

The Rocky Mountain Region's

CALLBOARD

CONVENTION ISSUE

WINTER 2013
EDITION

Layouts!

**Operating
Sessions!**

Clinics!

and more!

Red or Green?



National Model Railroad Association

Publication Information

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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*

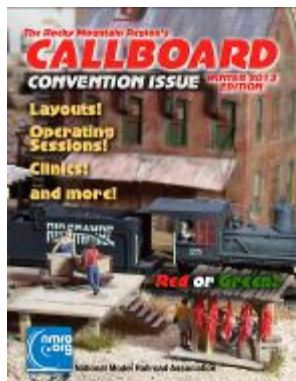
WINTER EDITION FEBRUARY 2013

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

This image catches T-12 number 25 waiting at the station in Chili Caliente. This highly detailed scene is typical of what you will see on the New Mexico Narrow Gauge Modular Club's HOn3 layout at the RARG 2013 train show in Albuquerque. Photo and cover design by Jeff Wright.

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

with

Gary Myers



I'm six months into my tenure as your President and I still can't get the NMRA to spell my name right in the NMRA Bulletin! Seriously, we did have a successful fall Board of Directors meeting on November 10th and were able to clean up a full laundry basket full of old issues like the Bylaws, our Financial Policy, and some minor Constitutional improvements (that you will see on your 2013 ballot). We covered a lot of items and had good reports from our Department Chairs. Next up, we will begin tackling many more important issues critical to our Region.

One of the things I am often asked is what does the NMRA do for me? Well, this time I'm doing the asking, what do you want the NMRA to do for you? What do you want the Rocky Mountain Region to do for you? What do you want your Division to do for you? And lastly, why did you join the NMRA? My son received a Christmas present of a mug made as a grenade, with the words "Complaint Dept., take a Number" (with tag No1 on the pin). Think of that when writing down your answers (and not just complaints) from these 4 simple questions, keep them in mind over the next several months, and add to them from time to time. I'm in a position to help respond to these questions, so you can send me your answers: at garymyers@comcast.net, or at Gary Myers, 11980 E. Jewell Ave, Aurora, CO 80012-5237, or you can call me at 720-837-4393. Don't be shy, there are no wrong answers. Some of the answers might be impossible to satisfy, but let's at least hear 'em out. No matter what they are, I am sure everyone in the Region would like to see us get better everywhere. I'll compile your answers and present to our leaders to see what we can do.

Next, I am going to tell you, as if you didn't know already, that critical issues are facing your Division's and your Region's own infrastructure. Some Divisions are in pretty good shape but some are facing difficult (and sometimes very difficult) challenges. Look at your answer to question #4, why did you join? Did you want to be part of an organization, support it, participate in it? Are you willing and able to help? Right now, we are beginning to see some new faces step up and volunteer, but we need more because we need all the help we can get. Frankly, just like every organization, the NMRA at every level depends on and needs your input, your ideas, and your help. We can only be as good as what everyone together can be, as a team.

Thanks to some inspiration from many close colleagues like Tom Frerichs and some extraordinary help from Al Hovey and the 2013 RARG convention committee, I am excited to announce an additional program to be offered during the convention. Although the details of the following are a bit tentative and subject to change, Division representatives (and possibly as many more as we can squeeze), will be invited to stop at the Hotel Breakfast Buffet (for \$13.25) and head into the Aztec Room, Satur-

day morning at 7 AM. From roughly 7:45 to no later than 8:45AM, we will conduct what we are calling Division XChange, to discuss Division best practices, share ideas on everything from membership, newsletters, fund-raising, clinics, events, websites, Facebook pages, and whatever else we want to do. This is meant to be a mini-workshop collaboration between the Divisions, to get new ideas, help each other and find ways to improve every Division. One simple way we can get things going will be a simple exchange of canned clinics on CDs which can be distributed to each Division. I'll send out more info on this later to the leadership team. I know we will not be able to cover everything in one meeting, in fact, I think it only the tip of the iceberg. I am hopeful depending upon the success of this event, that we can kick off Division XChange as a new tradition and repeat this forum at subsequent conventions.

As I sign off here for another Callboard, I look forward to seeing your responses and hope you keep in mind that the object of this hobby is still to have fun, "Remember, this is Model Railroading fer Gawd's sakes!"



Editor's Ink

with

Chris Fallis



This time of the year, especially the month of February, I think of staying close to hearth and home. We have just gotten over the holiday madness and we have a little time to quietly reflect on our lives and our hobby. I picture some of you on the snow and windswept plains and others in the frigid mountains. Now is the time to stay inside and work on that stretch of track in your basement that buckled in last summer's heat. It is the time to dig out that kit that has been gathering dust and finally get the trucks, couplers and decals on it. It is the time to get out of that comfortable armchair and get something done!

Before you know it the snows of winter will have

(Continued from page 3)

melted away and you will have nothing for the RARG convention's modeling contest and a "honey do" list that shunts modeling to the back burner. Spring cleaning is a phrase that our spouses will start throwing out in a few months and I know that this fills me with dread. Just because I haven't run that old "Spirit of 76" Tyco engine for decades doesn't mean that I won't someday. That "scrap box under the workbench contains many valuable parts that I will use for kitbashing and repairing. Some-day.....for sure.

You will notice that this edition of the Callboard contains a little information about the Rails of the Rio Grande convention this June. Ok, it is a lot of information about RARG 2013. I hope to inspire you to attend the convention, meet old friends and make new ones. Tour the city of Albuquerque, soak up the local lore and traditions. Eat chili, either green or red, as a tasty relish with all three meals a day. Explore railroad history and ride that big train set that was put in place to connect northern New Mexico cities with each other. Visit layouts to see the fabulous talents of local builders. Pick up some new ideas and share some of yours with others. Attend pre-convention operating sessions to see model railroads operated as miniature versions of the real ones, with a reason for their existence. Mostly just get out and show the world that model railroaders are not just a bunch of grumpy old guys (and gals) who watch toy trains run in circles all day. Ours is a diverse and complex hobby, and let's get out and have some fun with it!

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



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 wisconsin southwestern@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 Chris Fallis, Editor at chrisfallis@yahoo.com.

Rocky Mountain Region - NMRA

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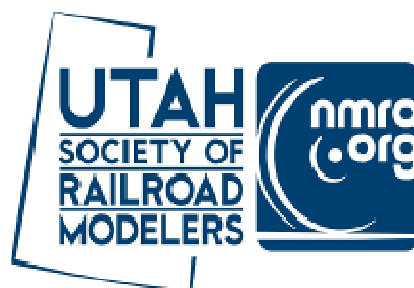
**Please send corrections and updates to
Chris Fallis chrisfallis@yahoo.com**

JOIN OUR E-GROUP!

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

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

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



Fun, Learning and Fellowship!

No Dues

No Officers

No Politics

**Clinics at Every Meeting
Layout Tours**

**Third Saturday 3-5PM Salt
Lake City**

www.usrm.org

From the Desk of Gary Myers, RMR
President



Message from Gary Myers

Greetings to all Rocky Mountain Region members and friends, fellow NMRA members! I hope to see many of you in Albuquerque in June to join us for another spectacular fun filled convention that our Region is famous for. The Rio Grande Division put on an awesome convention back in 2008, this one looks like it will be even better.

There's a lot of exciting activities planned once again. I look forward to seeing many old friends and making new ones in our brother- (and sister-)hood of model railroaders where we can share our experiences and fun beyond our home layouts. I can't wait to see the Model Contest, with special emphasis on Union Pacific and BNSF (and Fallen Flags) modeling. Remember, it's all about Model Railroading, for God's sake!

Pre-Convention Operating Sessions June 4-6, 2013
RARG 2013 Convention June 6-9, 2013

RARG 2013 Train Show June 7 & 8, 2013

From the Desk of Al Hovey, 2013
RARG Chairman



Message from Al Hovey

On behalf of the Rio Grande Division 6 membership in the Albuquerque, NM area, I would like to invite you to attend our "Rails Along the Rio Grande 2013 Convention and Train Show" to be held June 4-9, 2013 at the Albuquerque Marriott Pyramid North.

Who can attend our convention and train show? Anyone from anywhere. All you need is to have a little "kid in your heart" and love trains. Details are available on our website at www.RARG2013.org or call me at 505-459-8087.

What are my goals for the convention, train show and your visit to Albuquerque?

#1 Most importantly lets have fun together. Smiles, laughter and the joys of fellowship are the order of each day.

#2 Showcase great model railroading being done in the Albuquerque area.

#3 "Raise the bar of excellence" in model railroading being done everywhere.

Check your schedule and join us in Albuquerque. Register now. Make reservations now.

**PEACHTREE
EXPRESS**

**78TH ANNUAL
NMRA NATIONAL CONVENTION**
ATLANTA, GEORGIA • JULY 14-20



Why stop at just one convention?



New Mexico Railroad Heritage “Our Collective Memoir”

1870s

My grandfather, Severino Trujillo, was militant about literacy and higher learning for Nuevomexicanos. He wrote about it, gave speeches about it, and finally established his own school, La Escuela Particular Moderna, in Wagon Mound, where he taught until just a year before New Mexico was admitted as a state into the Union.

As a young man, Severino was educated at the Christian Brothers School in Mora. In preparation for the priesthood, he studied Latin and Greek, which gave him the rare opportunity to travel to Paris in 1872, to enter the Seminary of St. Sulpice as a seminarian. On completing his studies, however, he elected not to enter the priesthood. In 1876 he returned to Mora County, became active in county and territorial politics, and penned his prospectus for La Estrella de Mora [the first of several local newspapers he published]. It had the effect of educating the local population about conditions affecting their livelihoods and safety.

We owe much to all the people who helped create the New Mexico of today. I believe they understood the treasure they had settled in. It's a land of spiritual dimensions that can be savored only by spending time there, delighting in its ever-changing beauty, the brilliant colors of the land and sky, savoring the uniqueness of New Mexican art, the friendly people, and, of course, the wonderful cuisine. The best is that now there's ample opportunity for anyone to receive an outstanding education.

Dolores Hagen Alameda, CA

1940s

On Sunday, February 15, 1948, the Freedom Train came to Santa Fe for one day. It was cold and cloudy when the train came into town from El Paso, Texas, and many of us kids were there to greet its arrival. To those of us who lived near the railroad tracks, the Freedom Train



was a marvel. The sleek electric engine and attractive cars were painted all white, with red and blue stripes running the entire length of the train. Here was this thing of beauty gracing the railyard, normally a dank, dirty, dark eyesore.

The contents of the train were far more impressive. Can you believe that the original Constitution and Declaration of Independence were there for all to see? And the originals of Lincoln's Gettysburg Address and his Emancipation Proclamation? The exhibit even in-

cluded the U.S. flag that flew at the top of Mount Suribachi during the World War II fight for Iwo Jima. And there was an original of the Magna Carta, written in the year 1215. I couldn't believe that anything could last for the 172 years since the signing of the Declaration of Independence, much less 733.

For a nine-year-old boy in grade school, this was an incredible day. We had studied each and every one of these documents in school, and since we had lived through WWII, we were highly aware that we were privileged to be citizens of this country. Thanks to movie newsreels and weekly school newsletters, every small boy and girl knew of the misery and deprivation that most of the rest of the world endured and the lack of freedoms that they had. And here we were, viewing the very documents that made our

(Continued on page 8)



New Mexico Railroad Heritage “Our Collective Memoir”

(Continued from page 7)

country great.

Richard D. Belian, Tesuque

1950s

I was born in Las Vegas, New Mexico, in 1948. My grandmother was a proud native daughter, having been born there in 1902. My family left Las Vegas when I was four. Each summer, my sisters and I boarded the Super Chief to visit my grandparents. What a grand time we had. Mornings we would ride to El Porvenir, often encountering seminary students from Montezuma, singing as they hiked the canyon. Fishing in the Gallinas River was the afternoon's order of business. If we were lucky, we found a geode or an arrowhead. Closing my eyes, I can still smell the pine scent wafting on those gentle mountain breezes. Once a week, we girls had a solo day "in town." My day was filled by browsing in Woolworth's five-and-dime store. Their

Green River fountain drink was the best. At Murphey's Drugs, I bought the latest Archie and Veronica comic books. Often, I visited with my Great Aunt Ada at her home in Old Town. Aunt Ada's father was Dr. William Sparks, the first territorial doctor in New Mexico. She would tell me, "When the Indians were on the warpath, the Fort Union bell would ring to warn the settlers of impending danger. Papa harnessed the horses to the buckboard wagon and we would race to the fort." At the end of summer, it was sad to say farewell to my grandparents as we boarded the Chief to return home. These visits marked my life with a deep and abiding connection to my heritage and New Mexico. To this day, I make a pilgrimage down the Santa Fe Trail to the Land of Enchantment every summer.

Linda Hanson Overland Park, KS

This article first appeared in of the Volume 90, Issue 11 (November 2012) of the New Mexico Magazine. It is reprinted here with the permission of the publisher.



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

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

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

Photo: Al Hovey



BNSF and UPRR Nights

**Great Modeler Anchors
Favorite Train Popular Vote Contest
Pride Model Railroad Display**

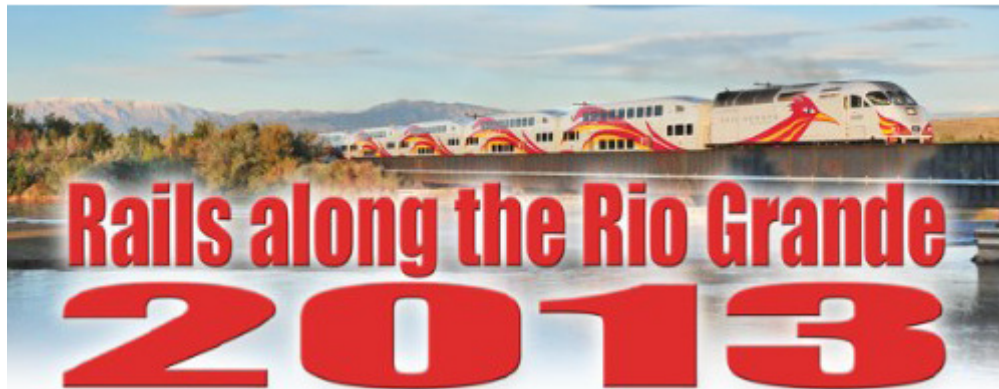


Photo: Denny Krausman,
Anchor BNSF Night
Gallery Room
Friday, June 7, 2013



Photo: Harlan "Buzz" Lenander
Anchor UPRR Night
Gallery Room
Thursday, June 6, 2013





Module by Denny
Krauseman



Module by Harlan
"Buzz" Lenander



Favorite Train Popular Vote Contest



Favorite Train Contest Prizes

BNSF Custom Merchandise Store

Gift Item TBA-To Be Announced



Any person registered for the convention is encouraged to display their favorite UPRR or fallen flag train on Thursday, June 6 during UPRR Night or BNSF or fallen flag train on Friday, June 7 during BNSF Night.

Set up will be between 4:00 to 6:00 each afternoon. Viewing and voting will be between 6:00 and 9:30 p.m. Prizes will be announced about 9:30 p.m. each night. The winning train will be moved to the contest room for display during the balance of the convention. Pickup of all other trains should be before 10:00 p.m.

Other details: You may display any scale or era of train to 72" in length. Trains may be displayed on flex track or equivalent. No roadbed or ballast. No power to track.

Tables will be available to display 48 Z, N, H0n3 & HO scale trains on 4 inch center lines and 6 S, Sn3, O & G scale trains on 8 inch center lines. Limit one train per person.

In the event of a popular vote tie three MMRs will be called upon to decide the winner.

Plan Ahead!

This is a new activity and promises to be very popular. With table display space limited to 54 trains availability of space will be based on a first come-first served basis. Just email Allan Phillips, MMR at acphillips_1@msn.com (include _ between Allan's name and the #1) an notify him that you will be bringing a _____ scale train to BNSF and/or UPRR nights. Limit one train per night per person.

Pride Model Railroad Display

Have a BNSF, UPRR or fallen flag modeled item that you would like to share with fellow modelers just for the fun of it? Show the Pride! Bring a small module, diorama, locomotive, car or building to put out on display. No contest involved. Space limited to 2 30X72" tables. UPRR or fallen flag display Thursday night. BNSF or fallen flag display Friday night. If you plan to bring a module, please email acphillips_1@msn.com to confirm floor space availability. Limit 1 display item per person each night.



New Mexico Rail Runner Tour

“Ride the Birds”

Round Trip-End to End

Saturday, June 8, 2013

Enjoy riding the entire New Mexico Rail Runner Express route spanning 100 miles from Belen to Santa Fe through the beautiful Rio Grande Valley. You can get off the train in Belen and Santa Fe for a 10-15 minute stretch or walk. Enjoy the morning outing, have lunch and then return to the RARG 2013 train show and layouts on tour in the afternoon.

#701 departs Downtown ABQ 7:35 a.m. southbound for Belen arriving 8:13 a.m.

#702 departs Belen northbound 8:28 a.m. for Santa Fe arriving 10:34 a.m.

#703 departs Santa Fe southbound 10:48 a.m. for Downtown ABQ arriving 12:16 p.m.

Note: Riders stay on the same set of equipment the entire trip. Saturday schedules subject to change. Check website for updates. Parking ramp available across the street from Downtown ABQ station.

Visit www.nmrailrunner.com

Noted photographer, Andy Saez, from Durango took this opposite shot of NMRX #106 at milepost 890.1 just north of Albuquerque. The semaphore has since been replaced by a search light signal.



Andy Saez also took this photo of NMRX 104 and 102, “The Birds” are ready to depart south from the Santa Fe, NM depot.



(Continued on page 13)



(Continued from page 12)



Photo Courtesy of
MRCOG/NMRX

Ride, relax and enjoy
New Mexico in air
conditioned comfort
riding "The Birds."

Convention and Train Show

Pre-Convention Operating Sessions

June 4-6, 2013

RARG 2013 Convention

June 6-9, 2013

RARG 2013 Train Show

June 7-8, 2013

**Register Now and Make Your Hotel
Reservations**

www.RARG2013.org





Santa Fe 2926 Tour

“Your Ticket to History”

Then-Now-Future

Saturday, June 8, 2013

9:00-3:00 p.m.

Visit www.NMSLRHS.org

Join the 2926 restoration crew on their normal workday.

Catch Dave Traudt's convention clinic on the history of the 2926 restoration.

Visit the NM Steam Locomotive and Historical Society, Inc booth at the train show.

Steam Locomotive 2926



2926 in passenger service at San Diego in 1953

(Stan Kistler photograph)

(Continued on page 15)



(Continued from page 14)

2926 was one of a final group of thirty 4-8-4 locomotives built by the Baldwin Locomotive Works for the Santa Fe Railway – 2926 began active service in June 1944 – was retired and placed on display in Albuquerque's Coronado Park in 1956

The New Mexico Steam Locomotive & Railroad Historical Society (NMSL&RHS) was formed in Albuquerque in 1997 as a 501(c)(3) organization to save 2926 from further deterioration and to restore it to running operation

In 1999, NMSL&RHS purchased 2926 from the City of Albuquerque for \$1.00 and in 2002 moved it to its current restoration site at 1833 8th Street NW, Albuquerque

Restoration by the all-volunteer member staff has been underway for ten years with over 71,000 man-hours in labor invested so far

Nearly \$1,200,000 has been spent on the restoration from donations of cash, grants, labor, materials and professional services

When restored, 2926 will be available for excursions as the newest and most powerful passenger steam locomotive in North America



The Tender – restoration complete and ready for the rails (NMSL&RHS photograph)

(Continued on page 16)



(Continued from page 15)

Steam Locomotive 2926 – the Tender

A steam locomotive consists of the steam engine that produces power and the tender that carries fuel and water to supply the engine's boiler

The 2926 tender carries 7170 gallons of fuel oil and 24,500 gallons of water

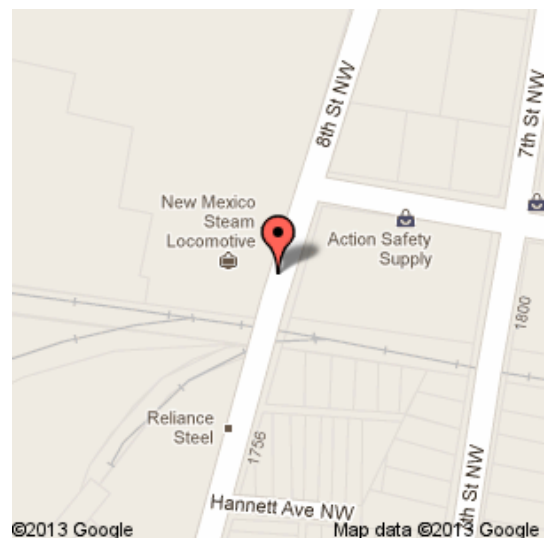
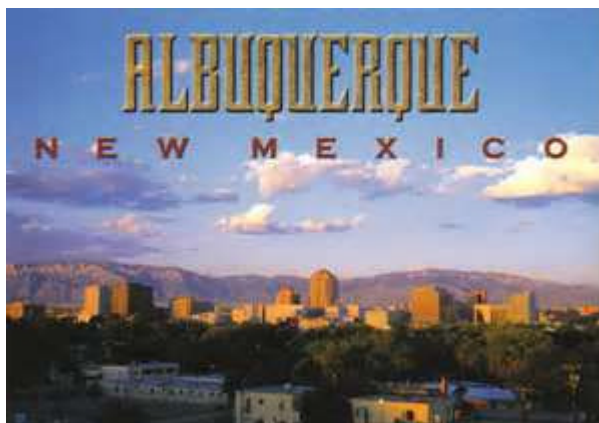
The New Mexico Steam Locomotive & Railroad Historical Society (NMSL&RHS) has completed restoration of the 2926 tender which is fully operational

Restoration of the engine is underway and scheduled for completion in 2014

2926 is a locomotive noteworthy for its design to run fast – it was capable of sustained speeds in excess of 100 mph with a 1000-ton train on level track

Official information and photographs chronicling the restoration of 2926 can be found at www.nmslrhs.org

The restoration site is open to the public on Wednesdays and Saturdays from 9:00 am until 3:00pm (weather permitting) at 1833 8th Street NW, Albuquerque





Santa Fe 2926 today



**Santa Fe 2926
tomorrow?**



NEWS RELEASE

Pelle Søeborg EVENT SCHEDULE



Thursday, June 6th / 7pm & 9pm / Kokopelli Room
CLINIC - Rebuilding a Model Railroad from A-Z

Friday, June 7th / 8am / Kokopelli Room
CLINIC - Done in a Day Weathering & Details

Friday, June 7th / 9-11am / Pavilion
CLINIC - Weather & Mingle Sessions

Saturday, June 8th / 8am / Ballroom
BOOK SIGNING - at Train Show

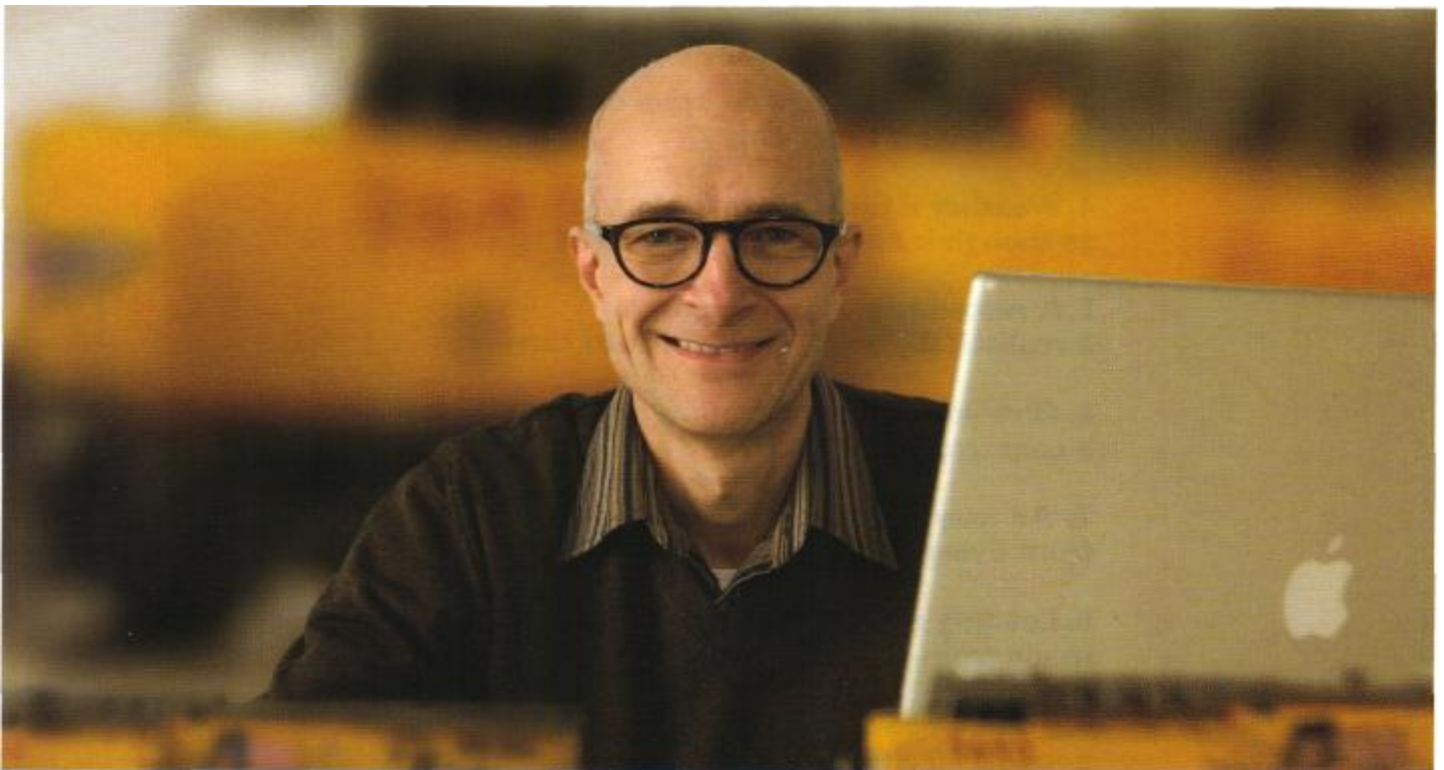
Saturday, June 8th / 6pm / Kokopelli Room
FEATURED SPEAKER - Banquet

ALBUQUERQUE MARRIOTT PYRAMID NORTH

Register and make your reservations now at
www.rarg2013.org



Extra Fare



“Rails Along the Rio Grande 2013 Convention and Train Show” banquet speaker and clinician will be noted railroad modeler, author, painter and graphic artist, Pelle Søbørg.

Pelle’s newest book, “Detailing Projects for Freight Cars and Locomotives” will be just out by our June 6, 2013 convention time. Pelle’s Friday morning, June 7, 2013 clinic and following “weather and mingle” session will be based around his newest book” and former book, “Done in a Day.”

Additionally, Pelle’s Thursday night, June 4, 2013 clinic will be based around his book, Rebuilding a Layout from A-Z.

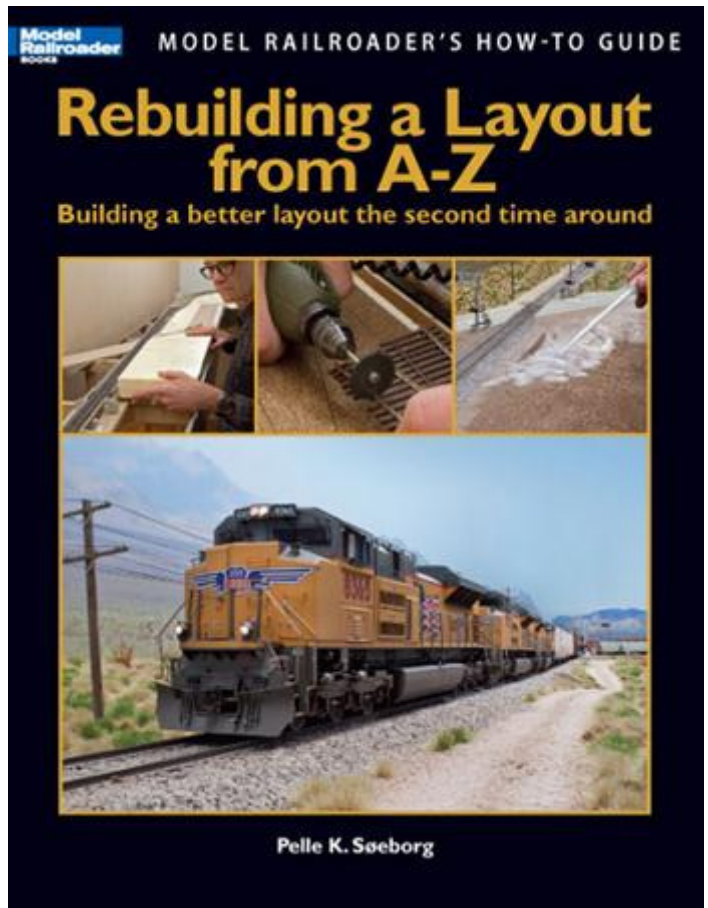
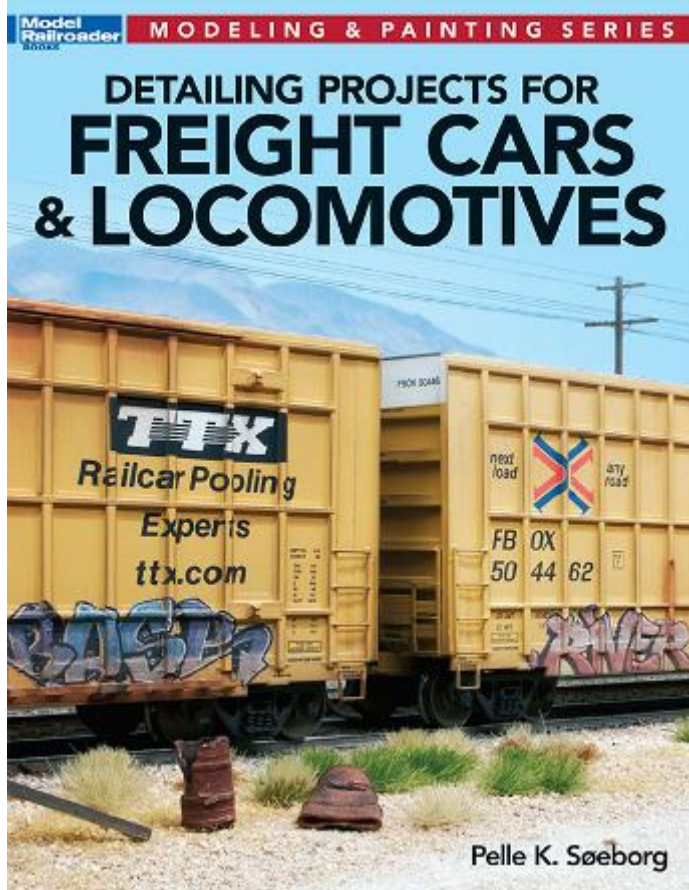
Order your copies of either or both books by April 1 and Pelle will personalize a greeting to you and autograph the inside cover of the books. You will be able to pick up your copies when you pick up your registration packet.

Why the pre-sell on the books? Pelle has to have Kalmbach Publishing ship the sold books to Albuquerque before the convention so that he can sign your copies. He probably will order a few extra books; however, any extra books that he orders and doesn’t sell has to be shipped back to Denmark and Pelle has a 50 pound limit on his suitcase. To ensure that you can get your personalized and autographed copies, order now!

(Continued on page 20)



(Continued from page 19)



Personalized and autographed books are available only to those people registering for RARG 2013 Convention and Train Show. The cut off date for ordering is April 1, 2013.

Extra Fare: **Make payment by a separate check made out to RARG 2013.** Do not include your book payment together with your registration payment. Separate checks are required.

| Book Name | Quantity Desired | Unit Price | Total |
|---|---------------------|---------------|-------|
| "Detailing Projects for Freight Cars & Locomotives" | _____ | \$19.95 | _____ |
| "Rebuilding a Layout from A-Z" | _____ | \$21.95 | _____ |
| Grand Total: | | | _____ |

Mail this cut off form and your check to Sandy Savage, Registrar, RARG 2013, 171 Windmill Trail, Placitas, NM 87043. April 1 is the cut off date for ordering.



RAILS ALONG THE RIO GRANDE 2013

Pre-Convention June 4 -June 6 2013

Convention June 6 - June 9 2013

Train Show June 7 & 8

Convention Registration Forms

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

Make check(s) payable to: "Rails Along the Rio Grande 2013" or "RARG13".

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

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

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

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

_____ Shirt/ Cap order **Sub Total from 2nd page** \$ _____
 _____ Operating Sessions **Sub Total from 2nd page** \$ _____

GRAND TOTAL \$ _____

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

Name(s): _____;

Cancellation Policy:

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



Convention Shirt Order Form

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

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

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

Enter on Page One: Sub Total:\$ _____

MERCHANDISE IS NON-REFUNDABLE.

OPERATING SESSIONS

\$10.00 per session
Refundable Upon Attendance at Session

| | | | | | |
|-------------------|-----------|-------------------|---------------|------|-------|
| Tue. June 4, 2013 | Morning | Beginner Level | Lynn Garrison | \$10 | _____ |
| Tue. June 4, 2013 | Afternoon | Advanced Level | Bill Sedivec | \$10 | _____ |
| Wed. June 5, 2013 | Morning | Beginner Level | Joe Rogers | \$10 | _____ |
| Wed. June 5, 2013 | Morning | Inter/Advan Level | Bob Dubois | \$10 | _____ |
| Wed. June 5, 2013 | Afternoon | Advanced Level | John Moore | \$10 | _____ |

Enter on Page One: Sub Total \$ _____

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



Layout Tours

Lynn Garrison, veteran layout tour organizer from “Rails Along the Rio Grande 2008” returns in 2013 organizing about 18 layouts to be on tour. She anticipates about 3 N scale, 12 HO's, 1 HOOn3, 1 Sn3, 2 O Scale and 3 G scale layouts being available for viewing.

For layouts to be included on the 2013 tour Lynn makes an on-site visit to evaluate each layout and visit with the layout owners. Lynn states that “layouts don’t need to be finished; however, they do have to run well, be clean and tidy and have good room lighting. Lynn also shares that “I try to find layouts in a wide variety of scales, road names and locales, stages of development and include layouts that demonstrate unique features such as modular or portability in design.

Lynn and Scott Haycock are collaborating on producing a Layout Map Book for your use and enjoyment. This book will be included in your registration packet when you check into the convention.

At least part of the layouts will be open Thursday, Friday and Saturday afternoons as well as mid morning Sunday and early afternoon.

Tentatively scheduled:

N Scale:

Charlie Baker-Pinon & Cottonwood Railroad
Doug Gary-Western Sierra & Pacific Railroad
New Mexico Rail RunNers Modular Club-RARG 2013 Train Show

HO Scale:

Al Hovey-Fremont and Missouri Valley Railroad
Albuquerque Society of HO Module Engineers-RARG 2013 Train Show
Bill Sedivec-JB & N “The Empire” Railroad
Bob DuBois-Denver & Rio Grande Alamosa Division
Bruce Allison-FL & WI Railroad (“Free Lance and What If”)
Joe Rogers-FreMo Missouri Pacific Coffeyville Subdivision
Lynn Garrison-Santa Fe & Oklahoma Southern Railroad

Mike Hadaway-Railroad Town (WGH Rock Junction Railroad)



Rio Grande Valley Model Railroad Club (Expo New Mexico)
Sandy Savage-Jefferson and Sanders Railroad
Scott Haycock-Dansboro North Carolina 1959
Tom Trodden-Santa Fe & Rio Grande Southern Railroad

HOOn3:

New Mexico Narrow Gauge Modular Club-RARG 2013 Train Show

SN3:

Art Lorenz-Denver and Rio Grande Western Narrow Gauge

O Scale:

Dave Nycz-D and D Mountain Railroad
Rio Grande Division 6's Kids Module Layout-Mike Hadaway-RARG 2013 Train Show

Garden Scale:

David Mueller-The POW Railroad (Pennsylvania, Ohio and Western modeled in Albuquerque

Mike Mitchell-Napa Valley Railroad

(Continued on page 24)



Layout Tours

(Continued from page 23)

Wynn Erdman-Zia and Columbine Railroad-Live Steam

Following are four of the home layouts that will be available to you for viewing when you come to "Rails Along the Rio Grande 2013." Dave Jamriska's module will be part of the New Mexico Narrow Gauge Modular Club setup at the RARG 2013 train show.

Charlie Baker Layout Photo Jeff Wright

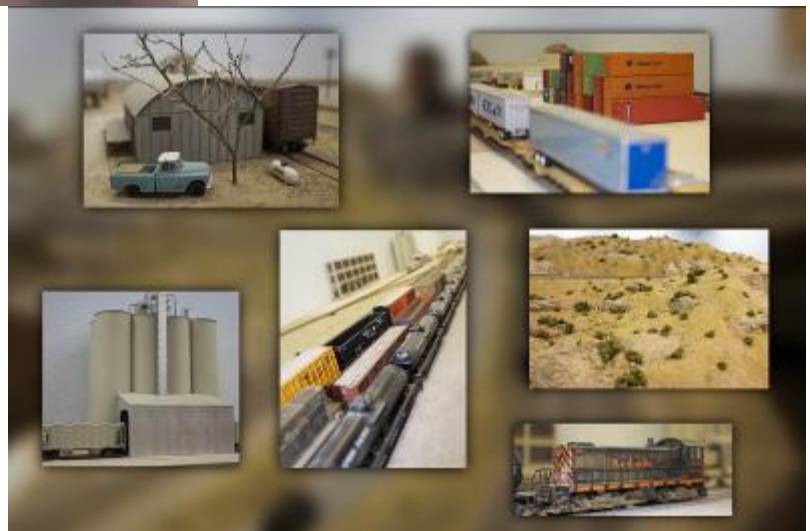


The builder is Charlie Baker. Like so many others, Charlie started in model railroading with an American Flyer train in grade school. He initially got into N-scale around 1970 and got back into the hobby in a serious way around 2000. He is a nuclear engineer, having retired from the University of California – San Diego in 2004. He has lived in Albuquerque since then. This is his third N-scale layout.

The name of Bruce Allison's HO railroad is "The FL&WI" (The Free Lance & What If). It was started about four and a half years ago by a self-described novice in layout design and construction. Being a cabinet maker helped Bruce in the construction of his layout, which he designed as he built it. Bruce likes modern diesels and his design goal was to be able to have two long trains running at the same time. The locale is somewhere in the southwest with desert and mountain scenery. The original intent was to model more or less the current era, but after acquiring more locomotives the emphasis shifted to the 1970s. Bruce decided that he liked too many railroads, hence "The FL&WI".

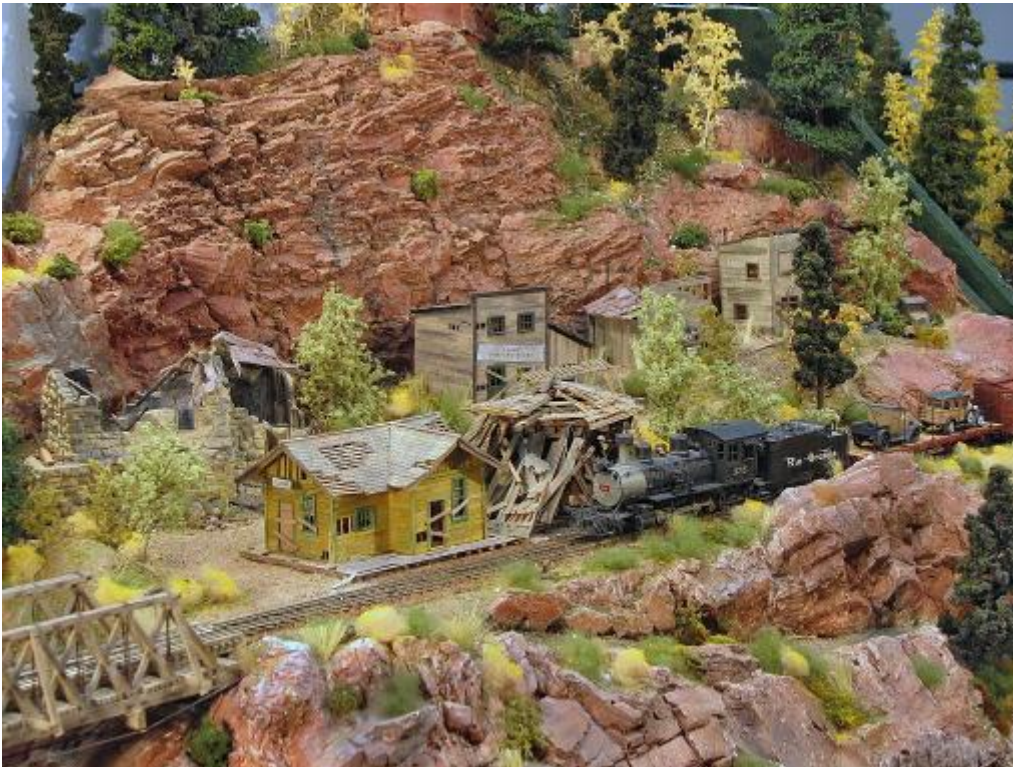
Bruce Allison Layout Photo Jeff Wright

The Pinon and Cottonwood Railroad is an n-scale layout, started in 2005, with completed scenery. It is a freelanced railroad with continuous double-track mainline operation and is set in general New Mexico locations in the 1950s and 1960s. It usually operates western railroads with emphasis on the Southern Pacific, Santa Fe and Union Pacific. Its overall size is 11ft. X 17 ft. with a mainline run of 150 ft. The minimum radius is 13 in. with turnout numbers of 6 and 7 on mainline and numbers 5 and 6 turnouts in the yards. Micro Engineering, Pico and Atlas turnouts are used. The bench work is extruded foam board on open grid woodwork with cork roadbeds. The control system is DCC with a Digitrax Zephyr system with IR remote throttles.





Layout Tours



Railway", in a 17' x 24' room. The mail emphasis is on a continuous display type operation through mountain scenery. The layout features four seasons as did the famous 1950s Lionel Rochester PAL layout. Eight trains and one trolley-line run simultaneously, of which one train is an On30 narrow gauge.

The original construction was completed in approximately 18 months beginning in the fall of 1999. Building the layout relieved stree from work and helped in the adjustment of grown children moving out of state.

Like most layouts, continuous improvements are on-going. Last year, a local craftsman, Bruce Allision , added floor to ceiling wood and glass display shelving in an adjacent room.

Winn Erdman Layout Garden Railroad

(Continued from page 24)

Dave Jamriska Hon3 Railroad Photo Charlie Nidever

(Photos following page)

Faded Glory is an HOn3 module built by David Jamriska, third member, joining the New Mexico Narrow Gauge Modular Railroad Club. David loves to model mountains. The fallen down water tank water tank is based on a photo found on the internet in 2006. The original tank was at Gato on the D&RGW and had fallen down early in 2006. See the club's setup at the RARG 2013 train show.

David Nycz O Scale Railroad

(Photos following page)

This outdoor railroad represents New Mewxico and Colorado narrow gauge, hence the name Zia and Columbine RR. The Xia sun symbol is the New México state logo and the Columbine is the Colorado state flower. The layout coves an are of 110' x 60' and has almost 500 feet of #1 (45mm) gauge track. The lower loop is flat allowing manually controlled steam locomotives and the upper loop has grades of 3 1/2 % which require radio controlled or geared locomotives. All the buildings and rolling stock are 1/20th scale (15mm to the foot) which represents 3 foot narrow gauge.

The plan is for several outdoor live steamers to be running for the convention layout tour.

David Nycz built this o Guage 3 rail layout, "The D&D Mountain

(Continued on page 26)



Layout Tours

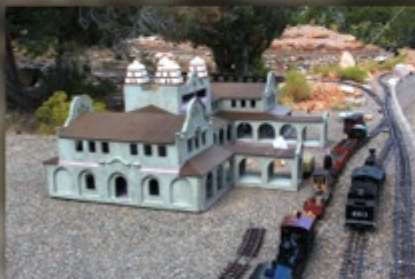


(Right) David Nycz
O Scale Railroad



(Below) Winn Erdman
Garden Railroad

Photos: Jeff Wright



RARG 2013 Pre-Convention Operating Sessions

June 4- 6, 2013

The purpose of a railroad is to move cars and trains loaded with commodities from point A to point B and make a profit. Model railroaders enjoy emulating the prototype railroads using operating sessions to move cars and trains from point A to point B for fun.

Would you like to participate in an operating session? If yes, you can join us as a complete beginner or an operator being at least somewhat familiar with Sequential Running, Timetable-Train Orders, Track warrants and Train Control Systems.

All layout operating sessions will be defined by your level of experience and the number one goal is having fun operating. Layout operating sessions will be limited to a certain number of engineer/conductor crews as requested by the layout host. The operating sessions will be closed to the public; however, most layouts will be open to the public some time during the convention.

Register Now at www.RARG2013.org

You must register for the convention to be able to sign up for the operating sessions. Operating slots will be available on a first come-first served basis. There is a \$10 deposit for each session with the money being refunded to you when you show up at the scheduled operating session. A standby list will be built for each operating session.

Santa Fe & Oklahoma Southern Railroad

Lynn Garrison will host a beginner operating session on her free-lanced HO "Santa Fe & Oklahoma Southern Railroad" layout set from Oklahoma City south to Ardmore, OK. Her layout features a mid sized yard with a 4 stall roundhouse and

turntable. Industries include a flour mill, rock crusher, food warehouse, farmer's co-op, warehouse for mixed goods and an oil delivery spot. The layout features exceptional painted backdrops and scenery that she did herself. Lynn will host 4 engineer/conductor teams using a car card system and Digitrax simplex system. Some throttles available bring your own if you can.



*Lynn Garrison
Photo: Rolf Nitsche*

Missouri Pacific Coffeyville Subdivision

Joe Rogers will host a beginner operating session on his free-lanced Free-mo HO "Missouri Pacific Coffeyville Subdivision" set in southeastern Kansas. Some of the key industries to be served include an ADM Corn Sweetener plant, 2 elevators, an oil supply company plus two interchanges. Operation is via switch lists and car cards and Joe uses a Digitrax simplex system. Joe will host 4 engineer/conductor crews. Some throttles are available or bring your own if you can.



*MoPac Coffeyville Sub (Continued on page 28)
Photo: Al Hovey*

(Continued from page 27)



*D&RG, 3rd Division
Photo: Bon Hayden*

Denver & Rio Grande Alamosa Division

Bob DuBois will host an intermediate to advanced operations on his D&RGW Alamosa Division featuring his standard gauge La Veta Pass route and narrow gauge San Juan Route. Power includes steam and early standard gauge diesel. Operation is via car cards and waybills with a sequence based operating scheme. Bob will host 6 engineer/conductor crews. Bob uses a Digitrax system using both simplex and duplex throttles. Some throttles available or bring your own if you can.



*D&RGW Alamosa Division
Photo: Bob Hayden*

Oklahoma Belt Line

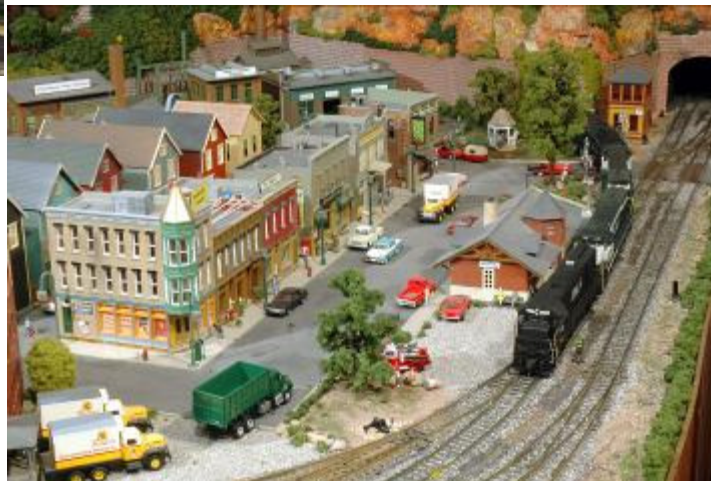
John Moore will host an advanced session on his "Oklahoma Belt Line" including the Santa Fe and Rock Island Lines. The Belt line is an HO industrial switching railroad which is loosely based on operations in Oklahoma City during the late 1940's and early 1950's. John runs his layout using a modified car card system and operators must be able to read train orders, messages and instructions. John will host up to 6 engineer/conductor teams. DCC is Digitrax simplex. Some throttles available or bring your own if you can.



*Oklahoma Belt Line
Photo: Al Hovey*

JB & N "The Empire" Railroad

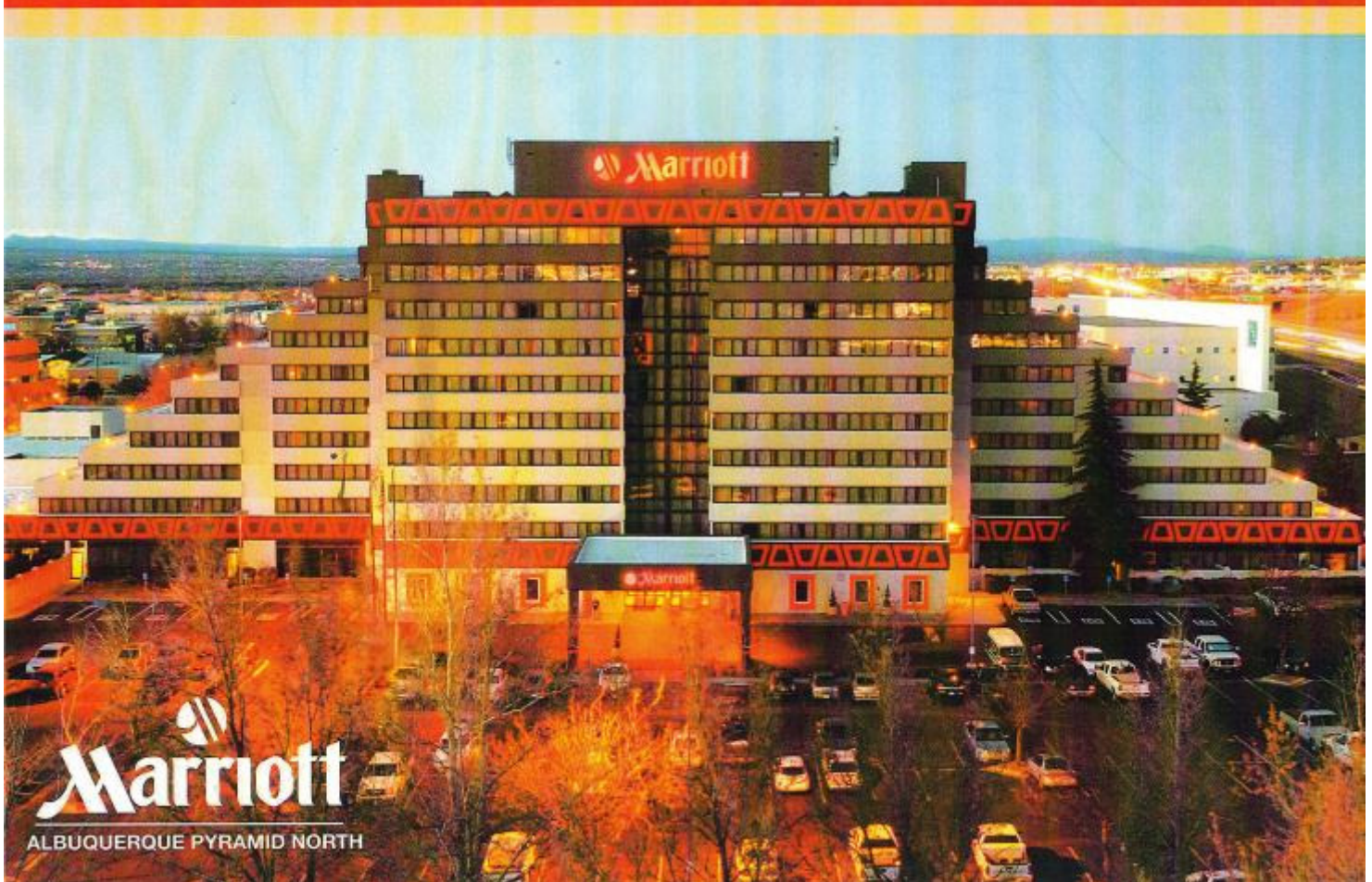
Bill Sedivec will host an advanced operating session for modelers who have experience operating on layouts. Bill uses "Ship It" and car cards on his JB & N. The locals call Bill's layout "The Empire". The setting for his freelance railroad is southern New York state and the multilevel features 385' of main line connected by two helices. Over 100 engines are used to shuttle 600+ cars on his layout. Bill runs his layout with a CTC system, the layout is fully signaled and uses a Digitrax simplex system. 9 engineer/conductor teams are needed to run a session. Some throttles are provided or bring your own if you can.



JB & N "The Empire" Railroad



Taking your event to a higher level.



The Albuquerque Marriott Pyramid North has offered RARG 2013 convention goers a special room rate of just \$99.95 per night for singles and doubles. In the Albuquerque market this is an extremely competitive rate at one of our best hotels.

The RARG 2013 advisory committee chose to return to the same location where our 2008 convention was held because the hotel, convention and train show can all be held under one roof, the location avoids most of the Albuquerque traffic, we could get a package price and the Marriott people provided us with superior service in 2008.

We need your help by you making your reservations **NOW** at the Albuquerque Marriott Pyramid North. If we don't fill the rooms blocked for the convention, we are under substantial dollar penalty. Additionally if we get a lot of late attempts to make reservations, this very popular hotel may not be able to accommodate our guests.

You can make reservations at www.RARG2013.org or simply call the hotel at 505-821-3333 and mention RARG 2013 to obtain your discount rate. Please do so today!



RMR MODEL CONTEST
BY BILL TULLEY

Information for the 2013 Model Contest is presented with the 2013 RARG Convention information and will not be repeated here.

Now it is time for something a little different.

Your contest chairman has discovered Ely, NV and the Nevada Northern Railway to be an almost unlimited source for modeling ideas. Check out www.nnry.com to see for yourself. Following are photographs of a few selected items to perk up your interest.



Locomotive #40
Locomotive #93



Baggage Car # 20
Chair Car # 5



Steam Crane #A
Snow Dozer



ge 31)



(Continued from page 30)



Standard Steel Car Co. Hopper
#403
Pressed Steel Car Co. Hopper
ex GN



Steel Tank Car
Truck Showing Poling Pocket

These photographs are just a small sample for what may be seen in the rail yard.



To date I have built models for the snow dozer and a steel hopper.

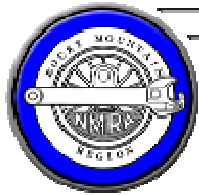
Once I figured out that the snow dozer was nothing more than a modified Jordan Spreader covered in corrugated sheet iron, a quick order to Rio Grande Models provided the basic starting point. Photographs and measurements on the model provided the necessary information to build an acceptable model.

A photograph of hopper #400 provided all the required information to modify an Accurail USRA 55-ton steel hopper into an acceptable representation of an early 20th century steel ore hopper. The model photographs show this type of hopper lettered for the Goldfield Consolidated Mining Company, which were similar in appearance to the Nevada Northern hoppers. Besides I built the GCMC hoppers and photographed them before I built some NN hoppers.



A short construction article for this steel hopper is included for your information.

DIVISION ROUNDHOUSE



02 SUNRISE DIVISION

This is my first column as Division Superintendent for the Sunrise Division; we meet the first Thursday of the month beginning at 7:15. We meet at:

Holy Love Lutheran Church
4210 S Chambers Rd
Aurora, Co 80013

Use the West entrance and parking lot. We consistently have 20+ modelers at each meeting. They run the gamut of novice to very experienced. The evening consists includes:

Opening video or slide show
Introduction of attendees
Short business meeting

The popular tool time segment

Explanation of the **SHOW & TELL** entries (check the herald for subject)

Time to peruse the swap table and show and tell entries

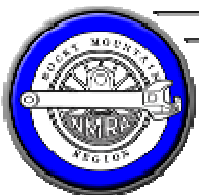
A clinic (check the herald for the current month's topic)

After the clinic we retire to a local Village Inn for conversations and refreshments

If you are in the area, "Y'all come", the latch string is always out.

Our division publication is the Sunrise Herald which is consistently held to very high standards by our able editor Tom Frerichs. Published online monthly and reporting all that is happening in the division.

Jim Laird
Division Superintendent



03 SOUTH SUBURBAN DIV

We have been busy at the division the past several months planning and preparing for the convention in 2015. We have had our first meeting to organize our thoughts and people and are now in the process of contacting hotels in the Denver area to find the right place for the convention to be held.

Our monthly meetings have been filled with information and fun as we had clinics on wiring turnouts, judging mod-

els, and the Achievement Program. Every month we have our "Show and Tell" time where we bring a model in that month's category and explain some modeling technique about it, or the story behind the model, or the history of the model and its prototype.

Our meetings are on the first Tuesday of the month, except July and August, at 7:30 PM and we meet at Holy Trinity Lutheran Church located at 6322 S. Lakeview, Littleton, CO. For more info contact Denny Krausman at dkrausman@msn.com or 303-790-9285.

Division Officers

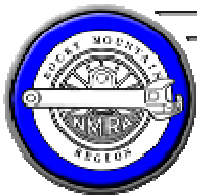
Division Superintendent ...Denny Krausman
Asst. Superintendent.....Harry Lindsay
Secretary.....Kurt Nielsen
Treasurer.....John Volp
Modular Layout.....Bruce Burbank
Boy Scout Liaison.....Chris Park
Achievement ProgramBruce Burbank



"Harry Lindsay giving a clinic"



John Volp's Modified Trailers for December
"Show and Tell" – Vehicles



10 SILVER SAN JUAN DIV

The last meeting of the Silver San Juan Division was September 29, 2012, advertised as such as it was unclear whether or not the Mayan calendar would supersede any further meetings. Since Southwest Colorado seems to still be here, I'd like other divisions to know what we have been doing.

Because of the wide geographic area of our division, ranging from the Utah border, northwest New Mexico, and southwest Colorado to the Gunnison area, our meetings are on a "round robin" basis. The Spring meeting is generally in Farmington, New Mexico, the Fall meeting in Durango, and other meetings in the summer are variable, ranging from Cortez, Bayfield and Pagosa Springs. Because some members' round trip can be one 100 miles, we decided several years ago to try and have a full day meet, rather than an afternoon or evening meeting.

That said, we try a variety of programs to make our meets of value to the members. I'd call your attention to our spring meeting, which was notable for a "clinic at a distance", was using a speaker from Denver, while his audience and visuals were in Farmington, New Mexico. This was written up in greater detail in the NRMA national magazine.

Summer brought a trip to Cortez to run trains and a buffet in association with the local club.

In September we were more traditional with an excellent clinic from Al Hovey on "Detailing the Right of Way", and multiple clinics from Richard Hunter on his layout. Each meeting also includes a "Favorite Train" contest, a swap meet by members, and a model contest in the Spring, and a photography contest in the Fall. One other popular event at each meeting is a segment called "From the Workbench" where all who come are encouraged to present their current activities.

The San Juan Board will be meeting later this winter to continue planning for programs for 2013



14 NO. WYOMING DIV

Sheridan Model Railroad association Happenings
By Bill Tulley

The SMRA has spent the fall and early winter working on the layout's extension to the Black Hills. The members



SMRA Members: Back Row left to right: Dick Lenzer, Bob Charles, Rod Reckard, Harold Huber Front Row left to right: Bill Tulley, Jim Perry, Kermit Ziler

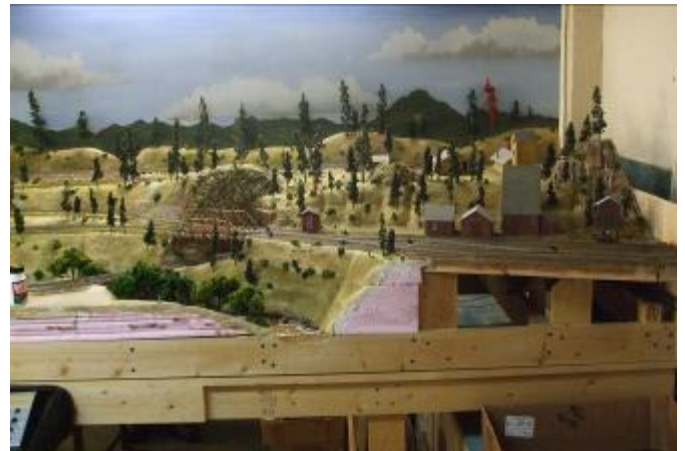
have learned that backdrop painting is not that difficult as long as you remember that you are not building a piano. Besides mistakes can easily be painted over.

Schedule for division meetings in 2013.

May 4 @ Casper 10:00am-3:00pm 1354 North Center
September 28 @ Sheridan 10:00am-3:00pm 1030 North Main



SMRA: The Plywood Pacific module



SMRA: The finished module



SMRA: The land forms emerge



SMRA: The finished module



SMRA: The module in progress



16 FRONT RANGE DIV

Officers for the Front Range Division were installed at the November meeting. They are Paul Brennecke-Superintendent, Jack Haptonstall-Assistant Superintendent, Keevan Burnside-Secretary and Ned Habich-Treasurer.

The Front Range Division had their annual "Gathering of the Elves" Christmas party at Keeven Burnside's house. We talked trains, ate pot luck food, and ran his layout well into the evening. The get together was well attended. In January we will return to our regular meeting place at the Colorado Railroad Museum. Hal Zimelman will give a clinic on Rio Grande railroading in the '20's. In February, Al Hovey, will give a clinic on "Track Side Scenes to Modeling" and discuss the up coming Region Convention in Albuquerque. The convention is titled "Rails along the Rio Grande 2013" to be held June 7 & 8.

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

Paul Brennecke
Superintendent
Front Range Division (16)



20 SO. UTAH DIVISON

Activities for the Southern Utah Division during this last reporting period were quite limited as many of our active members prepared for our annual open house held each November in conjunction with National Model Railroad Month. This year's open house featured 8 layouts, down from 2 last year. Paul Bottino, a new modeler to the Saint George area, racked in the largest turnout with over 200 viewers stopping by to see his outdoor G scale layout. Congratulations Paul for your first year showing.

In September, the Color Country T-Trak club (CCTTC), a 100% NMRA member club, had their layout at the annual Hurricane City Peach Days Festival in which the layout is always a very popular attraction, often having 20-30 people at a time in the room. The end of October saw the club north to the Salt Lake City area for the annual Wasatch Rails train show where their layout was seen by over a thousand people. They won 1st place in the Best Modular Layout competition at that show. In December, the club setup their layout along with some G scale Christmas trains

at the Hurricane City Festival of Trees, where the club announced their upcoming, first annual train show scheduled for April 2013. Identified as the Red Rock Rail Model Train Show, they will be inviting clubs from Salt Lake area as well as Las Vegas and hope to have some hobby shop vendors from both areas. Stay tuned for the results of that show.

In December we held our joint Division and Color Country Model Railroad Club annual Christmas party. We had 16 guests, great food, and a fun white elephant gift exchange.

As an added feature to our regular input to the Callboard, we are going to highlight one member's layout with a documentary and photos by the owner. Our first featured layout is owned and operated by Bruce Klawitter. Here's his story:

"I came into Model Railroading late in the game at the age of 64. After contacting Jim Harper, a local MMR with a wonderful Proto 48 layout, I became instantly obsessed with having to have my own layout. Available space restricted me to HO scale. I decided that I wanted to represent in some way my life's adventures based on my hometown of Fairwater, WI. The Milwaukee Road and Wisconsin Central were the predominate railroads that ran on the tracks through the village.

"Fairwater was primarily a farming town with a 4 room school house, 4 beer bars, and a canning factory that employed most of the villagers during the summer months. I worked on several of the farms while growing up. Just outside of town was the Utley Silica sand quarry and is still in



Photo 1

operation today. The sand is used extensively in many electrical components and for molds for the Kohler Company and the sandbox I played in as a kid. My Father worked as a finish carpenter for most of his life and I modeled Erv's Woodworking Shop (photo 1) in honor of him. He later hauled feed to farmers in his Moorman's Feed truck (parked in front of the barn) (photo 2), which I also modeled. The downtown area contains numerous

(Continued on page 36)

(Continued from page 35)



Photo 2



Photo 3

stores (photo 3), some of which I worked in as a kid. One store is Schultz's 5 & 10 where I worked as a stock boy during high school. I was working in the basement the day the announcement was made that President Kennedy had been killed. One of the homes I modeled, although not a



Photo 4

hometown original, is a replica of Ronald Reagan's boyhood home (photo 4) in Dixon, Illinois. So you can see that for me, the scenery and symbolism is as important as the trains operating on the track. "

"The farmer's coop, Country Feed and Seed (photo 5), was

kitbashed out of 4 different kits. There is a lumber and building materials supply and a coal yard that provided fuel oil to many of the homes for winter heating. The Cities Service gas station was owned by my Uncle Brownie and



Photo 5

as kids we would pump gas for him, wash windows, check the oil, all for a "bucks worth" of gas. My aunt had a small restaurant and a lot of us kids served tables for the Friday night fish fry. Fairwater Mill Pond (photo 6) was especially enjoyable to model with the sunbathers, fishermen, and the old tire swing. These are all things that I tried to bring into the layout because they are great memories and gave me the work ethic that has helped me prosper through my adult life.

"My hobby has brought me tremendous enjoyment and I love to show it off. I have been at the hobby now for about 2 1/2 years and have learned a lot. With the exception of one work party to help with the track layout, I have completed all of the work on the layout. I have a long way to go and keep a perpetual list of projects posted at my workbench. Eventually, each of the buildings and rolling stock will be properly weathered to show what affect the hard winters had on everything. Each building will be furnished and have interior and exterior lighting as well. I have a great group of guys in my train group and if I need someone to help with ideas or technical assistance, they are always there to help. If ever in St George, stop by and say Hi."

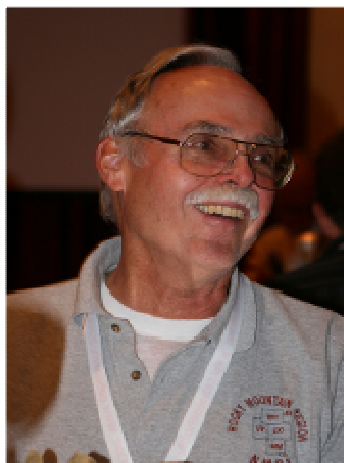


Photo 6

BUILD AN EARLY 20TH CENTURY ORE CAR

By William "Railroadbill" Tulley

A simple modification to the Accurail USRA two bay coal hopper will result in a common steel hopper car used in the Nevada mining districts. Similar cars were used in the copper mining districts of New Mexico and Arizona. Examples of this type of car are still in existence in Ely, Nevada at the Nevada Northern yard. In service photographs can be found in books on the Nevada Northern, Tonopah and Goldfield, Goldfield Consolidated Mining Company and Magma Arizona railroads to name just a few that I have found to date.



Nevada Northern #400 at Ely, NV

These ore cars are about 2-ft lower than a USRA car. Construction is easy and consists of making two saw cuts on the car body and then reattaching the upper lip. It is a simple matter to replace the AB brake components furnished in the kit with Tichy KD brake components and the ARA cast trucks with arch bar trucks. Then paint and decal the car to represent your favorite mining company railroad.

I will use the following photographs to illustrate my construction methods. This will be a better method than by using a written description.



Photo #2

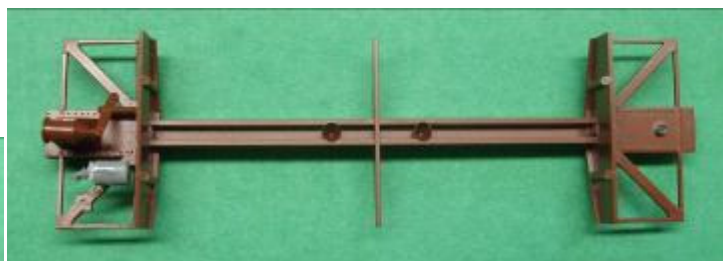
Car body marked to show the location of the second saw cut. This cut is located 7/32-in below the underside of the upper lip. This happens to be just below the second grab iron on the right side. It is also located just above where the slope sheet attaches to the end sheet on the inside of the hopper.



Car body with upper lip removed. By being very careful making the saw cut, you can save this lip for reuse. Careful sanding (I am not kidding here.) will remove any remnants of the car body from the lip.



Car body with 7/32-in (1-ft 8-in scale) removed. Sand the cut surface carefully to obtain a flat surface and then reattach the upper lip.



Under frame with KD brake components attached. You can use the brake cylinder with lever that came with the

(Continued on page 38)

(Continued from page 37)

Accurail kit instead of the brake cylinder that comes in the Tichy set. I was going to put an air pipe between the brake cylinder and the air reservoir until I realized that the under frame would not fit into the car body if I did. Putting this pipe in later was not worth the frustration of trying to make it fit in such a small space.

Additional Detailing

Add a brake wheel and shaft to the B end of the car. Drill a #78 hole through the lip and into the ratchet on the brake step for this. A train line may also be added to the A side of the car below the side sheet, if desired.

Finished car painted and lettered for GCMC. Photographs of the prototype car show a very light body color. These cars look like they are painted white which does not seem likely for an industrial railroad working in a dirty environment. Therefore, I used a light gray for the body color. The train line may be seen in this view.



Two cars waiting to be loaded at the Mispah Mine in Tonopah, NV on the TG&P



Two cars are being switched at the smelter in Battle Mountain, NV on the TG&P.



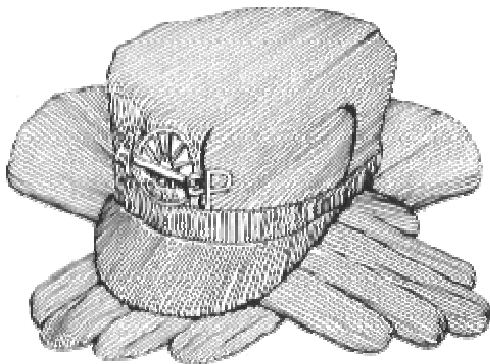
Material List

Accurail #2500 USRA hopper car
Tichy #3034 KD brake parts
Bethlehem Car Works #135 PSC Arch Bar Trucks
0.016-in Brass Wire

ACHIEVEMENT PROGRAM

MMR in 35 Square Feet

By Jim Laird



This is the beginning of a series of AP columns that will attempt to dispel the myth that to attain MMR status, you have to:

1. Have a large railroad
2. Probably needs to be published in MODEL RAILROADER or RAILROAD MODEL CRAFTSMAN
3. Be in the province of truly gifted individuals

This will become a blog of how I am working, proceeding and progressing in my goal of becoming a MMR.

I will begin by outlining the railroad I intend to model, the characteristics of the topography, the rationale for the railroad, and the development of an operating scheme. I will progress through the steps involved in building a living functioning railroad. MMR requires AP certificates in 7 areas; I currently have Association Official and Association Volunteer and will be working toward:

Civil Engineer

Structures

Cars

Scenery (the requirement is 32 square feet in HO, I've got 3 extra square feet)

Author (I am required to send in a column for the division, as AP chair, another column, as Division Super, you guessed it another column for the Sunrise Herald) Since I have to write them, I might as well use them for the requirements.

What follows is the rationale for the Door County Railway and Navigation Co. I have been collecting magazine articles relating to waterfront railroads as far back as "Sunrise on Thatcher's Inlet" from RAILROAD MODEL CRAFTSMAN to recent On30 annuals. Yes, it will be narrow gauge. (2ft) It will loosely follow (read that as free-lance) the Maine 2 footers. So let's let the fun begin and see where it takes me, I hope that working as a cheerlead-

er for the AP program will help you get off your buns and start working toward whatever AP certificates you might want to pursue. As always, you can reach me at WisconsinSouthwestern@gmail.com. I will be here for encouragement, and answers that might help you out.

IMAGINEERING THE DOOR COUNTY RAILWAY AND NAVIGATION COMPANY

Imagineering is a word coined by Walt Disney during the construction of Disneyland back in the 50's. I am using it in response to an editorial in Model Railroad Hobbyist. The point of the editorial was that often we get too involved or bogged down in prototype minutia. The opposite would be developing a plausible freelance railroad. I'm going to suggest the Door County Railway and Navigation Company as a plausible could have been railroad.

To my knowledge, there never was a railroad built north of Sturgeon Bay, Wisconsin, with some artistic license, I am going to develop a rationale for building a railroad in that area. First of all, for those not acquainted with Door County, it is north and east of Green Bay, Wisconsin, and is that thumb like appendage sticking out into Lake Michigan. It derives its name from the French who sailed Lake Michigan and named the channel between Washington Island and the mainland "Ports des Morts" or Deaths Door due to the number and frequency of shipwrecks in that area. Now it is just Door County.

For the past century, Door County has been a vacation destination preferred by many of the affluent coming from the Chicago area (often referred to as FIB's). The area has often been compared to New England and referred to as the New England of the Midwest. There are many bays and inlets in its coastline which are now filled with yachts and other boats. It is now a prosperous orchard area with an emerging wine industry. At one time early in the 1900's, Washington Island was the potato capitol of Wisconsin. The geology is mostly the limestone of the Canadian Shield, with steep limestone bluffs rising sharply out of the coastal areas. The accompanying map shows that the main roads form a loop around the coastline of the county.

If we make a few assumptions:

1. The east end of Sturgeon Bay continues on to Lake Michigan (we do it as the Sturgeon Bay Ship Canal)
2. The width and topography of Sturgeon Bay preclude

(Continued on page 40)

ACHIEVEMENT PROGRAM

MMR in 35 Square Feet

(Continued from page 39)

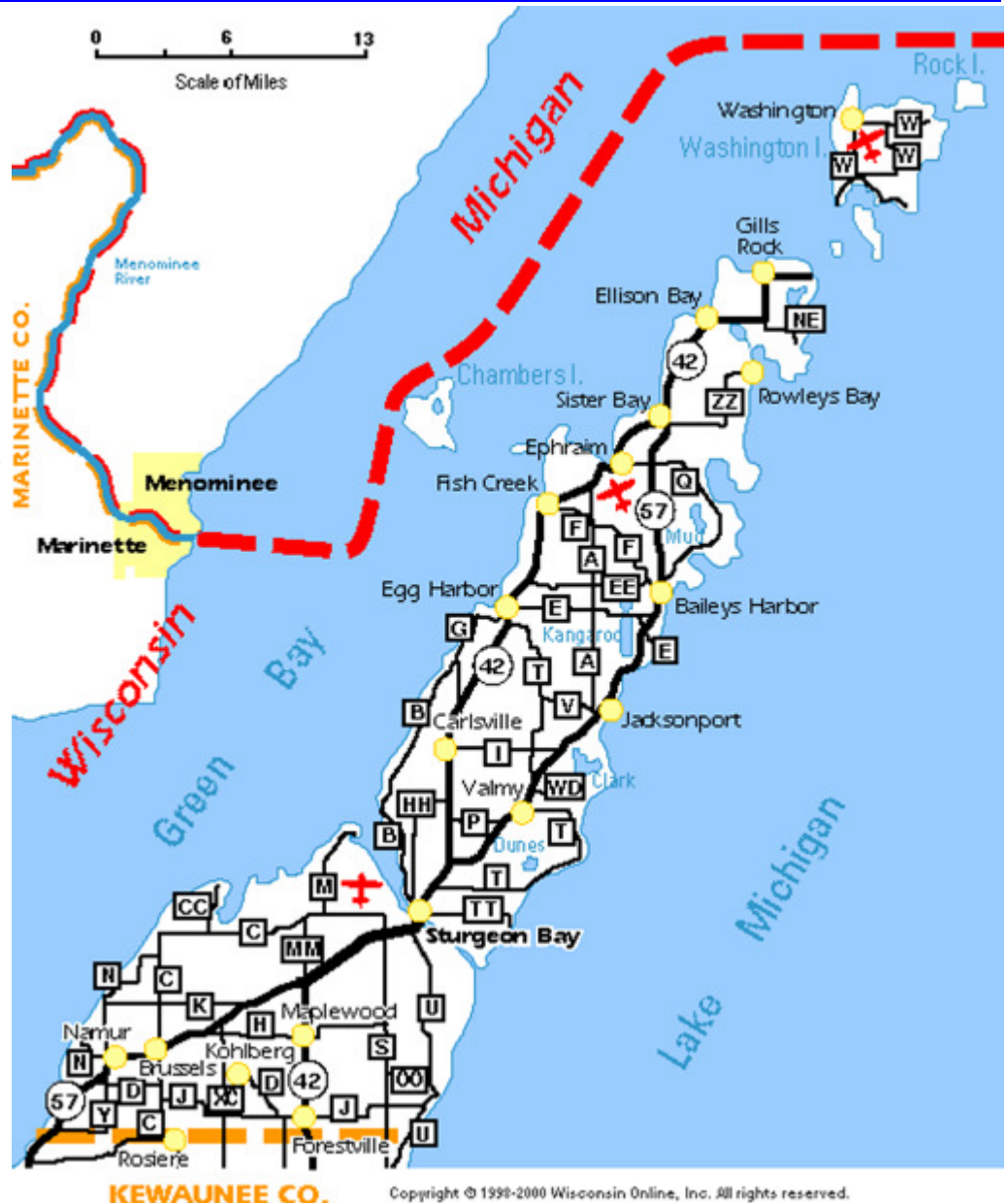
- building a bridge
3. The bright and enterprising inhabitants would, like those in Maine, seek out a method to encourage tourist dollars in and ship products out
4. A narrow gauge railroad would provide such a method and combined with the actual existence of 2 count them 2 ferry slips in the county, we have the rational for:

DOOR COUNTY RAILWAY & NAVIGATION COMPANY

Since the shoreline of the county extends from a few feet to several hundred feet wide, the ability to use tight curves further enhances the utilization of narrow gauge.

If you look at the map, and follow highway B northwest from Sturgeon Bay toward Egg Harbor, Fish Creek, Ephraim, Sister Bay and then turn back toward Baileys Harbor, Jacksonport and return to Sturgeon Bay, you would have created the prototype for the typical 4 x 8 oval layout. Here comes the artistic license again, I'm going to include Gills Rock in the loop. Actually it is going to become one of the busiest locations on the railroad due to the presence of the ferry to Washington Island. Which does exist in the county. The second ferry will be located at Sturgeon Bay and provide connection to railroads to the south.

Look for the next installment of this series in the Spring 2013 Callboard.—Editor



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NEXT ISSUE of the CALLBOARD:

SPRING EDITION (May 2013)

Deadline for submissions: April 20th, 2013

Publication date: May 1, 2013

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

Scratch Building Corner

with Harold S. Huber, Jr.



Welcome back to the scratch building corner. I hope you are ready to model as we are going to make a simple scratch built model of the plans of a blacksmith shop from the Historic American Survey/Historic American Engineering Record (HABS/HAER) at the Library of Congress web site. So let's model!

Enlarging and Reducing Plans:

As you may notice the plans I provided you in the Fall 2012 Callboard are not to any scale that is used in model railroading so first you must make the plans to the scale you are modeling. First with a ruler that is incriminated to the scale you model, write down the measurement you get from drawing 3 of 3 (the floor plan) and divide the smaller number into the larger number if enlarging and larger number into the smaller number if reducing the plan. The result will be the amount of enlargement or reduction percentage. I believe the result I got with this plan to make to HO/1:87.1 scale was 200%. Enlarge this page 200% if that is the scale you are using. Now take page 2 of 3 (the side and end wall drawings) and measure the length of the building, divide the smaller number into 18' 3 1/2" to determine the size to enlarge to or if the number is larger the 18' 3 1/2" divide 18' 3 1/2" into the number that you have determined from your scale ruler. I am not going to give you the answer this time you have to learn to do this to be able to use plans that are available from magazines and other sources to change them to your scale. There are cards out in the market and online that provides a reduction/enlargement rate for the different railroad scales, but this is not a railroad scale so you have to learn how getting a plan to your desired scale by reducing or enlarging. My email is sarge9@bresnan.net if you are having problems or my phone number is 307-672-8471 please call if needed.

Material:

I am building two models at the same time, one from plastic manufactured by Evergreen Scale Models Item # 4544 Board and Batten .125" spacing .040" thick, the other model is wood manufactured by Kappler Mill and Lumber Co Item #KP023 -P12 Board thickness is 1/16". There are several manufacture's of siding I happen to use these 2 as they are quite accurate in their measurements and as I am 120 miles from a hobby shop I get excellent service by picking up the phone and ordering direct. All directions used in this article are the same for both models and if there is a deviation I will explain at that time. The glue I use is Borden's yellow wood cement for wood and Plastruct's Plastic Weld for plastic. When gluing dissimilar material I almost always use two-part 5- minute epoxy, I use Loctite in larger squeeze bottles available at a Lowe's

or Home Depot (referred to as a big box). I use a very small artists brush to apply the plastic cement and a pin such as a hatpin or long map tack for the other two glues. There will be other materials used in this model session and I will be mentioning them as we use them.

The Plans:

Looking at the plans especially Page 2 of 3 (that have been changed to the scale you are modeling in) measure the length of the building and transfer that data to the material you are using.

(NOTE: I have almost dispensed of the scale ruler and use a ruler that can be found at a big box. It is a 1/32" inch increments, ruler 12" long, it has holes and lines that accepts a .05" pencil. I also use their Center Finding Ruler, a T-square, and a protractor, these are manufactured by Incra Rules, found on line at: http://www.incra.com/product_markingrules.htm

Micro Mark sells a 6" and 12 " regular ruler with the measuring system. Specialty Wood shops carry them also. Just a way that I have learned to operate as it is a more accurate system to measure things with than the scale ruler. No need to buy them right away, but recommend them highly.)

Careful measuring and transferring of measurements is essential. Start training yourself now to measure accurately and use time and accuracy with every aspect of the model, if it is not correct or accurate do it again. I have rebuilt parts of a model numerous times because it was not correct. The end product will make you proud that you built the model, yes, practice makes perfect and as time goes on you will learn when what you are building just does not meet your standards. This includes gluing, aligning parts, painting etc.

Building the Model:

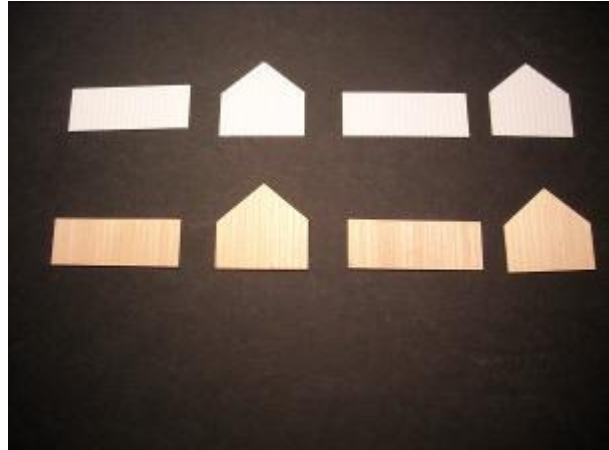
After you have transferred the measurements along the material with the battens going from top to bottom of the parts (Note: use the ends of the plans to determine the wall height as the side plans have a roof hanging down). I always butt the sides of the model up against the ends, as the roof will fit better later. When cutting start at the outside of the batten and measure your wall length and wall height. With model layout on the front of your material (I never can get it right if I do it using the back.) Cut out your parts (Photo #1). Ensure that the parts are accurately measured and most important they match each other to ensue a square model. (Photo #2 the blade I use) (Photo #3 shows the results) Before cutting the doors and windows I now

Scratch Building Corner

with Harold S. Huber, Jr.



use my 45-degree angle adaptation on my True sander and sand the corners to 45-degrees allowing for more gluing surface and only a hairline at the corners. (Photo #4) shows the process. Now measure your doors and window, paying attention to matching the battens with the plan. I use a sharp pin in a holder to place a dot at the corners to keep the material from running further than it should, especially important with wood (photo #5). (Photo #6) is the result of cutting out the doors and windows. Take your time and use successive passes with the knife. Do not try to cut all the way through at once. You will notice I place masking tape at the top of the side door, this also helps the cut from cracking.



Photo#3 Front, Back, and sides cut from material Top plastic, bottom wood.



Photo # 1 Note that I always use a faceplate (the flat steel plate machined to be flat and square) and a machinist square to ensure the parts end up correct. I am using an Olfa knife for cutting available at Sherwin Williams in the wallpaper tools section. I rarely use an exacto #11 except for reaming out a hole, your choice with this tool my preference is the Olfa knife.

Photo #2 Olfa silver knife



Photo #4 Sanding 45-degree angle on the matching corners.



Photo # 5 A pin pushed in at the corners of the doors and windows assists the material from cracking and cuts running too far.

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with Harold S. Huber, Jr.

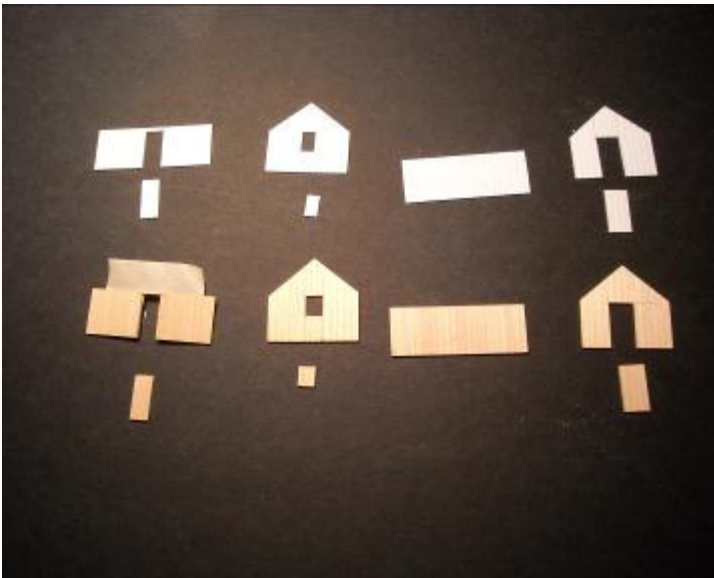


Photo #6 Note the masking tape at the top of the door on the side of the wooden model this also assists in keeping the wood from cracking.

Now it is time to cut bracing for the backs of the material we are using. I used scale lumber produced by Evergreen Scale Models, plastic. Kappler Mill and Lumber Company or Northeastern Scale Models for wood. Also at most art stores or Ace Hardware there is a Midwest Wood Products that has dimensional lumber use the pine not the balsa. I use a scale 6" x 6" of the appropriate material and cut them to be glued to the backside for support. (Photo #7)



Photo #7 Using the North West Shorelines Chopper set to cut the supports.

Then glue the supports to the entire end pieces including the roof angle and moving the side supports of the end in ward to allow for matching the corners from the sides of the model. On the side pieces only glue top and bottom allowing for a break in material for the side door. (This will also strengthen your 6" over door material). Cut the supports on the sides short enough to allow alignment with the end supports. (Photo #8)

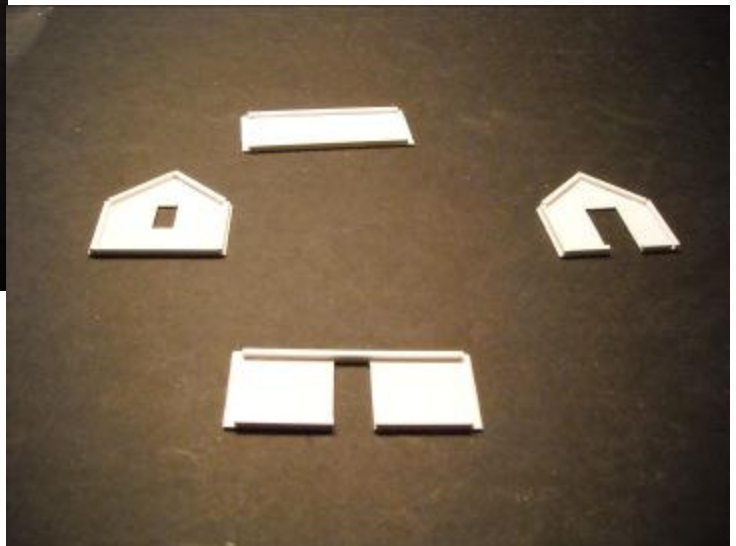


Photo # 8

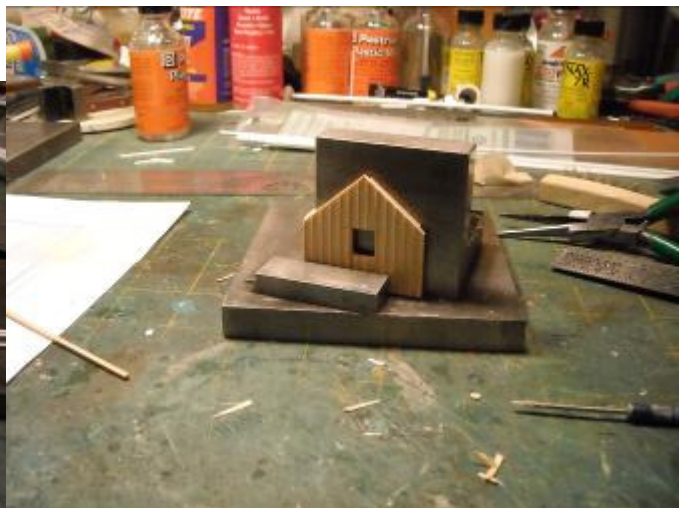


Photo #9 Ensure everything is square and flat to the faceplate.

The next step is to assemble the four sides together. I always use the faceplate to ensure that the model will be square and flat. With machinist squares and machinist blocks attach a side to the end, let dry (Photo #9) and at

Scratch Building Corner

with Harold S. Huber, Jr.



tach the other side and end together allowing to dry. When both pieces are dry put the two pieces together, I also put weight on top to ensure the building is fat and square. (Photo #10)



Photo #10

Pay attention to which end goes where, sharp-eyed modelers will notice on one of my models the ends are reverse (Photo #11) **YES** I make mistakes too. I will justify this by building a dog run with an overhead roof between the 2 and have an open-air work area.

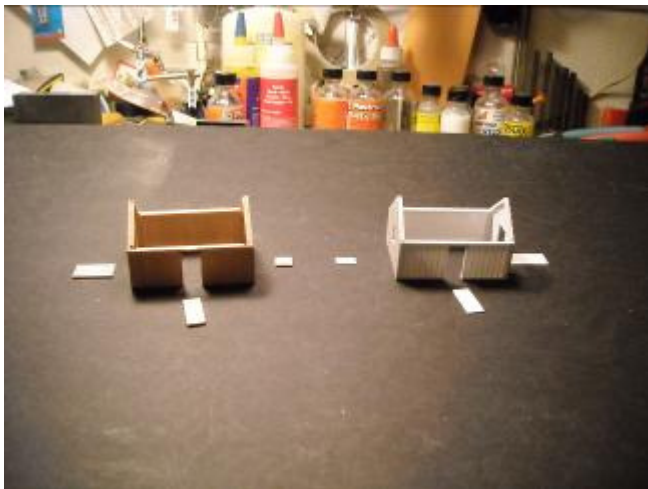


Photo #11

Set aside the models now and work on the doors and windows I had you cut them out for 2 reasons; 1. To practice

cutting window and doors. 2. Allowing the lines to be observed when looking at the model. Take some of your support material and glue support to the top and to the bottom of the doors or window. When the pieces are dry insert them into the appropriate opening and glue in place only applying glue to the supports.

The next step is to start building a foundation. I used 1/8" thick plastic sheet to fabricate the interior of the foundation. I buy these sheets from Caboose Hobbies in Denver they come in 12" X 24" sheets with thicknesses of .010" (HO 1"), .015" (HO 1.5"), .020" (HO 2"), .030" (HO 3"), .040" (HO 4"), .060" (HO 6"), .080" (HO 8"), .100" (HO 10"), and .125" (1/8"). The equivalent sizes are approximated as in HO .011" in 1 ". (These are located in the first long aisle as you enter the store on the north side about 1/2 way down next to the bulk scale lumber bin. I buy these every time I am in Caboose and have quite a stockpile, but as we get further along in this column you will find I use plenty of this plastic to scratch build models. It must be noted here that Evergreen Scale Models display has these in 4" X 12" with some of the thickness. I also stop at Ace Hardware (art stores, Hobby Lobby, and Caboose Hobbies also carry this product) and buy Midwest Woodworks flat stock from, 1/32" thick to 1/4" thickness for the same use. Cut the 1/8" thick plastic into 1/4" widths. I need to note here that I tend to make my foundations a little high. The reasons are it is easier to cut a wider piece and I use Blue, Pink, or Yellow Foam sheets as my first layer of the ground, I then cut the appropriate hole to insert the foundation in, this snuggles the building into the ground instead of setting it on top making it look like it was just thrown there. After cutting to length (photo #12) I applied Plastruct part #91561 Random Coarse stone in HO scale, cut to size of each of the 1/8" stock parts (Photo #13) and use 3M #77 spray adhesive (Photo #14) on both faces and attach the two together.



Photo #12

Scratch Building Corner

with Harold S. Huber, Jr.

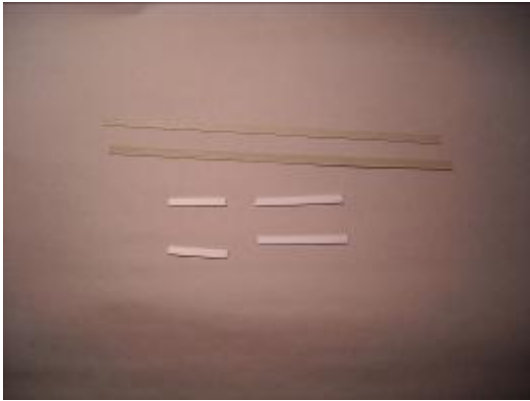


Photo #13



Photo #14

NOTE: I use the 3M-spray glue on all thin pieces of plastic such as Brick, Cut Stone, Random Stone, or thinner plain plastic. I apply the spray to each the stock and the back of the plastic sheet, careful application is required as with both pieces sprayed when put together it is stuck, you will not get them apart without destroying one or both of the pieces. Should you need to remove apply spray glue to only one side. In the past regular plastic glue caused the thin sheet to warp. I personally want to thank Duncan Harvey of Caboose Hobbies for the tip. I have, if it is possible, cut the thin plastic sheet larger and trim after they are glued together.

Now is the time I use the 45-degree angle adaptation to cut the corners at a 45-degree angle, this works better than doing each piece separately and gluing together afterward.

(Photo #15)



Photo #15

After the angling process is accomplished glue 2 corners together using the face plate and several squares and machined weight to ensure that the two pieces are at 90 degrees and aligned properly. (Photo #16 and 17)



Photo #16

Scratch Building Corner

with Harold S. Huber, Jr.

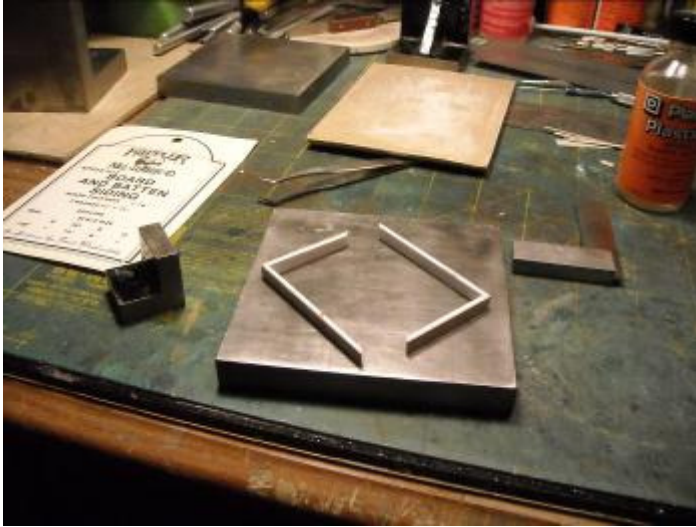


Photo #17

After gluing the entire foundation together I added the interior rockwork to the foundation (45 degree angle not required on interior corners). I painted the foundation with Acrylic craft paint Delta Crème Coat (Walmart carries the brand), Sandstone and let dry. Then I useing the same brand and a small detail brush I painted individual stones with Bamboo, Toffee, Georgia Clay, Mudstone, Trail Tan, and Toffee Brown. This is applied randomly and as neatly as possible, don't worry if you cross over the lines as it will not be noticeable after we are finished. When the paint has dried for 24 hours take the same brand of craft paint in the black color and thin it with water to make a wash brush this over the foundation then use a paper towel to blot the excess off. We are not done with the foundation. In Photo # 18 you will see the plastic model sitting on its foundation.

Now it is time to fabricate the roof, as this is not a very detailed model I use .060 thick plastic sheet and 1/16" plain wood sheets. I cut the sheets to the required size, note that the overhang on the sides is not great and allow for the over hang on the ends. After cut to size I once again use the 45-degeree-angle adaptation and sand the edge of the sides to this angle. When accom-

plished glue the roofs onto the building (Photo #18).

Fabricating scale 2" x 4" stock for the door locks and hinge supports. Using the chopper or squares to cut at a 90-degree angle and I use a very fine Artist detail brush for plastic cement or a fine pins for wood cement to apply to the building. Careful do not cross the cuts for the doors and use your plan to place. A pin indentation will add detail where the locks were nailed to the structure (Photo #18) for the finished product. I used Grandt Line part #5095 HO Hinge Assortment for hinges. I changed the window hinge to a different type of hinge. It must be noted that if working with a wood material the hinges and lock structures need to be left off for weathering.

At this point I sprayed the plastic model barn red (Krylon Ruddy Brown Primer spray can), applied a Northeastern Scale shingle sheet to the roof, and painted the hinges black (Photo #19). I used 2 – 1"x 6" pieces of scale plastic and tacked the ends forming them in a V to fit the angle of the roof, for the roof cap I glued a .040" rod from Plastruct for the top. I painted this with Krylon Brushed Nickel to make it appear as galvanized metal.



Photo 18

Scratch Building Corner

with Harold S. Huber, Jr.



Photo #19

Those of you working in wood Kris Blackmarr has an accompanying article showing how to weather wood.

(Thanks Kris).

You have just finished your first scratch built model. Remember, with practice your skills will become honed to where things you struggled with on this model will become second nature. Save your model and compare the next one you build to it, there should be improvement.

Next time we are going to build this model board by board with 2" x 4" scale studs, 2" x 6" rafters, scale 1" x 12" siding and roofing material, and 1" x 2" battens. So pick a pack of these sizes of scale lumber of either wood or plastic (your choice I will be using wood) in your scale and get ready for a detailed structure, if your work is judicious possibly earn you a merit award in the Achievement program. I will scratch build the worktables from 2" x 12" scale stock. I will use a 9/16" tube and a 1/8" tube to fabricate a forge, and various thickness of plastic to make the blower for the forge. We are not going to get into working doors and windows until a later time, as this is a more advanced skill. So, pick up the required material and we will start again the next time.

Technical Corner

Rex G. Beistle
Longmont, CO

SPARE DECODER WIRES

The internet is quite a resource, and quite the mechanism for making acquaintances from all around the world as well. Recently I replied to a U.S. modelers question about installing a DCC decoder. I finished my suggestions by saying to cover the unused wires with shrink tubing. This prevents unwanted contact with other conductive things and a likely decoder failure.

It did not take long for an internet acquaintance from Australia to offer a clever way to take care of spare decoder wires. The text of his suggestion follows:

"Hi Rex,

After removing a little of the insulation off the end of the spare decoder wire, I grab the bare (copper) wire with needle nose pliers. I then commence to pull the insulation back so that I will have about 8 mm of bare

wire showing. Still holding the insulation, I cut the bare wire flush with the insulation and then pull on the insulation. This allows the conductor to disappear inside the insulation and have no conductor showing. As I am into N scale, it saves on space doing it this way.

Just a suggestion mate.

Regards, Ron Ruyg
Australia"

There are many first rate modelers in the Australasian Region of the National Model Railroad Association (NMRA). The Region covers Australia, New Zealand and some Pacific Islands.

The region has a fine web site at <http://www.nmra.org.au/> - have a look at what they are doing. I wager that you will find a good idea and a lot of good modeling. Look at their "Hints & Tips" at http://www.nmra.org.au/Hints/Hints_Tips.html and "Layout Galleries" at http://www.nmra.org.au/Layout_Tours/LayoutTours.html for some top-notch motivation.

Scratch Building Corner

with Kris Blackmarr



The Scratch Building Corner's Weathering Department with Kris Blackmarr

Welcome to the weathering department of the *Scratch Building Corner*. My intent is to provide you with ideas, tools and techniques that will allow you to create models, or upgrade model kits, so that the model becomes visually pleasing to the viewer's eye. Some folks like to call it "eye candy".

My goal is for this series of articles to be your inspirational guide. Note that I know there are many ways to achieve the weathered results other than what I will be presenting. Please feel free to let me know if you achieve your goals in a way that is different than what I'm presenting, and I'll be happy to include it in a future article. Should you have any questions, comments or suggestions, please contact me. It is only from your feedback that I'll be able to present items of value to you. My e-mail address is: krispb@fastmail.us

Overview Notes:

I plan to present multiple techniques that you may want to apply to your models. We will start out using some basic tools and techniques. Note that you may find some of the techniques presented may not work for your style of modeling, and that's OK. Each of us models differently, thus is my reason to present multiple techniques to create various effects on your models. I hope that you will try the techniques presented and find at least a few to add to your toolbox.

The techniques I will present are not necessarily new or invented by myself. I use a wide array of techniques that I have accumulated from kits, the model press and on-line forums. I frequently combine techniques to achieve a desired look and often modify a technique to fit my modeling style or to achieve a desired look. You should feel free to do the same.

You will find that the presented techniques work in N, HO, S and O scales. I'll attempt to limit the techniques presented to those that work across these scales with little or no modifications. Some items will clearly not be useful in some scales, like nail holes in N scale. Where needed, I will note necessary modifications that apply to a technique and a specific scale(s). I will present my work in HO and O scales throughout this series.

It is important to remember that when one looks at a model, the first thing the viewer sees is the finish. When I model, I actually spend a lot more time on the 'finish' than the actual construction of the model. Weathering a model to contest standards takes time, and those of you with medium to large layouts will probably find that you will only want to model a few 'foreground' models that include the advanced weathering techniques I am going to present. With the addition of foreground models that are highly detailed and

weathered, the viewer of your layout will carry those details to other models within your model world in their minds eye, thus enhancing the viewing pleasure of your layout. I would be remiss if I did not point out lighting. Be aware that if you color or weather a model at your workbench and then place the model on your layout, there will be slight color changes. You may find that you like the coloring of the model on your workbench, and then find you are unhappy with it on the layout. Make sure to test the coloring of the model under your layout lighting prior to applying it to the entire model.

A short note about my modeling style may also be of value to you. I use a lot of soft pastels and washes in my modeling. You will also discover that I 'build' my weathering in multiple steps throughout the construction of a model. I use a lot of techniques where the weathering occurs from the backside (non-viewing surface) or uses capillary action to achieve the weathering effect. I generally focus my modeling on structures and the details around and associated to the structures. Mainly I model dioramas and portable modules.

Basic Tools:

Harold did a wonderful job of presenting the main tools that I use in his article found in the December of 2012 issue of the *Callboard* Newsletter on page 33. I will therefor only note a few additional tools here.

File Cleaning Card - I use this tool to create wood grain. It works in wood, styrene, resin and plaster. Make sure to always pull, never push, your wood strip under this tool. If you push, you will quickly find that you will have broken strips of wood. Pull the stripwood or styrene under the wires with moderate pressure and a slight wave action. You will create wonderful wood grain. I do not use Zona, X-acto or Atlas saw blades, or the multiple blade tools to create wood grain due to the grain being too uniform. You can find file-cleaning cards at home building supply and hardware stores.

Knitting Needles - I use these tools to create deep gouges and dents in wood, styrene and plaster. They can also be used to create knotholes. Others uses include assisting in the placement of shingles when doing individual shingles on roofs, assistance in placement of items in modeling and on the layout and making small tracks for roof water runoff around structures. You can find these at your local craft, fabric or Wal-Mart store. Make sure to get the size that is comfortable for your hand, and then sharpen the end(s) if necessary. I tend to use needles that are 4 to 6 inches in length.

Beading Tool - Some folks use a beading tool instead of knitting needles. A beading tool looks like a large tapered needle mounted in a handle. Again, comfort in the hand is essential, so the choice of tool is yours.

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Scratch Building Corner

with Kris Blackmarr



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Beading tools can be found at most craft, fabric and Wal-Mart stores.

Felting Needles - These are wonderful for making nail holes. This very sharp and stiff needle allows wonderful control to produce very small punctures in wood, styrene and plaster. In HO scale, this needle is also very useful to create knot holes as the needle has barbs on the tapered shaft, allowing you to create different size knot holes and acting as a reamer at the same time when creating the knot hole. These needles are hard to locate in the fabric stores, as they are known by different names. You will want to ask for the 'felting tool' and then obtain a package of refill needles. I tend to use the 'heavy weight' needles instead of the 'fine' needles.

Sanding Sponges - In addition to the Nail Files (Sanding Sticks) noted by Harold, I use sanding sponges. These are soft sanding blocks found in the paint section of home building supply and hardware stores. I tend to use the 3-M "fine" sanding blocks.

Cleaning Pads - These are the green cleaning pads found in the grocery store to clean pots and pans without scratching. You can find the same item at a much lower cost in the paint department at home building supply and hardware stores. I use these to clean the fuzz off of wood, creating random broken boards and to polish the wood prior to staining. I also use the cleaning pad to remove small amounts of paint and chalks during the weathering process. I prefer using these pads over the 4-0 steel wool so as not to introduce steel wool particles onto the layout. I will however, admit that steel wood does a better job more quickly.

Paint Brushes:

I'm breaking out paintbrushes from the basic tools for a couple of reasons. The foremost reason is a warning: **--DO NOT USE YOUR EXPENSIVE PAINT BRUSHES WITH SOFT PASTELS AND WEATHERING POWDERS--** When using a paintbrush to spread soft pastel chalks, you will quickly find that the brush's life expectancy is very short. After about a dozen or so uses, the brush will become so splayed it will not even work for weeds on the layout.

I will introduce different types of brushes such as a flat-shader, wisp and fan. We will be using different areas of the brush to assist in the control of applications of washes, and discuss the different brush types for the given tasks. Specific brush types will be noted as we use different techniques.

STAINS AND WASHES:

I suspect that most readers of The Scratch Building Corner have used stains, washes and paints to color their models. I use stains and washes in conjunction with soft pastels to

enhance the color of my models.

I regularly use washes to bring out details like nail holes, rivets and wood grain. One of the basic washes is alcohol and India ink, or "A-I". The three general mixes, or strengths, of A-I living on my workbench are:

Alcohol and India ink solutions:

1. **Light:** Add 1 teaspoon of non-waterproof black India ink to 1 pint of 90% Isopropyl alcohol.
2. **Medium:** Add 2 teaspoons of non-waterproof black India ink to 1 pint of 90% Isopropyl alcohol.
3. **Dark:** Add 3 teaspoons of non-waterproof black India ink to 1 pint of 90% Isopropyl alcohol.

Notes:

Obtain 90% isopropyl alcohol (rubbing alcohol) at your local drug store. You will usually find isopropyl alcohol in two strengths, 70% and 90%. Select the higher percentage strength available to reduce the water content in the alcohol. This *may* help in reducing warping of thin wood elements and the stain will dry quicker.

I use Higgins non-waterproof black India ink.

Additional Stain Recipes and examples:

I strongly encourage you to visit the Rusty Stumps Scale Models website and download the three articles by Mike Chambers on "Staining and Weathering Stripwood". These articles have outstanding staining examples and stain recipes. Visit <http://www.rustystumps.com> and locate the articles in the "How To Articles" section of the website.

Silverwood vs. Weather-It:

Both of these commercial weathering solutions are used extensively in different settings. Silverwood produces the silver-grey weathered wood we often see in nature. To my eye, this solution produces a cleaner weathered wood than does the Weather-It product. The Weather-It solution produces a weathered grey that is 'sooty' to my eye.

Due to the final appearance of the weathering solution, I use Silverwood in scenes where there is a lot of water or natural weathering of wood surfaces. I use Weather-It in scenes when items like smokestacks, chimneys, steam engines and coal dust are close to, or contained within, the immediate area.

Both of these products are used on construction materials other than wood, and I will present some examples of their use on materials such as plaster.

SOFT PASTELS:

I use soft artist pastels in every model I construct. Due to my constant use of this medium, I feel a few words about this medium may be of value to you.

Soft pastels are often referred to as 'chalks'. In our hobby, these are often mistaken for weathering powders. Make no

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mistake; there is an important difference between soft pastels and weathering powders. Although both products may be used in much the same way(s), weathering powders *do not allow* the same extensive control and forgiveness as soft pastels.

Weathering powders are more restrictive in their use due to the adhesives contained in the weathering powder that assists the powder's adherence to the model. The adhesive may be of value when adding weathering powder to a styrene or brass freight car. However, the powder does not flow as easily when using it for rust stains running down a structure surface, such as a rusty Nut-Bolt-Washer (N-B-W) detail. Additionally, the adhesive makes the weathering powder a bit more difficult to spread in a light, subtle color wash.

All pastel and weathering powder brands may be used and blended together. It is important to note the different attributes of control when using pastels vs. weathering powders during the coloring and weathering process.

Soft artist pastels can be purchased at most art supply stores or large craft store chains. Also, visit the web using a search for "Soft Art Pastels" to locate distributors such as Dick Blick Art Supply or Dakota Art Pastels.

Pastel Brands and Types:

Pastels come in soft, medium and hard grades or hardness. We will use only the soft and medium hardness or grade pastels. Soft pastels in a pencil form will also be used in some techniques.

Although not pastels, I consider charcoal sticks and pencils as the same kind of weathering tool as pastels. I will describe techniques of using charcoal to increase shadow and seam lines in models.

Schmincke Soft Pastels - This is a very soft pastel stick that makes it easy to create fine powders. These sticks must be handled and stored with care; otherwise the sticks simply break and/or crumble into small pieces or disintegrate into powder. The softness of the pastel stick and the ability to create a very fine powder are what facilitates the rendering of the rich hues that makes this soft pastel the brand that I use most.

Rembrandt and Sennelier Soft Pastels - These brands are also soft pastels, but are a bit harder than the Schmincke brand. They easily produce a fine powder when scraped with a razor blade, but the powder may have a few larger bits of pastel in the powder. The larger bits produce stronger and deeper color tones than the finer powder when being applied to the model, thus providing additional subtle hues in the weathering process. In addition, these brands of pastels provide more control when used directly on some surfaces (such as when drawing the pastel stick across the model surface prior to the wash being applied).

Alphacolor Soft Pastel Sets – (twelve stick set of Earth Tones / twelve stick set of Hi-Fi Grays). I strongly encourage you to obtain these must have sets of soft pastel sticks. These pastels may very well be the only soft pastels you'll ever need. Alphacolor pastels are student grade pastels that are very close in hardness to the Rembrandt and Sennelier brands. You will find a use for pastels from one or both of these sets on every model you create.

Prismacolor NuPastel Sticks - NuPastels are a medium grade/ hardness pastel. These pastels do not easily scrape into a powder form but are used in some techniques to color the model. Artists working in pastels use these pastel sticks to draw sharp lines. We will use these types of pastel to provide large areas of opaque color and to blend the color into additional hues. Note that we generally will not use the pencil form of this product as it produces fine lines that work only in N-scale.

Stabilo and Conté Pastel Pencils - Are the soft pastel pencils that I'll reference in some techniques. Note that these are soft pastel pencils, not colored pencils. Only soft pastel pencils will work in the techniques I'm presenting. Soft pastel pencils are used for accents of color on some models. Because of the pastel's physical characteristics, a high degree of color control can be obtained using this type of pastel.

There are many other soft and medium hard pastel brands, but those mentioned above are the brands that I use and will reference. With the exception of the Alphacolor pastel sets, purchase your pastel sticks and pencils individually from open stock.

Where are we going with all of this?

In the next article I'll build, color and weather the blacksmith shop which Harold has presented. To provide a bit of eye candy, below are some samples of structures colored and weathered using the techniques and materials I'll be presenting:

Figure 1. Weathered Boards Using Pastels



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Figure 2. Kit-Constructed Shack Built and Weathered During the Presentation of My Hands-On Clinic



Figure 4. Weathering of a Well-Maintained Older Structure



Figure 3. Advanced Weathering Techniques for Older Structures Applied to Board-by-Board Construction



Figure 5. The End Product



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 Scalers, 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

Northern Colorado Garden Railroaders, Fort Collins/Loveland, CO

Del Tapparo, (970)-223-3463

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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 Heritage Buena Vista, CO
George Barnett, 719-395-4410
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 Scalpers, 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" Scalpers, Grand Junction, CO
Western Colorado Large Scale Model Railroaders, Grand Junction, CO
Ken Pedersen (970) 434-3784
Dave Atkins (970) 434-5299

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Arkansas Valley Division (17)

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

Roaring Fork Division (19)

Roaring Fork Valley Model RR Club, Glenwood Springs, CO
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, wyoharry@bresnan.net
Grayville & Western Railroad Modular Group, Deadwood, SD
Mel Drews, 605-578-3830
Sheridan Model Railroader Association, Sheridan, WY
William Tulley, 307-674-4885, railroadbill@vcn.com

Southern Wyoming Division (12)

Sherman Hill Model Railroad Club, Cheyenne, WY
Scott Phillips, 307-630-3029
Brent Hunter 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
Cindy Meiser, (801) 966-7411
South Weber Model Railroad
southweberr@aol.com

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The Hostlers, Riverdale, UT

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

Utah Free-MO

Contact: Allen Carter, (801) 967-2949, Utahfreemo@aol.com

Utah Large Scale Society

Stan White, 801-546-4085

Utah Lego Users Group

Reed Cowan, gbltc@aol.com

Utah Society of Railroad Modelers

Scott Perry, usrm@yahoo.com

Utah Train Collectors Association, Hooper, UT

Jim Allen, (801) 643-3665

Southern Utah Division 20

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

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

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

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

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

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

Road Runner Division (7)

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

New Mexico Garden Railroaders, Albuquerque, NM, nmgrr.addr.com

NMGRR@comcast.net

New Mexico Narrow Gauge Modular Club, Albuquerque, NM, nmngmc.org

Phil, 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, ttnsnmd.org

bomerang6@yahoo.com

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Rio Grande Division (6)

Cloud Climbing Modular Society, Alamogordo, NM

Clovis Area Train Society, Clovis, NM

Ed Bailey 575-769-0470

Dona Anna Modular Club, Las Cruces, NM

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

Eddy County Model Railroad Club, Carlsbad, NM

Dennis Kral, 575-885-2374

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

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

Marc Geist, 915-532-8856

Mesilla Valley Model Railroad Club, Las Cruces, NM

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

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

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

George Redpath, (915) 851-2132

Silver City Train Group, Silver City, NM

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

Southern New Mexico N-scalers, Las Cruces, NM

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



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



REGION CALENDAR OF EVENTS

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

Upcoming Events for 2012 & 2013

National:

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

Regional:

2013 Convention – Rails Along the Rio Grande
Albuquerque, NM - June 6-9, 2013

2014 Convention – Meeting of the Rails
Salt Lake City, UT – date pending

Divisional:

Sunrise Division Regular Meeting

First Thursday of every month, 7:15 pm
Holy Love Lutheran Church, 4210
South Chambers Road, Aurora, Colorado.

Wasatch Division Regular Meeting

Second Saturday of every month, 10:30 am
UTA FrontRunner Shop, 955 North 500 West
Salt Lake City, Utah 84116

Northern Wyoming Division 14

For information contact Harry Buhler
at wyoaharry123@yahoo.com

Clubs:

Utah Society of Railroad Modelers

First Saturday of every month, 3:00 pm
Pioneer Valley Hospital, 3460 South Pioneer Street
West Valley City, UT 84120

Sheridan Model Railroad Association

1030 N. Main in Sheridan, WY
For information contact Bill Tulley
at railroadbill@vcn.com

Central Wyoming Model Railroad Association

1354 N Center in Casper, WY
For information see web site: CWMRA.com

Other:

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

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

Then contact....

**Boy Scout Program Chairman
Blaine Bachman**

**6115 Shadow Ridge Drive
Albuquerque, NM 87120**



WE NEED PICTURES!

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

Thanks!

ADVERTISING NOW!

The Callboard Now Accepts Paid Advertising

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

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

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

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

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

PIKE ADS NOW AVAILABLE!

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

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

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

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

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245 Hidden Meadow Drive
Alpharetta, GA 30004

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

The Rocky Mountain Region Electronic Callboard Newsletter

Advertising Policy

Rev 05-01-11

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

Circulation as of 08-01-2012

Print Edition: 195 members
Electronic Edition: 700 members
Online Edition (Website): unknown

Policy:

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

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