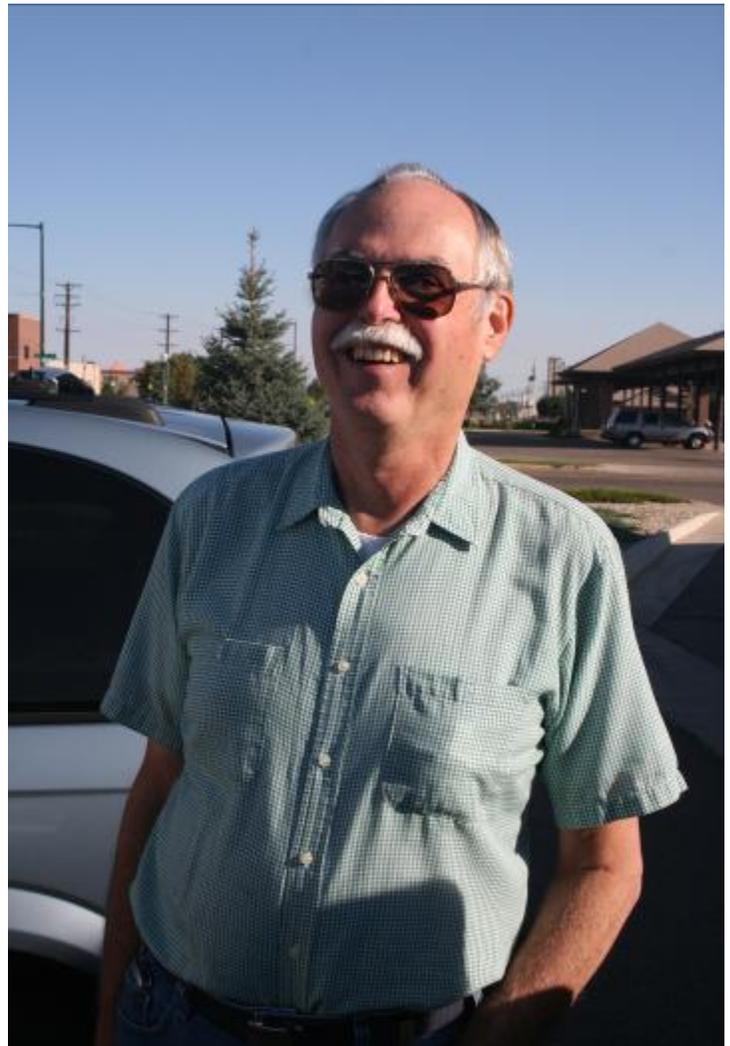
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**Mr. William "Bill" Tulley,
Master Model Railroader #485
Sheridan, WY**

The Roadrunner Division was at it again.....

Story and photos by Lynn Daugherty

The Roadrunner Division held a structure contest at its May 12th meeting in Las Cruces, NM. Basis for the contest was the DPM HO kit for Kelly's Saloon. The structure could be built as a stand-alone or on a base that could extend no farther than a total of 6" to the left and, or right, and 6" total from the front and back. The entries showed excellent work and were quite varied.

First place was a tie between Steve McDaniel with his burned out building scene and Ralph Troeller with his Cinnamon's Place scene, while Myke Bruessel came in third place with the Oasis Bar. Other entries were from Mike Weiss with the "Open Soon" saloon and Kevin Driscoll with O'Reilly's Irish Pub.



Ralph Troeller's Cinnamon's Place

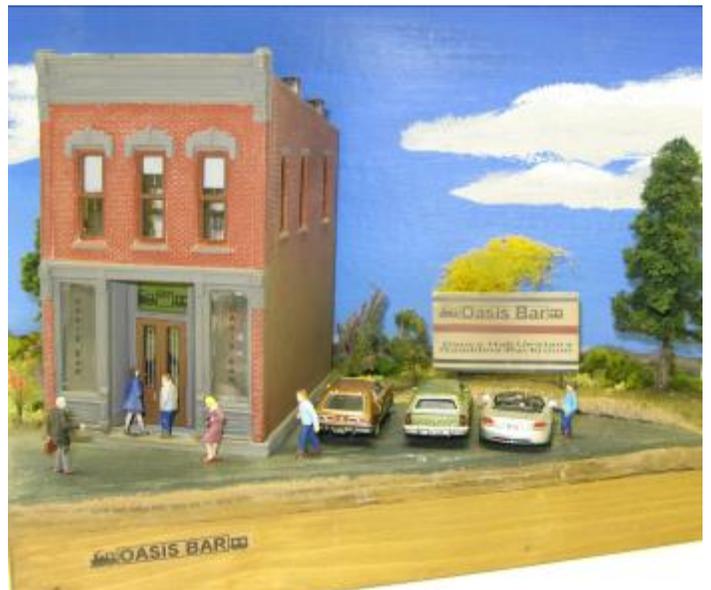
Troeller's scene, Cinnamon's Place, was highly detailed with many signs on the building and a lighted and detailed interior. The yard surrounding the building had a volleyball game going on and a beer truck was delivering supplies for the evening's partying. Parked in front were a number of motorcycles and from the large sign on the side of the building, we'd expect them to be Indian. The work will be featured as a movie set on the Las Cruces Railroad Museum's model railroad layout.

McDaniel's entry featured two buildings with one a burned out bank and the other, next door, home for an insurance company that insured the bank for fire. Much of the interior of the burned building was scratchbuilt including

partial floors and timbers. There was extensive detail inside the building with many pieces of burned structure including the remains of a sagging second floor. Especially well done was the work on the collapsed portions of the brick exterior walls. Outside there was a fire plug with the hose still attached and a number of onlookers checking the damage. It's amazing that the insurance company building wasn't damaged, but the wall next to the burned building was charred.



Steve McDaniel's Burned Out Building



Myke Bruessel's Oasis Bar

The Roadrunner Division was at it again.....

(continued)

The Oasis Bar on Myke Bruesell's scene was an active place. One of the cars in the parking lot was a Ford Pinto which gives an approximate date for the scene. There was nice detail inside with signs in the front windows. The fellow walking toward the front door with an attache case showed that the bar was either a high class place, or he was a salesman getting ready to make a pitch to the owner.



Kevin Drischoll's O'Reilly's Irish Pub



Mike Weiss' Open Soon Saloon

Driscoll's Irish Pub showed extensive weathering on the brick building sides and a nice paint job on the building details. The sidewalk was in great shape but the asphalt over brick street showed a lot of wear and tear. Giving a date to the scene was a '55 Chevy in the side yard. Mike Weiss' "Open Soon" bar featured a scratchbuilt covered side stairs that was a replica of a prototype stair. Mike had pictures of the prototype to show the conformance

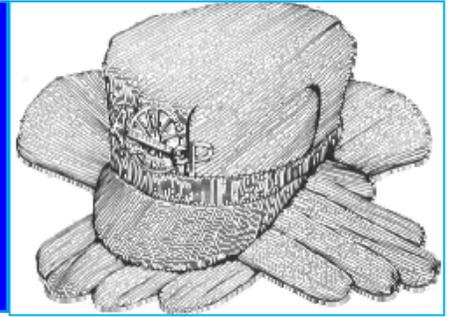
Editor's note; If you are in this Division and have a desire to showcase your own modeling skills, contact Mike Weiss at 575-532-1051 or mikeweiss65@gmail.com to see how you can become involved.

Earn Author and Volunteer Certificates at the Same Time!

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

chrisfallis@yahoo.com

Meet The Masters: Jim Harper, MMR #440 Santa Clara, Utah Story by Chris Fallis, Jim Harper photos



The Callboard staff had a chance to catch up with Jim Harper, MMR #440 at the Rocky Mountain Region's 2011 Convention in Loveland, Colorado this past September. Mr. Harper has continued his 67 year history of modeling by winning awards at the Loveland convention.

Callboard: Where do you live now?

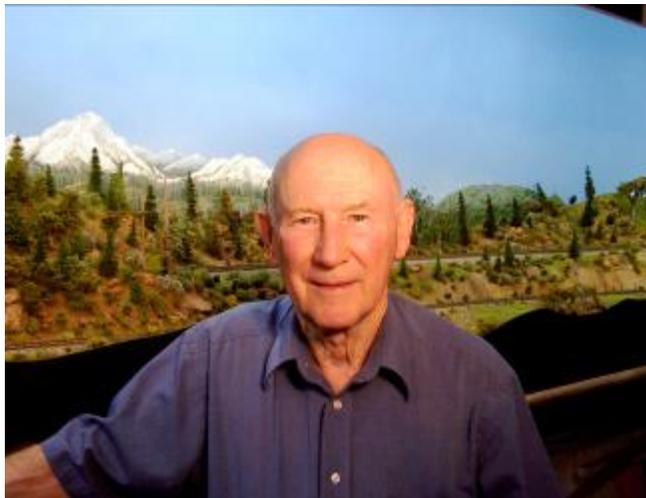
JH: I live in Santa Clara, Utah, which is in the northwest corner of St. George, on I-15.

Callboard: And when did you get your MMR title?

JH: Let's see, I got my MMR in the spring of this year (2011)..

Callboard: When you were younger, what influenced you to become involved with trains?

JH: I grew up in southern Illinois, a little town called Bridgeport, on the B&O Railroad from Cincinnati to St. Louis and I lived about 4 blocks from the tracks. My grandfather also owned a farm that was about 3 miles out of town. The railroad ran right through his farm so I was exposed to the B&O at that time. Steam engines were still running at the time, both Mikes and Pacifics. There were not any hills between Indiana and St. Louis so it was all light equipment. I never saw any heavy equipment. And then about 1952, 1953 they started with the diesels, the F units, so I got to see those. So I got to see both steam and diesels running together. I got into model railroading via a Marx trains set that I got at Christmas of 1945, right at the end of the war. I had Marx and I had some Lionel that I bought from a friend and I had some American Flyer that I bought from a friend. American Flyer made 3 rail 0-27 at that time so I had all of this mixed together. In the summer of 1946 and I saw my first copy of Model Railroader magazine and it had a picture from John Allen's early days when he was doing model railroad photography. There was an article about photographing your model and it was beautiful, all HO, and so much detail there. So I immediately changed to HO. I sold all my tinplate stuff to friends and neighbors. At that time you could buy Varney, Megal and other kits that were 25 cents, 50 cents and a dollar and so I started building those. My first locomotive was a Mantua Mogul which I put together. It cost me

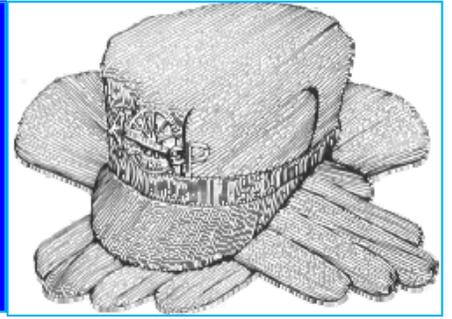


\$25. I ran my first HO layout on a six volt lantern battery and early on I had no rheostat. That developed over time so by 1950, 1951 I had about a 12 x 12 layout in my basement and I was using all kit built cars. I built the track with Atlas and Midland products. At that time Atlas track had steel rail in flex track and steel switches and I had some of that. I also had some Midland track which was a T shaped rail with a flange on the bottom that popped into cork roadbed, it was notched and you forced it into the roadbed. You'll find that in the old magazines. And that was my start. After I graduated from high school in 1952 I went to college for 4 years I graduated from Perdue University in 1956. I ended up enlisting in the Air Force after receiving my draft notice and going into the Aviation cadet program and became a pilot. So I spent the next 10 years flying for the Air Force and the last 6 years I was in Air Force Special Operations., what they called Air Commandos, and our job was supporting the Army's Special Forces, the Green Berets, and so I went to Vietnam doing that. All of our flying was low basically level, and most of the time we serviced the Army Special Forces camps and you've probably seen some movies with those. We helped set them up. We helped resupply them, take them more ammunition and medical supplies, stuff like that and that was very exciting. After the war I went to Germany for 3 years and worked with the 10th Special Forces there and then I decide to resign from the Air Force. In 1967 I bought a hobby shop in Riverside, California, my wife's hometown. In 1975 I went to San Bernardino and opened another shop because they were going to tear the Riverside shop down. So I ended up with 2 shops for 3 years. Then I decided to move to Reno, NV and so I got a job with California Hobby Distributors in Alhambra. They needed a new sales person in the Reno and Sacramento areas, so we moved to Reno. I kept my shop in San Bernardino for 2 more years and then I got tired of being on the road, going over Donner Pass every week servicing my area over there. So I sold my shop in San Bernardino and I turned around and bought another shop in Reno. Back in retail again! I ended up selling that in 2002 and was footloose and fancy free. In 2006 we moved down to the St. George area, Santa Clara.

Callboard: Well, how would you say that that the state of the

(Continued on page 22)

Meet The Masters: Jim Harper, MMR #440 Santa Clara, Utah



(continued)

(Continued from page 21)

hobby has changed over your lifetime?

JH: Well the state of the hobby changed greatly in 1967. It changed not only for model railroads but also for model ships and planes. Prior to that most of the models were in kit form. It was very rare that you had something ready to run. The only ready to run was some of the cheaper train sets like Bachmann and Athearn put out. But then things started to change as more ready to run equipment became available for your railroad.

Callboard: What was it that got you started on the Achievement Program?

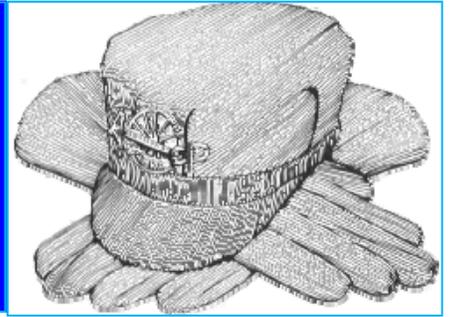
JH: For years and years I did not enter the contests because I didn't want to do the paper work. And I didn't know anything about the judging, basically so I just didn't do anything. When I

moved to Santa Clara from Reno that I realized that I had done most everything that was required for the Achievement Program except for the paperwork. So I started putting that together. I have a log book of all the NRMA events that took place in Reno and surrounding areas so I looked at that and found I had many hours of volunteer time for the organization including being on the committee for the 1993 NMRA Pacific Coast Region Convention in Reno. I was on the convention committee for 2 years and that counted as volunteer hours. It was an easy certificate to get. I had written articles, a column really, for the O-scale Trains magazine for 1:48 scale trains. I had written for 17 issues of that magazine and I had another article or two printed by other magazines, so it was no problem getting the Author certificate. Then I looked at the locomotives that I was working on and I quickly got the Motive Power certificate. I had a scratch built engine that I



Meet The Masters: Jim Harper, MMR #440 Santa Clara, Utah

(continued)



(Continued from page 22)

started in 1952 which I finished basically in 1958 when I was stationed in Japan. Since I had switched to O-scale I pulled that off the shelf and refurbished it, repainted it, added a lot of detail. I entered in an NMRA contest it and I got more than a merit award. That was my scratchbuilt locomotive needed for the Motive Power certificate. I invited people out from the Las Vegas area, as I was in the Cajon division of the Pacific Southwest Region. They came up and judged my scenery and buildings. I had written up all the Civil Engineering and Electrical Engineering requirements and drawings and everything else so I got 4 certificates with what was done. That pretty well rounded it out and made the 7.

Callboard: So what was the most difficult one for you to tackle?

JH: Basically the most difficult was the Motive Power and I think maybe the Electrical, but I had all the electrical stuff, I just had to write it up and make the drawings and everything, so in the end it wasn't that difficult.

Callboard: What kind of advice would you give to someone starting out on this trail?

JH: Get somebody to mentor you and go the NMRA web page Achievement Program section and get all the requirements for each certificate. Print off the paperwork and make a file for each one of the certificates and start working on the requirements for those. Work on one at a time and then you can mark them off. Also go to all the clinics you can.

Callboard: Over the course of your life what have you done for the NMRA?

JH: Well of course if you are going to get the certificate for volunteer then obviously you put some time in for that. Besides that I have always talked up the NMRA. I've been a life member since 1967. And as a hobby shop owner I would always tell my customers who were interested in the NMRA, "Look, every time you walk in this store you get a benefit from the NMRA because of the standardization program and all the other things that go with it". "You are actually taking advantage of all these things that have come about because of the NMRA and now it is your time to participate a little and pay back."

Callboard: And what have you gotten back from the NMRA?

JH: Well, just everything and anything. All the conventions that I have been able to go to have been great. As a business owner I was going anyway. But I've just gotten everything from the NMRA.

Callboard: How about the future of the hobby?

JH: The future of the hobby, well, that remains to be seen. I think that you will find the NMRA doesn't seem too relevant to a lot of the newcomers in the hobby. You have to introduce them to the NMRA and what it can do for them. Some have complained about the contests here (2011 RMR Convention) but the contest in the Cajon Division of the Pacific Southwest Region, there were 12 models in the contest and 3 of them were mine. That is not good! If you go to some of the smaller regional meets and you find a lot fewer contest models, yet you go to a prototype modelers meet that are really becoming widespread now, and those are the guys that are doing a lot of building. You can see 200 to 500 models there. Not all of them completely built, but they will be documented and they will have pictures. These people are prototype modelers. They are modeling exact equipment. And the other place that you are going to find outstanding models is narrow gauge conventions. I have not been to one narrow gauge convention where the models in the convention, mostly scratchbuilt, could not meet the requirements to win top awards in any NMRA convention, including the National Convention. The quality of modeling will just blow you away. The modelers are out there, but they are not in the NMRA.



Mr. Harper earned the following Achievement Program certificates: Association Volunteer, Model Railroad Author, Model Railroad Engineer - Civil, Model Railroad Engineer - Electrical, Master Builder - Motive Power, Master Builder - Scenery and Master Builder - Structures

FORGET SOCKETS WHEN USING INCANDESCENT LAMPS AS CURRENT LIMITERS

Story and Photos by Rex Beistle

Incandescent lamps have been used as track current limiters for a long time. Indeed, lamps were used before any form of Command Control and long before Digital Command Control. The late Paul Mallery described the use of incandescent lamps in his *Electrical Handbook for Model Railroaders* published in 1955.

Paul noted that "Lamps used for current limiters in place of circuit breakers or fuses have the drawback that they have an appreciable resistance in the range of normal operation." He further states "Therefore, while a lamp has the advantage of simplicity, it cannot be recommended when heavy locomotives are to be run." I presume that the late Mr. Mallery was referring to current requirements when he mentioned "heavy locomotives" in the text, the open frame motors of that time period required more current than present day can motors.

Although modern can motors do not draw as much current as the old open frame motors, several locomotives or multiple trains in a single power district may result in a noticeable and perhaps unacceptable voltage drop across the lamp and subsequent slowing of the locomotives. More, and smaller, power districts easily avoid this issue. Each power district will be equipped with its own current limiting lamp. More and smaller power districts or blocks will be a good thing, as an upset in one will not affect operations in the others.

Breaking down a layout into separate sections or blocks should not be looked at as a threatening proposition. The principle consideration is to arrive at block boundaries that only shut off power to the operator that made the operating error. If an operator runs a turnout that is lined against the direction of travel, the ideal condition would have only that

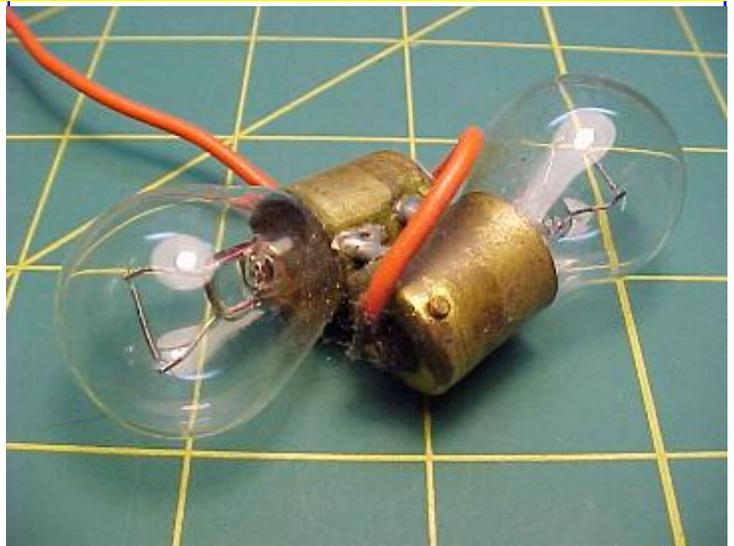


Photo 2

operator loose power, not another operator down the track. OK, that sounds like a good idea. After considering operations and the track plan, the need for more power blocks & lots of lamps is obvious. But, catch 22, the cost of all those 1156 lamps and sockets and mounting hardware will add up quickly.

Number 1156 lamps are expensive, sometimes more than \$3.00 each. After getting past the lamp cost issue, the problem becomes how to make connections to the base of the lamp. Sockets are difficult to find and quite expensive. I paid \$3.70 each at McGuckin hardware in Boulder CO. and that was in 2007. In times past, modelers tried to avoid the socket issue with all manner of Rube Goldberg arrangements. Photo Nos. 1 and 2 reveal a couple efforts to circumvent the socket. These sometimes clumsy efforts worked, but now there is an easy to use alternative solution.

The solution is to not use the expensive 1156 and similar metal based lamps and forget about sockets as well. Enter wedge base lamps, less expensive, no socket required and easily reworked to get access to their wire leads that can attach directly to terminal blocks. The automotive industry recognized the cost issue of single and dual contact bayonet base lamps such as the 1156 some years ago. Automotive and lamp industry engineers worked together to develop a lower cost alternative. Wedge base lamps forego the metal base and solder connections in the lamp assembly and greatly simplify the socket as well.

The wedge base replacement for the popular industry number 1156 lamp is number 3156. A 3156 lamp has the same

(Continued on page 25)



Photo 1



Photo 3

soldering necessary! The leads are a bit shy of an inch in length. Put on your safety glasses any time the lamps are being handled, especially when removing the plastic base. Some plastic bases are a bit difficult to remove and some will just slip off.

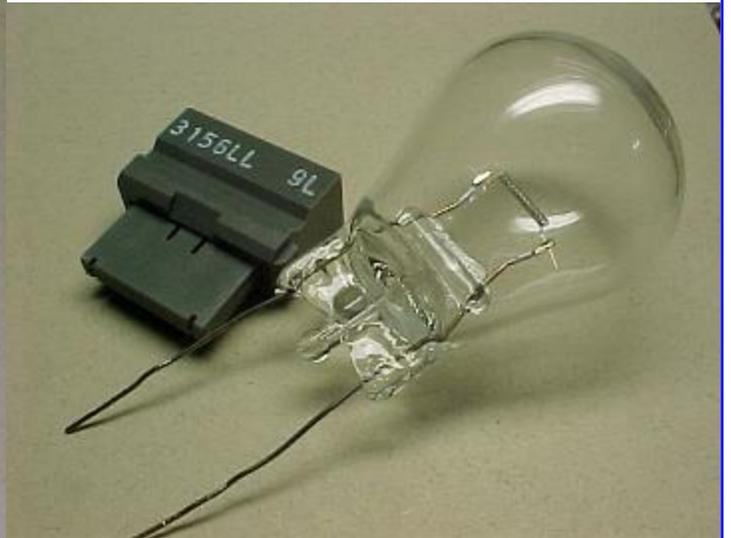


Photo 5

(Continued from page 24)

electrical specifications as the venerable 1156 but costs less and can be used without an expensive socket or even thinking about a soldering iron. Photo No. 3 shows a 3156

The wire leads will fit easily in the wire barrels of a Euro-Style terminal block, such as Radio Shack stock number 274-680. These terminal blocks can be cut into smaller sections, as the need arises. Wires out the other side of the terminal block connect to the layout and, notice that no soldering is required! The venerable binding head screw barrier strip type terminal block can also be used. The barrier blocks are more expensive and many modelers are finding the Euro-Style terminal blocks to be more to their liking.



Photo 4

lamp as it comes out of the package. Photo No. 4 is the same lamp with the leads straightened out to remove the plastic base. Photo No. 5 reveals the conveniently long lead wires, ready to connect to a terminal block with no

Be aware that the construction of the 3156 and similar automotive lamps is not necessarily the same for all manufacturers. The wedge base may be formed from glass with a plastic socket registration collar at the base of the envelope. The lamps with the molded plastic base are easier to use as the wire leads are longer and do not have to be re-

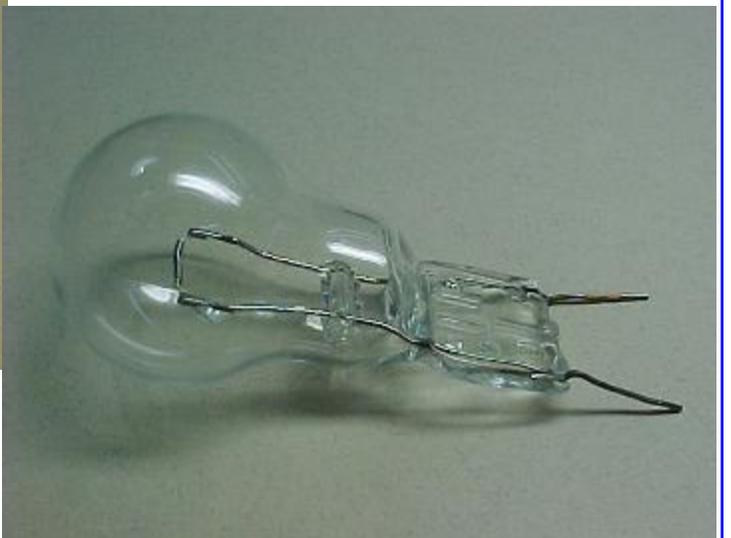


Photo 6

reformed close to the glass base. Photo No. 6 is an example of the type of lamp construction to avoid. Note that the leads on this lamp are only about a half inch long, and were reduced in cross-section during the manufacturing process. The leads are also weakened by bending near the glass. The plastic collar has been removed from this lamp.

Dual filament, stop & tail light, lamps like the 3157 can also be used. Using a 3157 with both filaments wired in parallel will give a limiter good for about 2.5 amperes versus the 2.1 amperes of a 3156. A 3157 lamp, with the base removed, is shown in Photo No. 7.

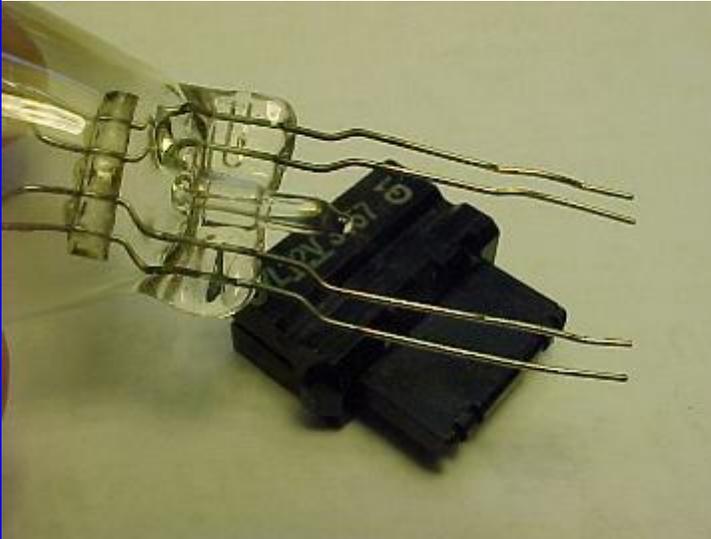


Photo 7

There are other lamps in addition to the 3156 that are wedge base construction and will work for model railroad current limiting applications. There are three physical sizes that could be used, and they are seen in Photo No. 8. Large lamps like the 3156 are S-8 lamps, spherical shape and one inch diameter. The smallest is a T-3 1/4 lamp, tubular shape and 13/32 inch in diameter. The middle sized lamp is a T-5 lamp, tubular shape and 5/8 inch in diameter.



Photo 8

Note that the two smaller lamps can have their wire leads straightened out and that the leads are long enough to fit in the Euro-Style terminal block.

Take note especially of the reflective aluminum duct tape that is used to reflect heat away from the wood supporting the terminal block and current limiting lamp. The vast majority of the power consumed by an incandescent lamp is radiated as heat. Protecting against the heat generated by the lamps is of utmost importance. The need to assure that the heat from the lighted filament will not start a fire cannot be over emphasized. It would be wise to test the installation with long term overcurrent to assure that the heat will not cause a problem. It might be better to install the lamps so that they are not adjacent to wood at all, perhaps on a metal plate that would carry the heat away. K&S metal sheets are available in 4 by 10 inch size pieces and could be cut into plates for supporting the lamp and terminal block.

Some of the lamps may be found only at auto parts stores. A smaller selection will be in the automotive department of hardware stores & home improvement centers. The outdoor lighting department of hardware stores & home improvement centers will have an assortment of the two smaller sizes of lamps. These are used in the 12 volt outdoor lamps and are available in several wattages and typically are not identified with industry numbers.

As the January 15th deadline for this article rapidly approached, I found the T-5 size 12volt, 4, 7, 11 & 18 watt garden lamps available in packages of four for \$5.63. The metal based version of the 18 watt lamp was two per package for \$7.99, a significant savings – and no socket is required!

The accompanying table lists the several types of wedge based lamps that may be used for model railroad current limiting applications. The list is doubtless incomplete and is presented as such.

Editors note: Rex Beistle lives, works and plays in the Estes Valley Division of the Rocky Mountain Region. In addition to having fun with model railroad electronics he is also finalizing his requirements in the Achievement Program area of Model Railroad Author.

**FORGET SOCKETS WHEN USING
INCANDESCENT LAMPS AS CURRENT LIMITERS**
Table 1

Wedge base lamps for model railroad current limiting

T-3 ¼ (tubular, 13/32 inch diameter) lamps

Lamp number	Voltage	Current
158 Auto, Instrument	14.0	0.24A
161 Auto, Instrument	14.0	0.19A
168 Auto Instrument	14.0	0.35A
193 Heavy Duty Truck	14.0	0.33A
194 Auto, Instrument	14.0	0.27A

T-5 (tubular, 5/8 inch diameter) lamps

Lamp number	Voltage	Current
901 Garden & Security	12.8	0.31A
904 Auto – Heavy Duty	13.5	0.69A
906 Auto – Heavy Duty	13.0	0.69A
912 Auto – Heavy Duty	12.8	1.00A
915 Emergency Lighting	12.0	0.75A
917 Home Appliance	12.0	1.20A
918 Garden & Security	12.8	0.56A
921 Auto – Heavy Duty	12.8	1.40A
922 Auto – Heavy Duty	12.8	0.98A
923 Garden & Security	12.8	0.91A

S-8 (spherical, 1 inch diameter) lamps

Number	Brake light filament	Tail light filament
3057	12.8 volts @ 2.1 amperes	14.0 volts @ 0.48 amperes
3156	12.8 volts @ 2.1 amperes	NONE
3157	12.8 volts @ 2.1 amperes	14.0 volts @ 0.59 amperes

Outdoor lighting lamps – found in the Lawn & Garden Section of Hardware Stores and Home Improvement Centers. These are simply called “12 Volt” lamps, but may actually be designed for an applied voltage of 12.6 volts. Numerous other outdoor lighting lamps are also available, including some in size T-3 ¼ tubular.

T-5 (tubular, 5/8 inch diameter) lamps

Lamp wattage	Voltage	Current
4 watts	12	0.33 amperes
7 watts	12	0.58 amperes
11 watts	12	0.92 amperes
18 watts	12	1.50 amperes

The Club Car

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

Sunrise Division (2)

Colorado Live Steamers, Byers, CO, ColoradoLiveSteamers.com

Mark Adcock, info@ColoradoLiveSteamers.com

Colorado Rail Link, Denver, CO

Nick Tomlinson, Tomlinson@q.com

DeNTRK Modular N scale Club, Denver, CO

Dave Porter, 303-629-4982

Denver G Scalpers, Denver, CO

Paul Howald, 303-725-7544

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

P.O. Box 9256, Denver, CO 80209

Denver Society of Model Railroaders, Denver, CO, denverhomodelrrclub.org

Hugh Blaney, 303-572-1015

Denver & New Orleans Railroad Club, Parker, CO

Jerry Dandurand, 303-841-3686

Front Range Short Line Association, Denver, CO

Russ Melton, 303-762-1414

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

Chris, jocomoinc@frii.com

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

info@pvwrr.org, 303-325-5143

Rocky Mountain RR Club, Denver, CO

Club phone (303) 431-4354

Sunrise Modular Railroad Club, Aurora, CO

Don Francis, 303-377-3403

South Suburban Divison (3)

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

lmslmi@comcast.net

Flat Irons Division (8)

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

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

Northern Colorado (9)

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

Bob Johnson, 970-669-3579

Greeley Shortliners, Greeley, CO,

George Thompson, 970-352-8643

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

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

Front Range (16) Division

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

Colorado & Great Western Modular Railroad Club, Westminster, CO, cgwrr.org
Brent Rush, rushb@cgwrr.org

Denver HO Model Railroad Club, Golden, CO, denverhomodelrrclub.org
Randy Lee, randy@denverhomodelrrclub.org

Foothills Society of Model Railroaders, Lakewood, CO

Pikes Peak Division (4)

Buena Vista Model Railroad Society, Buena Vista, CO
Bob Johnson, 719-395-2277

Pikemasters Railroad Club of Colorado Springs, Colorado Springs, CO, pikemastersrr.com
Frank Serpe, beautyofsign@msn.com

Slimrail Model Railroad Club, Colorado Springs, CO, home.comcast.net/~rayhon3/site/
John Campell, 719-481-2698

Estes Valley Division (5)

Estes Valley Model Railroaders, Estes Park, CO
Dennis Book, 970-586-6745

Silver San Juan Division (10)

San Juan Large Scalers, Durango, CO
Contact: Lynn Daugherty, (970) 382-9237

San Juan Valley Model Railroad Club, Farmington, NM
Contact: Mike Latschar, (505) 325-3665

Colorado Western Division (13)

Grand Valley Model Railroad Club, Grand Junction, CO
Wayne Kennedy, 970-523-5990

Little Bookcliff "N" Scalers, Grand Junction, CO

Western Colorado Large Scale Model Railroaders, Grand Junction, CO

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Dave Atkins (970) 434-5299

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

Roaring Fork Division (19)

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

Northern Wyoming Division (14)

Black Hills Railway Society, Rapid City, SD, bhrs.us
Bob Fewel, zzloconutzz@rushmore.com
Central Wyoming Model Railroad Association, Casper, WY, CWMRA.com
Harry Buhler, 307-235-4950, wyoaharry@bresnan.net
Grayville & Western Railroad Modular Group, Deadwood, SD
Mel Drews, 605-578-3830
Sheridan Model Railroader Association, Sheridan, WY
William Tulley, 307-674-4885, railroadbill@vcn.com

Southern Wyoming Division (12)

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

Wasatch Division (15)

Coldwater
Phone: 801-554-0394, nwdaubert@aol.com
Garden Railway
Lynn Stringham, 801-732-2567, lmstring@comcast.net
Golden Spike Model Railroad Club, Salt Lake City, UT
James Buckley, 801-252-1921, jamesbuckley7@comcast.com
O Scale
Alan Badham, 801-278-1004
Ophir, Tintic & Western Modular Railroad Club, Orem, UT
Dave Turner, 801-560-3376
Salt Lake Trackers, Magna, UT
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Utah Large Scale Society

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Utah Lego Users Group

Reed Cowan, gbltc@aol.com

Utah Society of Railroad Modelers

Scott Perry, usrm@yahoogroups.com

Utah Train Collectors Association, Hooper, UT

Jim Allen, (801) 643-3665

Southern Utah Division 20

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

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VP N Scale, Scott Jesienouski, scott@thetechfamily.com, 435-767-1349

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

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

Scott Jesienouski, scott@thetechfamily.com, 435-767-1349

Road Runner Division (6)

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

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

New Mexico Narrow Gauge Modular Club, Albuquerque, NM, nmngmc.org
Phil, 505-352-943, philipf1@msn.com

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

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

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

Train Collectors Association Rio Grande Chapter, Albuquerque, NM, tcadd.org/pages/rio_grande_chapter_02.html

Greg Palmer, gregpalmer@tcadd.org

Toy Train Operating Society of New Mexico, Albuquerque, NM, ttosnmd.org
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Rio Grande Division (7)

Cloud Climbing Modular Society, Alamogordo, NM

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Clovis Area Train Society, Clovis, NM

Ed Bailey 575-769-0470

Dona Anna Modular Club, Las Cruces, NM

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

Eddy County Model Railroad Club, Carlsbad, NM

Dennis Kral, 575-885-2374

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

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

Marc Geist, 915-532-8856

Mesilla Valley Model Railroad Club, Las Cruces, NM

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

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

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

George Redpath, (915) 851-2132

Silver City Train Group, Silver City, NM

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

Southern New Mexico N-scalers, Las Cruces, NM

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



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



REGION CALENDAR OF EVENTS

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

Upcoming Events for 2012 & 2013

National:

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

Regional:

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

Divisional:

- Sunrise Division Regular Meeting**
First Thursday of every month, 7:15 pm
Holy Love Lutheran Church, 4210
South Chambers Road, Aurora, Colorado.
- Wasatch Division Regular Meeting**
Second Saturday of every month, 10:30 am
UTA FrontRunner Shop, 955 North 500 West
Salt Lake City, Utah 84116
- Northern Wyoming Division 14**
For information contact Harry Buhler
at wyo-harry123@yahoo.com

Clubs:

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

Other:

??

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Blaine Bachman
6115 Shadow Ridge Drive
Albuquerque, NM 87120



WE NEED PICTURES!

The Callboard is in dire need of pictures of people in the Region. Please send us pictures of your leaders, your group, your events, whatever! People make the magazine and we need to fill up our photo database. Please send jpg's to Editor Chris Fallis at chrisfallis@yahoo.com.

Thanks!

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Please send corrections and updates to Chris Fallis chrisfallis@yahoo.com

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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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