

The Rocky Mountain Region's

CALLBOARD

Summer 2012 Edition



© Tom Frerichs

***Inside: 2012 Convention Report,
2013 Convention News,
Division News, Photos,
Articles and More!***



The National Model Railroad Association

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Thank you for supporting the Callboard!



The CALLBOARD

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

SUMMER EDITION AUGUST 2012

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Positions Open! Contact the Editor for details.



**C
O
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R**

A run-by on the Cumbres and Toltec Scenic Railroad. A little taste of the June 2012 convention.

Tom Frerichs Photo

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

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The Rocky Mountain Region Callboard
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Off the Rails

with

Gary Myers



I took the liberty as my first Presidential action, to break with tradition and change the name of this column. Let's face it, we all know that this column is "Ramblings from the President" no matter what it is called, but I don't like to admit to my degree of senility than the title implied, despite what readers from my home Division already know. I prefer the connotation the new title conveys, you can take it for whichever way you'd like to take it. If I seem like I get a little off track, you get the picture.

I took on this job because I think we need to get back to basics, and have fun. We sometimes get caught up too much in the politics, personal agendas, conflicts with rules and regulations, difficulties dealing with personalities, and complicating matters where they needn't be so complicated. Do we really need to be worrying about that stuff, life is short. If members are not happy, if Division meetings are getting glum and mundane, and if people are avoiding participation, then we need to take a look at what we are doing for a moment and stop doing whatever that is, that is doing that. If it doesn't feel fun, if it doesn't seem fun, then it must not be fun, so just quit it, stop it, and stop it now. Let's not turn the hobby we love into something we don't enjoy. If you can help make things better, step up and help out, because that is what this organization needs. If you are asked to help, there is a reason you were asked, so help. This is not my Region, it is ours. This organization is as only as good as we want to make it, and we can make it better together. Remember our goal is to foster model railroading in a fun environment, to share the hobby and enjoy it with each other. Complaining, criticizing, finger pointing, taking ourselves too seriously, and not contributing isn't going to get it done, or help much neither, as Sheriff Taylor might've said. We need to remember that we need to work together, help each other, encourage each other, and enjoy the time we have together with each other, that really makes our organization worthwhile and why it IS fun. To paraphrase a popular saying from my favorite football coach (from that school up north in Ann Arbor), "This is Model Railroading, fer God's sakes!"



Now I don't want to take myself too seriously either, and I hope none of us do. My Division's editor, Tom Frerichs, from the Sunrise Herald dubbed my monthly column "from the Chief" and posted a modified Santa Fe Chief logo, to also jab at me, a very dedicated Rio Grande modeler. But I have grown fond of that column and that

logo. Well, with my recent promotion, (and with apologies to Don Allender), I guess that makes me Super Chief? I gotta get a new hat!

Editor's Ink

with

Chris Fallis



It has been a hot and dry summer in the Rocky Mountain Region and I sadly have to report that the summer's forest fires have claimed two RMR member's homes and have nearly missed a number of others. I know that region members have unselfishly come to the assistance of their fellow model railroaders and other affected by these natural disaster. Not unsurprisingly, adversity can bring out the best in people and I am proud of the response that I have seen. On the happy news front, from the smiles on the faces of the "Big Horn Mixed" 2012 convention attendees, it looked as though travel to the mountain village of Chama, New Mexico was worth the trip. In addition the "Rails over the Rio Grande" 2013 convention planners really, really, really want you to know what they are planning for next June, so take some time and look over the information on that event included in this edition of the "Callboard". I have included a two page registration form for this convention and it is never too early to start making your travel plans for June 2013. I have to give special thanks to a number of people who make this publication possible. First, the people who prepare articles and photos. Thanks for sharing your knowledge with us all and the stunning photos I have received. For the Division folks who send me reports of the happenings in your area, thank you for showing what you are doing to support and build enthusiasm for the hobby locally. Ken Berry has stepped up repeatedly to provide this publication with column headers and other graphics that just "pop". His artistic talents greatly outshine mine!

Finally, thanks to outgoing Region President Harold Huber. He admitted to being grateful for term limits in his office, and I can tell you that he really worked hard over the past 4 years. He had to deal with NMRA National, regional politics including fractious divisions and generally tried to encourage a diverse group of modelers to have fun. He oversaw 17% growth in the Region from 825 members to 967. Double digit growth is not happening in any Region or the National at this time.



Big Horn Mixed Convention Report



*Richard Hunter
Photo: Tom Frerichs*

For those of you who were there, here is a summary. For those who missed the convention, here is what you missed.

We had 110 people on the train plus the crew. There were a total of 112 at the convention.

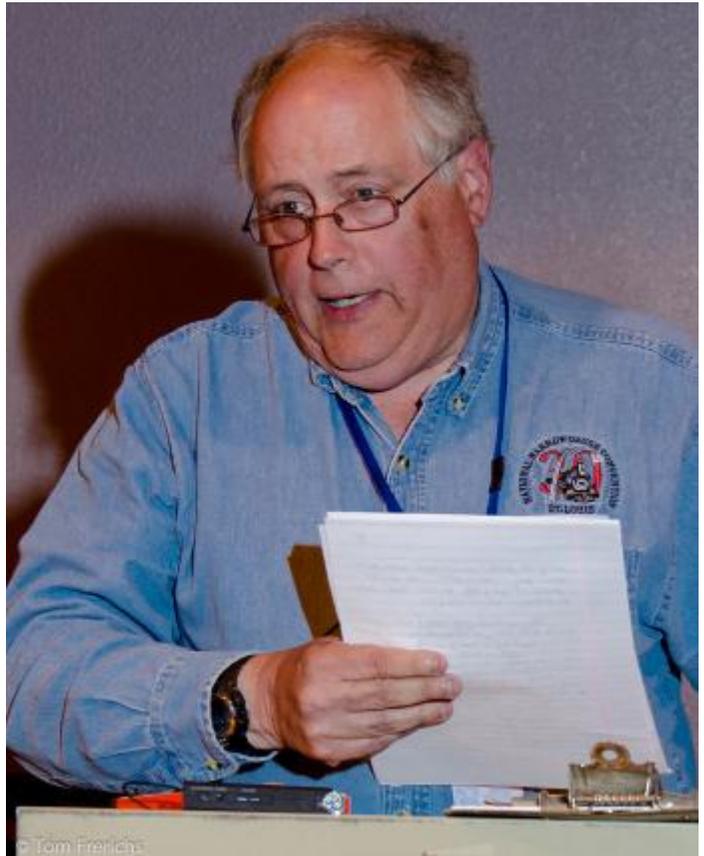
Every RMR division but one was represented. We had 16 people from outside of the region. These came from: Alabama, California, Connecticut, Missouri, Nebraska, Texas, Wisconsin, Canada and Japan.

The convention opened Friday afternoon with a chance to visit the Chama Yard, either on your own or in a guided tour.

After supper on Friday, we met at the Chama Community Center. Here we had the contest room set up, Jack Sousa had the company store and we were set up for the evening's programs.



*L to R: Stewart Jones, Don Francis
Photo: Tom Frerichs*



*NMRA President-Elect Charlie Getz
Photo: Tom Frerichs*

In addition to the official speeches, every registered person received a door prize. We started by giving out three passes on the Durango and Silverton Narrow Gauge Railroad and four \$25 gift cards from Caboose Hobbies in Denver. To wrap up the evening, Charlie Getz presented one of his great talks. In case you didn't catch it, Mr. Getz is the incoming President of the National Model Railroad Association.

Saturday morning started with a 5:30 a.m. breakfast at Foster's Restaurant and then boarding the train at 6:30 a.m. Our train was designated as Work Extra #487. K-36, loco #487 pulled a twelve car freight string out of Chama, turned around at the Big Horn Wye, and returned to Chama,



*Conventioners and Harold Huber
Photo: Tom Frerichs*



*#487 heading uphill
Photo: Tom Frerichs*

logging 89 miles and eleven hours on the road.

Our day on the train was planned for five photo run-bys. We must have done something right because we got nine run-bys in and still got back on time. Thanks for this goes to: a great train crew, the convention committee that helped control the crowd and especially to the attendees who got off and on the train promptly and safely.

We hardly got out of the Chama yard when we stopped to set up a photo line. The next locations were: just north of Cresco water tank, along the Rio de Los Pinos, just east of Osier, and at Calico Cut. At Toltec siding, we got to shoot our train arriving and then the meet with the regular westbound passenger string.

We were dropped off just short of the Big Horn Wye to set up our photo line while the train turned around. After catching westbound Work Extra #487, we ran west to the Rock



Photo: Tom Frerichs

with half the people on the ground each time.

The only reported injuries from the train ride were: a cinder in the eye, a lady that was looking for a band aid for a small cut on a finger, and a lady with a bump on the arm. These were treated with some eye wash, a band aid and sympathy. I am always relieved when the train comes in with no serious injuries.

Saturday evening, after supper, we again met at the Community Center for contest judging and the Rocky Mountain Region Board of Directors' meeting.

Sunday morning was a short contest award presentation, donuts and coffee, and get out in time to chase the regular train from Chama to Los Pinos.

Now is the time to plan your next year's trip. The RMR convention will be in Albuquerque and they have always provided us with a great experience.

Dick Hunter – Convention Chairman



*Lena and Larry Buyck
Photo: Tom Frerichs*

Tunnel and Garfield Monument. To handle the number of people on the train, we did two run-bys at the west portal,



*L to R: Gary Myers, Marjorie Lynn, Allen Hovey and William Sedivec
Photo: Tom Frerichs*

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**Please send corrections and updates to
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JOIN OUR E-GROUP!

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

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

Or go to:

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

Contact Scott Perry if you need help signing on.



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Some Thoughts on Conventions

By: Dick Hunter

I have been involved with the Rocky Mountain Region since 1977. I have chaired or been on the committee of many conventions, both National and Regional. The following are some thoughts I have on hosting conventions. These come from experience, not just ideas in the head.

Timing of the convention is important. Spring conventions have always drawn more people than in the fall. Whether to do it over a holiday weekend has always been a matter for discussion. I don't think there is a difference for the Memorial Day weekend but think the Labor Day weekend is the last chance for families to get outdoors together for the season. The combination of a last summer outing and being in the fall is the problem. A spring convention is like opening the season with the rest of summer to do all those other things. I used to get a Hilton Inn's complex for the Memorial Day weekend for the price of one day's rate because they didn't have anything else going.

Convention costs are going up. We need to think of ways to reduce the overall cost. Using first class convention hotels can be expensive. Many smaller hotels have sufficient facilities for our use. We have used Holiday Inns and other similar places. Also, we could cut down the number of days for the convention.

Having a headquarters hotel is important, even if you are not using the hotel's facilities for the convention activities. As an example, for the recent convention in Chama, I designated the Branding Iron Motel as headquarters. They gave us a \$25 per room discount. They get no vacancy and we save money.

Years ago, our conventions were Friday evening through Sunday afternoon. This would reduce space rental. Conventions started at 6 pm Friday with registration, clinics and show set up. More clinics were on Saturday morning and layouts in the afternoon. We usually had a banquet but not always. Breakfast and board meeting were Sunday morning and layouts in the afternoon. Train show was all day Saturday and Sunday. This was a tight schedule but it worked.

Door prizes are always an important item. For my first regional convention in 1980, I had 135 prizes to give away. We broke the 200 people mark for the first time at that convention. I have been using the same wording of the request letter ever since. In Chama, we had a prize for every registered person. My method for handing them out has been complimented several times. The method changes a little, depending on the type of convention.

Location and type of convention can vary. In the

last seven years, Sunrise Division people have hosted four conventions. In 2006, we were in Chama and rode the regular train on Saturday. This was a Friday afternoon through Sunday morning affair. No train show or clinics. 2007 found us at home in Aurora with a normal convention (clinics, train show, layouts, etc.). We ran from Thursday evening to Sunday morning. In 2010, we were in Alamosa with some clinics plus riding the regular train all day Saturday. This year (2012) we did Chama again with a photographer's special train.

Several times over the years, a train ride has been included as part of a convention. This includes the Cumbres and Toltec Scenic Railroad, Durango and Silverton Narrow Gauge Railroad, Rio Grande Scenic Railroad, Georgetown Loop Railroad, Pikes Peak Cog, Heber Creeper, and the New Mexico Rail Runner. I probably have forgotten others.

If you have questions about any of this, you can contact me at hunterrl@central.com

It is your turn to get involved.



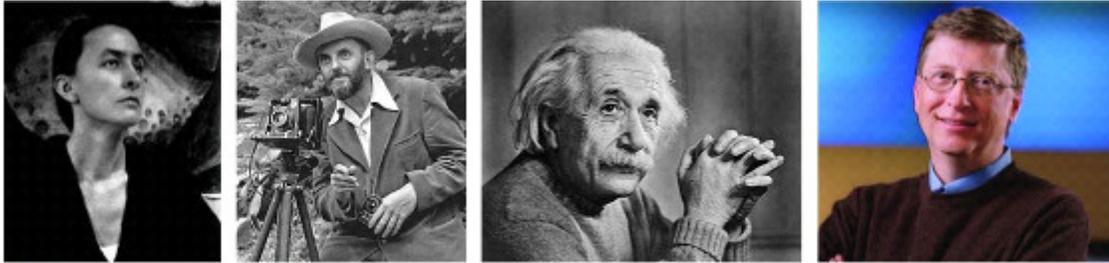
Photo: Tom Frerichs

The Land of Enchantment Celebrates 100 Years of Statehood

By Al Hovey

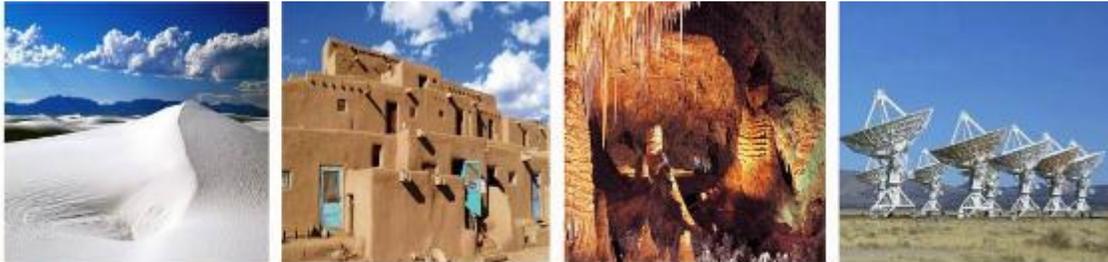
Oh so many years. Oh so many people. Oh so many places. Oh so many memories.

As reported in New Mexico Magazine's January 2012 issue - "New Mexicans celebrated the long-awaited news of statehood with great fanfare on January 6, 1912 and nine days later, seven thousand New Mexicans cheered when William C. McDonald took the oath of office as the state's first governor".



THE PEOPLE

Over the years many New Mexico natives or people who built at least part of their reputations in New Mexico have risen to national and world prominence - restaurateur Fred Harvey, architect Mary Colter, artist Georgia O'Keeffe, photographer Ansel Adams, physicist Albert Einstein, Navajo Code Talker Chester Nez, artist R.C. Gorman, software visionary Bill Gates, NFL linebacker Brian Urlacher and Medal of Honor winner Army Ranger Sgt. 1st Class Leroy A. Petry to name just a few.



THE PLACES

Sites in New Mexico known around the world - Bandelier National Monument, White Sands National Monument, the Trinity Test Site, Los Alamos National Labs, Route 66, Shiprock Peak, 19 Native American pueblos including Taos Pueblo and the Sky City of Acoma, the Very Large Array radio telescope, Valles Caldera National Preserve, Carlsbad Caverns, Mount Taylor, Taos Ski Valley and many, many more.



THE MEMORIES

New Mexico offers endless adventures, that often include travelling to the past, stopping at the Alvarado in Albuquerque, the Castaneda in Las Vegas, the La Fonda in Santa Fe, Harvey House Museum in Belen, and Ghost Ranch near Abiquiu. History shows on July 16, 1945 scientists detonated the world's first nuclear device near White Sands, and then

(Continued on page 9)

(Continued from page 8)

37 years later the missile range welcomed the return from space of Shuttle Columbia. Every year thousands of modern-day visitors come to visit the Albuquerque International Balloon Fiesta, take in the Bosque del Apache National Wildlife Refuge and neighboring, world-famous "Owl Café" in San Antonio, or head north imagining they are part of the famed Taos Art Society, creating more memories. And who can forget, "get your kicks on Route 66" while traveling across New Mexico.



THE RAILS

Railroads have played a prominent role in the history of New Mexico – they include the Rock Island and Southern Pacific combining to build the Golden State Route, the 'battle' over Raton Pass, and the AT & SF offering the passenger and "Transcon" mains across the state. Amtrak's Southwest Chief continues to carve through New Mexico daily BNSF recently completed addition of a second main track on it's Transcon through Abo Canyon, and Union Pacific is now expanding in the state, building what will be it's largest international transshipment as well as giving a boost to it's Sunset Route. The early 21st century also brought commuter rail, with the Rail Runner Express serving the Central New Mexico corridor.

And remember, you won't need to bring your passport when visiting New Mexico for RARG2013. Yes, there are those who don't realize our state is part of the United States, so if you want to join fellow New Mexicans for a good laugh, read "One of Our 50 is Missing" in the back of the monthly New Mexico Magazine.

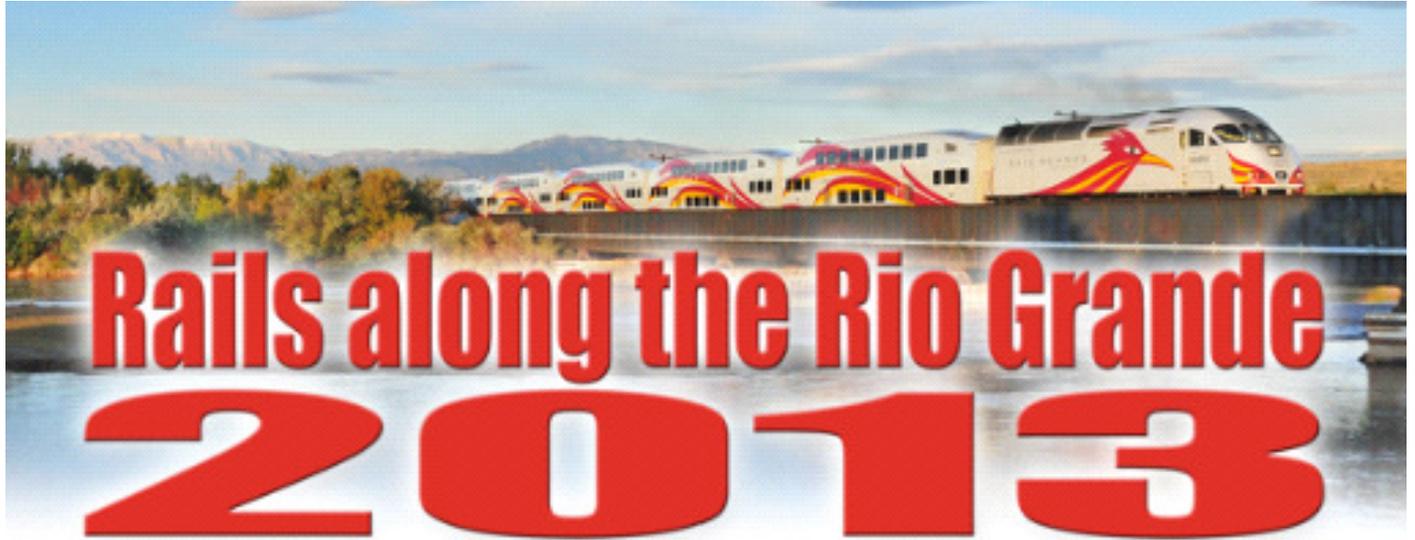


UPRR 844 pulling the Centennial Special crossing bridge near Logan, NN on November 4, 2011.

(Continued on page 10)

(Continued from page 9)

The Union Pacific Railroad helped kick off 2012 centennial celebrations in both New Mexico and Arizona sending their 844 steam locomotive and Centennial Special across both states. In New Mexico overnight, extended or whistle stops included the cities and towns of Tatum, Santa Rosa, Vaughn, Carrizozo, Alamogordo, Santa Teresa, Deming and Lordsburg.



CONVENTION & TRAIN SHOW
Pre-Convention Operating Sessions
June 4 - 6

RARG2013 Convention *June 6 - 9*

RARG2013 Train Show *June 7 - 8*

'FAVORITE TRAIN' TAKES CENTER STAGE FOR RAILS ALONG THE RIO GRANDE 2013 CONTEST SCHEDULE DEBUT



“FAVORITE TRAIN” CONTEST

Al Hovey and the host committee for RARG2013 have been working hard designing next years' event to showcase all the best models for convention goers to enjoy. Topping the list are two Favorite Train events, held in conjunction with the special Union Pacific and BNSF night events.

If you are a Union Pacific or fallen flag fan, surely you must have a collection of UP cars and motive power that you would be willing to show off. The trains can be any era, type or scale as long as they fit the evenings' theme. (e.g. Passenger, Freight, MOW, whatever.)

Same goes for the BNSF or fallen flag modelers among you. There have been some great consists running over both of these famous lines, and remember, not all trains have to be 100 reefers heading to the eastern markets or long sleek passenger trains streaking across vast open spaces. Some really neat trains were only one lonely gas-electric car carrying the last straggling passenger to the next town or a short work train going out to fix a trestle somewhere, or maybe it's the train taking water to Madrid and bringing coal to the mainline at Waldo.

FEATURED CONTEST CATEGORIES



RARG2013 will also feature additional model, photo and craft contests for viewing pleasure and NMRA recognition. Special honors will include the Caboose Hobbies “Best-in-Show” and NMRA Achievement Program Merit Award. Models will be carefully judged and scored using the NMRA rules, plus all models entered in the judged contest are still eligible in the popular vote competition.

In addition to the usual NMRA model categories, the Rocky Mountain Region is sponsoring the “ever popular” Mini-Module Contest. The module cannot exceed 144 square inches in base size, but can be as tall as you are comfortable transporting. No specific theme to follow this year, but most of us do live in the desert, so a module depicting this area would not be out of line.

For details on any of these contests, or the convention, please visit www.rarg2013.org and remember to 'like' us on Facebook and follow us on Twitter. This is a great chance to show off some nice trains and give us lots to talk about. The major thrust of this years' convention is for you to have a great time and share the model projects that you have been working on. Come and help us celebrate model railroading!

RAILS ALONG THE RIO GRANDE 2013

Pre-Convention June 4 -June 6 2013

Convention June 6 - June 9 2013

Train Show June 7 & 8

Convention Registration Forms

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

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

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

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

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

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

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

Name(s): _____ ; _____

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

(Rev. 6/26/12)

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 Registration Page One: Sub Total:\$ _____

MERCHANDISE IS NON-REFUNDABLE.

OPERATING SESSIONS

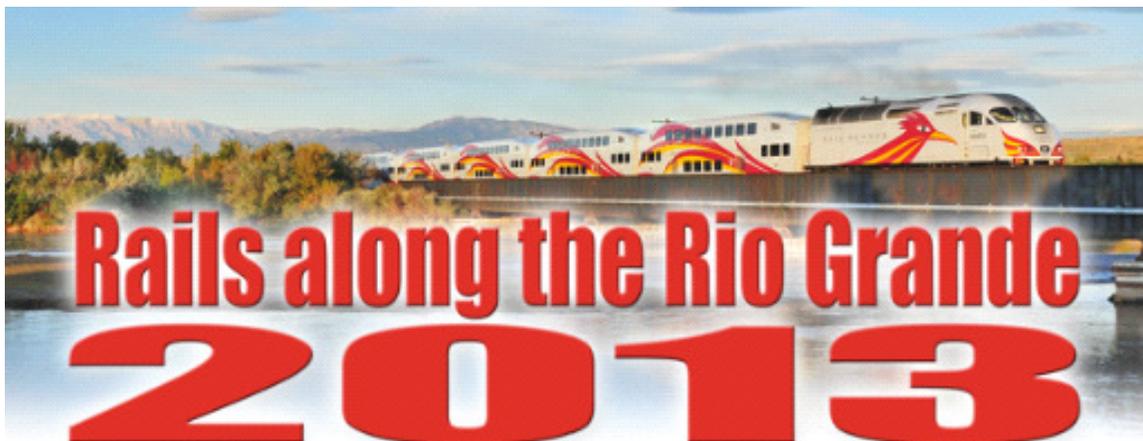
\$10.00 per session
Refundable Upon Attendance at Session

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

Enter on Registration Page One: Sub Total \$ _____

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

(Rev 6/26/12)



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.

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.

Denver & Rio Grande Narrow Gauge 3rd Division

Art Lorenz will host an intermediate operating session on his "Denver and Rio Grande Narrow Gauge 3rd Division"



Lynn Garrison
Photo: Rolf Nitsche



MoPac Coffeyville Sub (Continued on page 15)
Photo: Al Hovey



*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

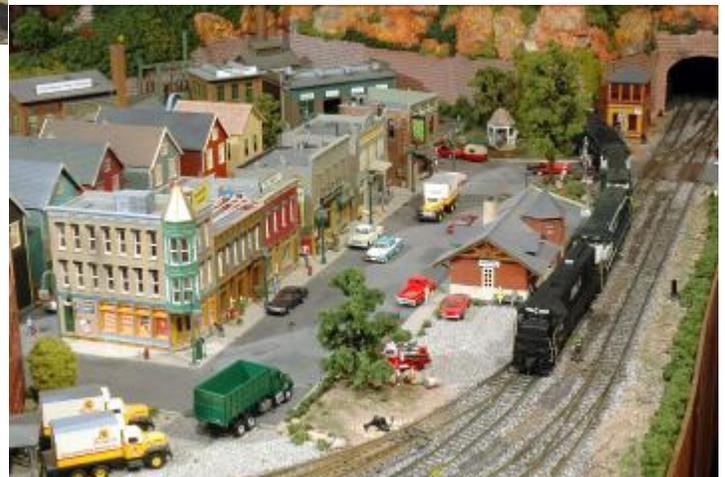
John Moore will host an advanced session on his "Oklahoma Belt Line" including the Santa Fe and Rock Island Lines. The Belt line is an HO industrial switching railroad which is loosely based on operations in Oklahoma City during the late 1940's and early 1950's. John runs his layout using a modified 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



NMRA NEWS

- **The Board of Directors will meet in Grand Rapids** on Friday, July 27, Saturday, July 28, and Sunday, July 29. While the Friday meeting is a closed caucus, most of the Saturday and Sunday meetings are open to all members. At this time the meeting room hasn't been determined, so check with the convention hotel after you arrive if you're interested in attending.

- Very soon we hope to be announcing the name of the new **Director of Marketing and his team**. Those folks will be meeting with members of the NMRA leadership team in Grand Rapids to formalize the process of developing a program to recruit and retain members.

- The Standards & Conformance Department has an urgent need for an **ATA Certified Translator** to convert German documents into English. The work includes translating the Lenz document describing Rail-com into an English version. If one of your members has the qualifications and is interested, contact Didrik Voss, S&C Department Manager, at davoss@pvmtengr.com.

- Atlantic District Director Nobby Clarke and his team have been invited to bring the NMRA Publicity Booth to the **last-ever U.S. Railroad convention in Switzerland** this October. This is a huge event, with attendance numbering in the thousands. More information at <http://www.trainmaster.ch/XCV-15-e.htm>.

-Gerry Leone, MMR National Communications Director

NEXT ISSUE of the CALLBOARD:

FALL EDITION (November 2012)

Deadline for submissions: October 15th

Publication date: November 1

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

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RMR REGION BOARD MEETING

The next Region Meeting is tentatively scheduled in Denver for **SATURDAY, November 10TH, 2012** to coincide with the Great Train Expo. All members of the NMRA are welcomed to attend. The exact time and location has yet to be determined but will be available in the Fall Edition of the *Callboard*.

PIKEMASTERS RAILROAD CLUB OF COLORADO SPRINGS: A REVIEW

STORY AND PHOTOS BY CHRIS FALLIS

Editor's note: This article is a completely unauthorized biography of a model railroad club in Colorado Springs, Colorado and has only a passing resemblance to reality. The opinions contained herein are strictly the author's and do not reflect the officers and majority of the members of the club, the staff of the Colorado Springs City Auditorium, Mayor Steve Bach of Colorado Springs or Fox News. Anyone who says otherwise is itching for a fight.

In our hobby, as in life, there are two types of people, joiners and non-joiners. Some of us join high school debating teams, the armed forces, college fraternities, the Elks, the Masons, the Rotary and model railroad clubs. Prehistoric man banded together at night to keep themselves safe from saber-toothed tigers and later to protect themselves from the highwaymen of medieval Europe.



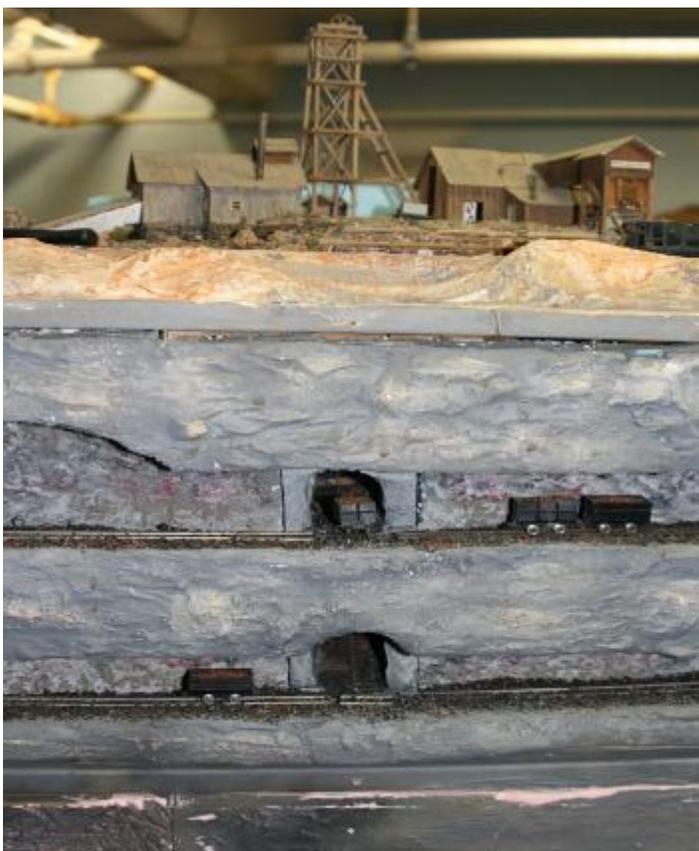
Business Meeting

Others lived lives that could best be described as “solitary, poor, nasty, brutish and short”. So like our cleverer and longer lived forefathers a small group of our village’s residents take refuge each Thursday night in the depths of the Colorado Springs City Auditorium. My children call it “The Grumpy Old Men’s Club” but it was formally incorporated in 1988 as “Pikemasters Railroad Club of Colorado Springs”.

Pikemasters was formed around the late Jerry Shereck, a hobby store owner who opened up his shop for the first few critical meetings of the club. The club soon found a rental space in the basement of an office building. It contained amenities such as the debris of 80 years of cast offs, asbestos insulation on exposed pipes, lead paint, painted over windows, cobwebs and restrooms shared with the homeless. In short, a perfect location. One hundred cubic yards of debris later the space was a blank slate wait-

ing for a railroad. The core group of founders soon grew to about 35 and got busy building a railroad.

My own introduction to the club came around 1995, when I visited during an open house. I saw a room dedicated to Colorado narrow gauge, another to a circus themed display layout and finally a much larger room with the main HO layout. Perched on a dais on the side of the room were the 4 mainline throttles and 4 operators. I thought that I had died and gone to heaven. Thinking that the \$12 per month dues would enable me to operate all my equipment and spare me the chore of building my own layout in an unheated attic, I immediately joined.



Unobtainium Mine

I was soon introduced to the down side of belonging to a group. At the first monthly club business meeting I attended, there were matters that were being debated quite loudly. Almost 20 years later these arguments have been long forgotten and in the cosmic scheme of things they probably weren't all that critical at the time, but there were

strong supporters on both sides. Tempers got out of hand, phrases that would make a sailor blush were tossed around and one member quit on the spot. I wondered why people could get so steamed about toy trains, but there it was. This is no reflection on club members or lone wolf operators, but some people can compromise and some people just don't play well with others.

Flash forward to 2012. Pikemasters lost their lease on the office building basement and secured a long term lease of an old police shooting range in 1998. Most of the lumber, rolling stock and buildings were reused in the new layout that we installed in the new 90 x 20 rented space. The new layout was designed and built; some of it was re-designed and built again then redesigned and built again. With the increased adoption of Direct Command Control (DCC) about one third of the layout was reconfigured to allow the running of the new-fangled high frequency alternating current locomotives instead of the tried and true direct current stock that the club members have in great quantities. The club is currently roughly divided into the early technology adopters of DCC, the analog DC guys who don't care to buy decoders and re-wire their fleets of 100+ older locomotives, and the HOn3 guys who don't want the brain damage of trying to shoehorn a decoder into a narrow gauge brass engine. Currently there are about 22 members and a few of them were queried about their experience as part of an organization that runs on majority rule and compromise.



Tom Smith at work

Tom Smith moved to Colorado Springs and was



Former Shooting Range

looking for a solution to the problem that his new condominium doesn't have sufficient space for a home layout. He checked with local hobby shops and found that Pike-masters had a good reputation in town. Tom found out on further investigation that he had discovered a great group of guys, a layout already built and a place to run his own equipment. He also wanted to share his knowledge of the hobby and hopefully learn more about model railroading. His take on the pros and cons of club member is that "If you are on your own you can do things exactly as you want to and you are the one in charge, but when you are a member of a club, you have to have to be willing to go by majority rule. This is perfectly fine by me and the advantages for my particular situation far outweigh the disadvantages. "

Frank (Don't call me Francis) Serpe, club president, was asked for his feelings about the club. "Everyone here is very easy friendly and cordial and easy to work with. I have never seen anybody here in a bad mood. They put their noses to the grindstone and do a good job with everything that they do on the layout". The bovine effluent was getting deeper with every passing minute. Pausing briefly, Frank admitted that there were occasional challenges but admitted that it was mostly in his dealings with the City bureaucrats who ran our building and not the club members. Frank has no home layout so his sole outlet for model railroad fever is Pikemasters. Frank also noted that the club was a great way to share the knowledge

(Continued from page 18)

with and absorb some enthusiasm from our younger members.



Jimmy Patterson at play

Jimmy Patterson, at 18, is one of the younger club members. He said that he enjoys Pikemasters because he gets to chat with others, learn from the older guys, and teach others when he can. Jimmy knows about electronics, operations and track, but said "don't ask me to put together a kit". He added that he got a great feeling of accomplishment from the things he has done at the club. Unlike most members, he has a home layout. His is located in an unheated 8 x 12 shed in his backyard. It is convenient but can get uncomfortable in winter or summer.



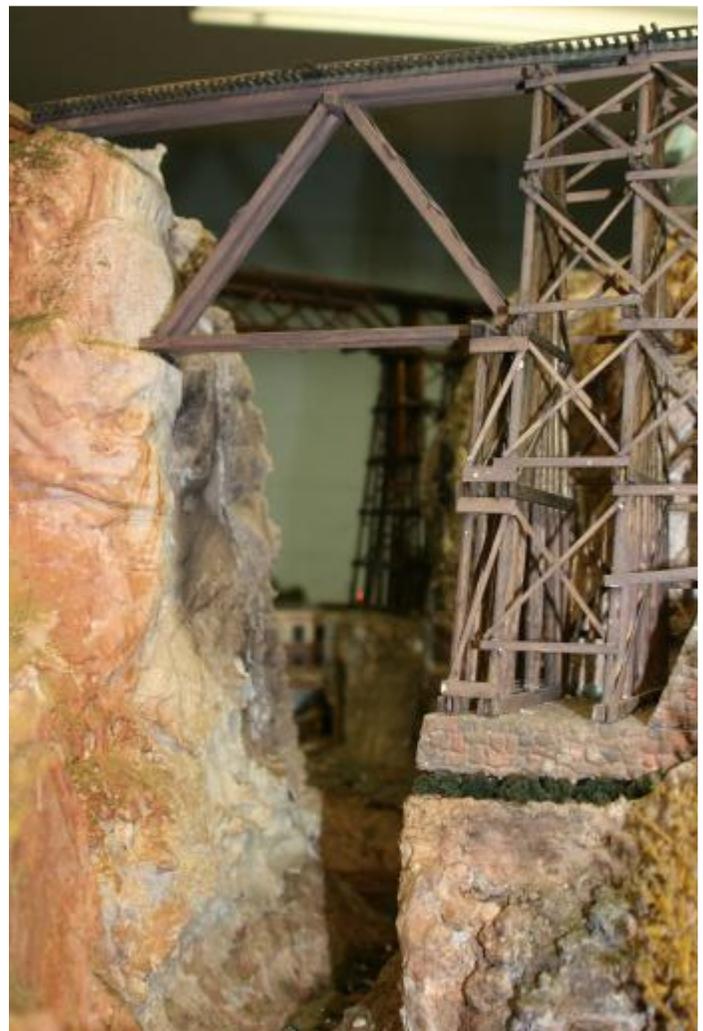
Grumpy Old Men?



A Happy Visitor

When asked about the challenges of membership he said that "sometimes you don't agree on everything, but you have to work it out in the end".

I have enjoyed my long tenure as a Pikemasters member. If you are a lone wolf modeler whose skills might be stagnating or whose home layout never seems to get off the drawing board, visit a nearby model railroad club. You might be surprised at what you can find.



Narrow Gauge Trestle



02 SUNRISE DIVISION



*The Sunrise Division had several attend for the meet.
Photo: Tom Frerichs*

The Sunrise Division is in the middle of a very busy year. After hosting the 2012 Big Horn Mixed Rocky Mountain Region Convention, we took another break from our monthly meeting venue with a successful Rail Fan Meet at Palmer Lake, Colorado on July 7th. We return to our regular venue of meetings with the first Thursday of the month in August through the rest of the year. We will feature clinics on lightweight home & show module construction in August and decoder installation in September, along with our popular Tool Time Minutes and Show N'Tell themes. Also in



BNSF coal train of empties heading north at Palmer Lake, CO, 7 July 2012, Photo: Gary Myers

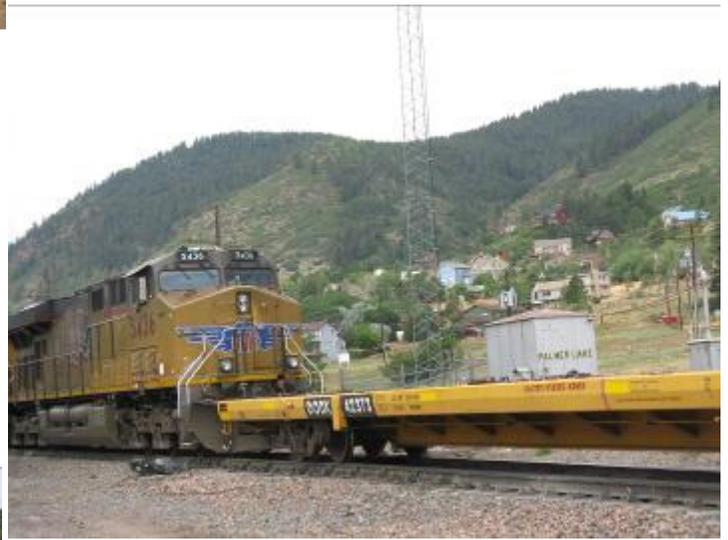
August, we'll lash up with the Front Range Division for a picnic at the Colorado Railroad Museum. Check our website for the latest information for upcoming Division activities at: <http://www.trainweb.org/SunriseDivision>

The Sunrise Division's meetings are on the first Thursday of the month at 7:15- 9:15 PM, at the Holy Love Lutheran

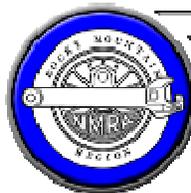
Church, 4210 S. Chambers Rd, Aurora, Colorado. After the meetings many of us adjourn for some dessert and socialize for another hour at the nearby Village Inn.



BNSF 5357 heading up a south bound freight at Palmer Lake, CO, 7 July 2012. Photo: Tom Frerichs



An empty UP south bound with US Army flats at Palmer Lake, CO, 7 July 2012. Photo: Gary Myers



XX MISSING DIVISION

Five out of seventeen divisions provided input for this area of the Callboard. Pester your Division Superintendent to provide something for the next issue in November, or better yet, write something up yourself. The editor promises to be gentle with the red pencil.

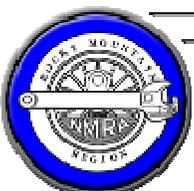


04 PIKES PEAK DIVISON

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

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

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



14 NO. WYOMING DIV

Report and Photos By Bill Tulley

It has been quiet up here in Wyoming lately. With temperatures over 90 degrees for the last month, all modeling activities have retreated to the coolest place to be found or have ceased entirely. My large gray cat (Mouse) will not let me use my desk, as that is the coolest place he has found.

The schedule of activities for the remainder of this year here in Northern Wyoming is as follows:

Fall Division Meeting October 4 at Sheridan
Sheridan Model Railroad association Open House November 17 at Sheridan
Central Wyoming Model Railroad Association Open House November 23 & 24
At Casper
Times and locations will be published in the November Callboard after they are finalized.



The Mill in Comet, MT

Four members of the Sheridan Model Railroad association (Dick Lenzer, Harold Huber, Kermit Zeiler, Bill Tulley) have just returned from a seven-day Great Mine Tour VI excursion to Montana. Butte, MT was chosen as the central location from which day tours would be taken to as many mining districts as possible. Sites chosen for a visit are as follows: Butte, World Mining Museum, Basin, Comet, Elkhorn, Jefferson City, Wicks, Rimini, Deer Lodge, Kirkville, Granite, Phillipsburg, Anaconda, Coolidge, Bannack, Nevada City, Virginia City, Rochester and Silver Star. This list is in no way all of the old mining sites in this section of Montana. It is just a listing of those we had a



The Orphan Girl Mine head frame, World Mining Museum in Butte, MT



Store & Lodge Hall in Elkhorn, MT

(Continued on page 22)

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chance to see in the time available. Of course not all locations had something of interest. There was enough, however, for me to take 485 photographs. Eleven of these photographs are included to indicate what may be found off the main roads of Montana using a very good map.



Northern Pacific water tank in Elkhorn, MT



Charcoal Kiln in Wicks, MT



Mine Manager's House, By-Metallic Mine in Granite, MT



Dick Lenzer, Harold Huber & Kermit Zeiler looking at a Combination Skip. (Men on top and Ore on bottom) By-Metallic Mine in Granite, MT



Hotel Meade in Bannack, MT



Montana Southern / F&CC Drop Bottom Gondola in Nevada City, MT

(Continued on page 23)

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Single Stack Dredge "Mount Vernon Dredge" in Nevada City, MT



Mine Complex near Silver Star, MT



16 FRONT RANGE DIVISION

The Front Range Division featured two wonderful clinics on building laser cut kits and weathering them with chalks and colored pencils. Kris Blackmarr led the clinic with a 'Quick Kit' which we pre weathered and then assembled. June was an action packed month as we had a clinic by Pat Lanna, MMR, on "Modeling the Midwest." Pat has developed some innovative techniques to represent corn, soy bean and hay fields. Later in the month we had the Division layout tour. It was culminated in a nice lunch at Don Strait's house.

The Front Range Division meets every third Monday at the Colorado Railroad Museum Library at 7:00 pm.

There will be no meeting in August as we are having our annual picnic, also at the CRRM.



20 SO. UTAH DIVISION

Well, unlike the economy, it seems as though interest in railroad modeling in southern Utah is on the upswing. This year's summer meet and greet in June was conducted a little different than in previous years in that both the Southern Utah Division and the Color Country Model Railroad Club (CCMRC) held business meetings to get all the formalities out of the way. This seemed to work well as non-members of each group got a feel for what was going on with the group they did not have membership in. Following the business, we had three short how-to clinics, a show and tell and finished the day with a luncheon cookout.

Doug Whetstone, Div 20 Superintendent, briefed everyone on the Rocky Mountain Region's 2012 Convention in Chama, New Mexico, upcoming events within the state and the region, newly elected regional and national officers, and encouraged everyone to get out and visit some of the tourist railroads in NV, UT, CO and NM. Doug also announced that we would very shortly be forming a committee to organize the 3rd Annual Open House which will be held 2/3 November in conjunction with National Model Railroad Month. Dave Merrill, CCMRC President, provided everyone with what was taking place within the club and reminded all that the club had been invited by Lee Nicholas, owner of the Utah Colorado Western layout, to visit his layout and participate in an operating session.

Craig Harding, a CCMRC member, has only been in the hobby less than 2 years but has built a small HO layout (approx 5' x 9') that exhibits a lot of talent and hard work for a beginner. Craig first showed us an easy way to make



realistic looking plowed furrows. He starts with the inner workings of a sheet of cardboard, adds some glue and dirt -

(Continued on page 24)

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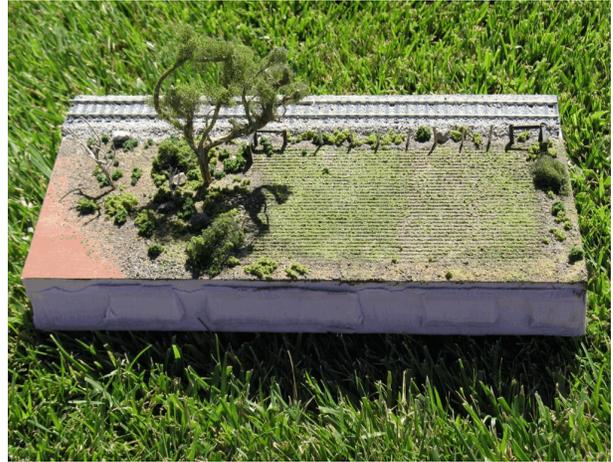
and voila! A freshly plowed field!

One day while Craig was mowing his lawn, he noticed a small dead branch on a rosemary bush in his wife's flower bed. As he pruned the branch from the bush, he noticed that it looked very similar to a HO sized tree in winter, i.e., no leaves. Always wearing his Tom Terrific hat, he immediately envisioned how many trees this one bush would produce. But would the Misses approve of him confiscating her beautiful rosemary bush for a model railroad? Of course not! So, having once been the Public Affairs Officer for the Saint George Police Department, Craig was well versed in the art of spinning (no, not yarn!) and was able to quickly convince his wife that the bushes (yes there were more than one) were diseased and had to be immediately removed before the entire flower bed was ruined. Now, every railroad modeler within the division has a box of tree armatures for their railroad, compliments of Craig and his thankful wife Jill, who is grateful that Craig was able to save her beautiful flower garden! Ooohhh, my hero!

Well, since we have all these tree armatures, lets see how Craig makes them into HO sized trees. First, pick a good looking (or not so good looking) armature, add a little super stretch spider web material stretched to the max, spritz with



your favorite dollar store hair spray, sprinkle on some ground cover,



and again - voila, a very nice looking tree next to a freshly plowed and planted field.

Following Craig's demonstrations, various club members shared their show and tell items. Here are a few of those:



While the show and tell was going on, the Division 20 Super began preparing the main courses for the lunch - hamburgers and hot dogs. With help from John and Jeanette Westbrook, the tables were soon all set and ready for the



(Continued on page 25)

(Continued from page 24)
hungry railroaders.

As you can see, everyone was shortly enjoying the food and drinks and sharing harrowing tales and never before discussed ideas with fellow modelers. When everyone had had their fill, we all departed and left Jim and Beverly Harper to clean up the mess, since it was their house! THE END

ACHIEVEMENT PROGRAM

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

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 wisconsinsouthwestern@g-mail.

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

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

Technical Corner

TURNTABLE POWER & DCC Story and Photos by Rex Beistle

DCC brings changes to many things on a layout. Add sound to DCC and still more things may be affected. One thing that will be affected with DCC & Sound is the turntable in a steam or transition era layout. The turntable that worked fine with DC may cause your DCC & sound equipped locomotives to sputter and restart when the polarity is reversed. It spoils the scene if the sound stops and harshly restarts as the turntable gets about to the half way position.

Turntable construction may include a ring rail that is equally divided into two parts. One half of the ring rail carries power for one rail on the turntable bridge and the other half of the ring rail carries power for the second bridge rail. Ring rail rollers at one end of the bridge pick up power for one bridge rail. The ring rail roller at the other end of the bridge picks up power for the second bridge rail. Under the layout, one half of the ring rail is connected to one side of the track power source and the other half to the opposite side of the track power source.

The gaps dividing the ring rail are located so that the ring rail rollers on the turntable bridge will switch from one ring rail to the other as the turntable is about half way between the inbound track and the roundhouse or open air storage track. The ring rail rollers and the split ring rail function like a double pole, double throw reversing switch. This arrangement works, but has two faults. First, the small gaps and multiple rollers for current collection guarantee a short circuit as the reversing point is reached by the rotating turntable. This short will cut the power to the DCC equipped locomotive and cause the sound and lights to go off until the short is cleared. The short will also interrupt power to any other track that is connected to the same source, and perhaps a significant amount of the layout. Second, while additional gaps can be placed at each end of the ring rail to create a dead spot and eliminate the short, the effect on the DCC decoder in the locomotive being turned will be the same. Lights will go out and the sound will stop and restart, spoiling the scene.

Two things are required to get around the shortcoming of this classical turntable power collection and reversing arrangement. The first thing necessary is constant power to the bridge rails as the turntable rotates. Power must never be lost, regardless of where in the 360 degree rotation the turntable might be. This will be done by changing the current collection mechanism, and improving the reliability as well. Secondly, the power reversal must be quite fast so that the DCC decoders do not 'see' the momentary absence of power. This will be accomplished by adding a DCC Auto-reverser.

The turntable bridge has to be reworked, so that is the place to start. The first thing to do is rewire the turntable bridge so that the ring rail rollers at both ends of the bridge are connected to just one rail. Which rail is immaterial, the bridge is physically and electrically symmetrical. If the turntable is from Diamond Scale, then the result will be four rollers to collect current to just one rail. The four contact points working in parallel will significantly improve the pickup reliability and reduce the potential for lost contact.

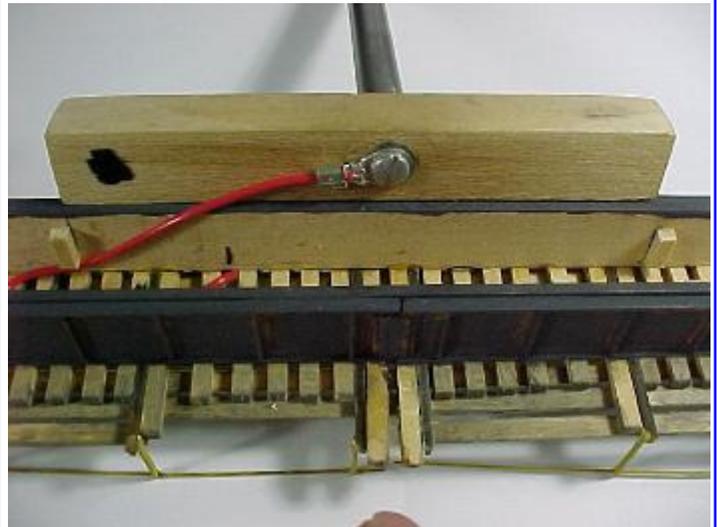


Photo number 1

The other rail must have a piece of stranded (multi-core) flexible wire connected to it. This wire should be connected to the rail and offset about an inch from the center of the bridge. AWG 22 wire is a good size, flexible enough and also quite adequate for the current to be carried. This wire will be connected to the center post, and the center post will be used to pick up power for the second bridge rail. The rotary connection between the post and the DCC power source will be made highly reliable as well. **Photo number 1** shows the rewired turntable bridge wire connected to the reworked turntable center post. The center post re-work is not extreme; a hole must be drilled and threaded for a screw to hold the wire. This is not overly difficult, but the correct size number 43 drill bit is required for the 4-40 thread size to be used, as is a steady hand and sharp eye

Photo number 2 shows the first step. Carefully hold the center post on a steady base and center punch the end to provide a starting point for the drill. Some help with a magnifying visor device is always necessary when I do something like this. A nice dimple with a sharp center

(Continued on page 27)

Technical Corner

(Continued from page 26)



Photo number 2

punch will get the drilling operation off to a good start.

Photo number 3 shows that the drilling operation can be done by hand, if the drill is carefully held in line with the long dimension of the center post. A variable speed drill is required for this operation, as are the typical safety items and practices, especially eye protection. Sharp tools, hot soldering irons and other hazards require alertness. Do not work with tools when tired, drowsy or otherwise mentally or physically disadvantaged. Aligning the drill left

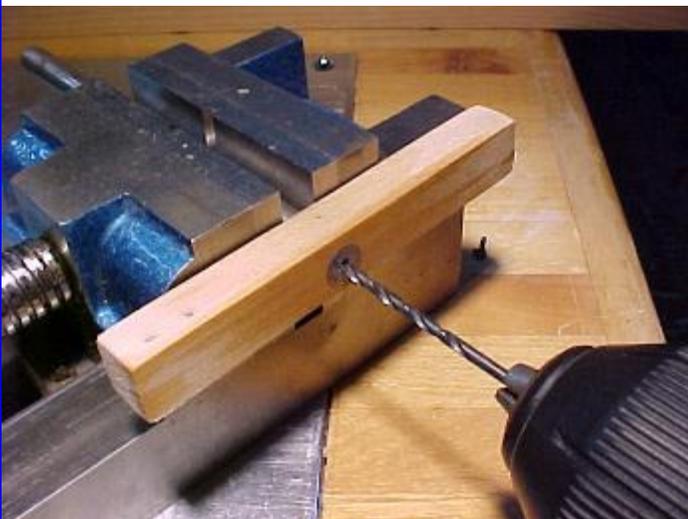


Photo number 3

to right is easily seen, to align up and down might benefit from an observer to the side. Use a bit of lubricant to assist in drilling the number 43 hole in the center post; I used some LPS-1 sparingly. Pull the drill out and clear the chips

often or the bit may bind in the hole. If the bit binds it should be backed out carefully. The finished hole needs to be about 3/8 inch deep to later accept a 1/4 to 5/16 inch long screw. A drill press is quite useful for this operation, and a lathe even more useful, but the work can be done free hand.



Photo number 4

Photo number 4 shows the tap being used to cut the threads in the hole. A two flute tap is better for this than a three flute type, because the two flute tap has more room for the chips. It is most important that the tap be backed up about 3/4 turn for every two turns forward. This will break the chip in the hole and keep the chips from binding the tap. The tap should be backed completely out and the chips cleared from the hole after about every four or five turns forward. When restarting the tap, be very careful not to cross thread the tap in the threads that have been started in the center post. Do not drive the tap into the bot-



Photo number 5

(Continued on page 28)

Technical Corner

(Continued from page 27)

tom of the hole, as this may result in a jammed tap that will not back out. When the tapping operation is complete, there will be a burr at the entrance to the tapped hole. Use a small countersink to cut the burr off and clean up the hole. The finished threaded hole in the center post should look something like **photo number 5**.

As noted in regard to the ring rail rollers, reliability is improved by increasing the number of parallel electrical paths. The rotary connection at the center post will have six paths in parallel, greatly increasing the reliability. The rotary brush is fabricated from phosphor bronze spring wire, soldered to an ordinary wire terminal. A solder terminal and six pieces of .020 inch diameter phosphor bronze wire is all that is required for the brush assembly. I used Tichy #1103 wire. The wires are cut 1.75 inches long, but could be shorter. The terminal is one designed for 18-22 AWG wire, with a #6 hole. Hold the terminal by fastening it to a piece of wood with a screw. Position the wires, three on either side of a tee pin or nail used as a positioning aid as shown in **photo number 6**. The paper separator pre-

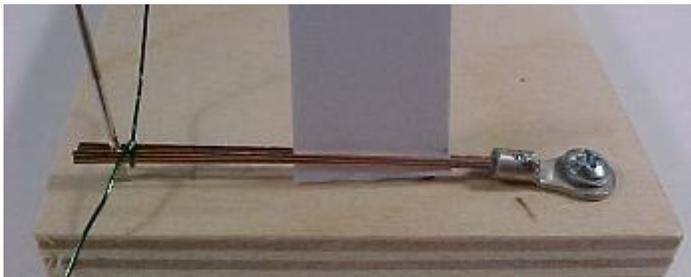


Photo number 6

vents solder wicking up the phosphor bronze spring wires that make up the multi-contact rotary brush, and is positioned with three of the wires on each side. Use a piece of thread or anything handy to hold the wires in position. Solder the wires in the terminal using a bit of Supersafe number 30 flux to make the solder flow and improve the connection. Clean the solder connection with some alcohol to remove the flux.

I used a single position Cinch Jones barrier strip to hold the brush near the center post. The mounting can be seen in **photo numbers 7 & 8**. The center of the hole in the brush terminal is about 1-5/8 inches from the center of the center post. Number 4 sheet metal screws are a good size for the 140 series Cinch Jones barrier strip. **Photo number 7** shows the Digitrax AR1 reverser, conveniently mounted near the turntable. The two wires from the ring rails connect to one output terminal and a wire from the rotary brush connects to the other output terminal. The DCC booster power connects, of course, to the two input terminals. I mounted the AR1 on a piece of plastic so that

larger Euro-style terminal blocks can be used to attach wires that are larger than the AR1 terminals will accept. This technique provides strain free connections at the AR1 printed circuit board, no matter what size wire is used to connect at the Euro-style terminal block. **Photo number 8**

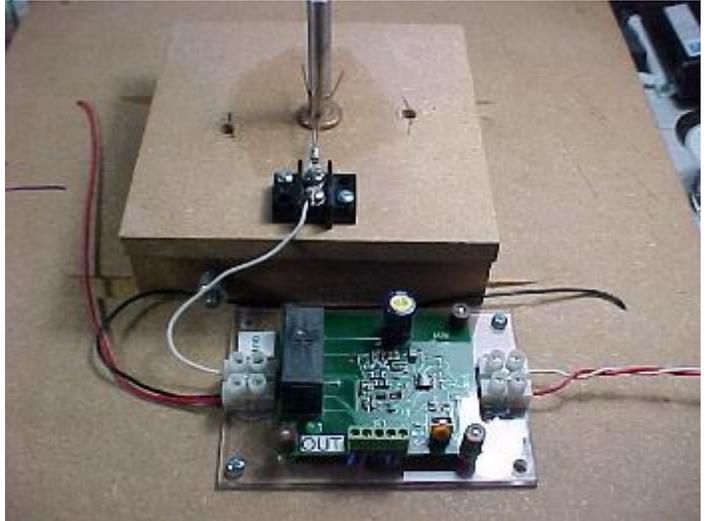


Photo number 7

is a close up of the rotary brush at the center post. Note that there are three wires on each side of the post, assuring a trouble free multi-contact connection that will work just about forever.

If your layout is in a high humidity and/or corrosive environment then some bit of electrical contact past may be used on the center post, right at the contact wires. In reasonable environments, nothing more than a small amount of contact wire lubrication such as LPS-1 will be necessary. Just a small amount, then forget it for years.

Set up the AR1 according to the manufacturer's instructions and enjoy glitch free and reliable DCC & sound operation of locomotives on your turntable.



Photo number 8

Scratch Building Corner

with Harold S. Huber, Jr.



As I stepped down from being the Region President I volunteered to do a scratch building column. I have through the years have been asked to present my ideas on scratch building. No, I am not the world's greatest scratch builder, I do not pretend to be in the category of John Campbell, Don Bailey, Duncan Harvey, or other great scratch builders. I have picked these modelers minds and have come up with some ideas and I want to share these ideas along with a few I have developed.

I want this column to be a work in progress and one that I can receive your ideas, (maybe as a guest author to the column), or I will add tid bits you send me. My email address is sarge9@bresnan.net That is going to change as Optimum has bought Bresnan, when it does I will post the new address.

So to start I want to provide a couple of items that I follow when scratch building:

1. Start with a simple project and work to the bigger things, example a simple structure as a handcar shed, etc. Your skills will advance as you move along.
2. Never be scared of scratch building, yes you may fail at your first attempt or have to redo a part, but your learning curve is always growing with each thing you do.
3. If plans are available do not redo the wheel and draw your own, yes in the Scratch Building area of the Achievement Program you receive more points for your own drawn plans, but do not reinvent the wheel.
4. Look closely at the item you want to build; I always try to see if there is a system of layers. Layers are a key in scratch building, if you can find layers build each layer then put them together in the end you will have scratch built the item you want. Example: take a wood passenger car side for layers you will see that the car side has the base siding, then on top a row of windows that are layered on top more siding material, and on top of that the board that has the roof attached. Break these layers down and build each layer add them all together and you have your side. (Yes, this is simplified and not correctly labeled for a car side parts, but I'm just trying to get the idea across to the beginning modeler). I always look at a built up, commercial model and see how I would scratch built it. (This gets you looking and seeing the layers).
5. If I can find a detail part I may buy one to look at closely and then scratch build it. If there is only one of these parts I will use it instead of building it. If there is numerous parts of the same thing consider casting that part or at least in layers so

that you do not have to scratch each one. (Yes, we will get into casting plastic or epoxy. I have never had to build a two part mold for parts, I cast the layers that can be done in one side casting and then glue the layers together.)

Well, this is the first column; do you have any item you want to add to my list? Send them to me and I will add them to the next column. Next month we will look at special tools I use for scratch building. So long until then and please send your wants and wishes for what you would like to see in the column.



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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

Greeley Shortliners, Greeley, CO,

George Thompson, 970-352-8643

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

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

Front Range (16) Division

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

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

Brent Rush, rushb@cgwrr.org

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

Randy Lee, randy@denverhomodelrrclub.org

Foothills Society of Model Railroaders, Lakewood, CO

Pikes Peak Division (4)

Buena Vista Model Railroad Society, Buena Vista, CO

Bob Johnson, 719-395-2277

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

Frank Serpe, beautyofsign@msn.com

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

John Campell, 719-481-2698

Estes Valley Division (5)

Estes Valley Model Railroaders, Estes Park, CO

Dennis Book, 970-586-6745

Silver San Juan Division (10)

San Juan Large Scalers, Durango, CO

Contact: Lynn Daugherty, (970) 382-9237

San Juan Valley Model Railroad Club, Farmington, NM

Contact: Mike Latschar, (505) 325-3665

Colorado Western Division (13)

Grand Valley Model Railroad Club, Grand Junction, CO

Wayne Kennedy, 970-523-5990

Little Bookcliff "N" Scalers, Grand Junction, CO

Western Colorado Large Scale Model Railroaders, Grand Junction, CO

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, wyoaharry@bresnan.net
Grayville & Western Railroad Modular Group, Deadwood, SD
Mel Drews, 605-578-3830
Sheridan Model Railroader Association, Sheridan, WY
William Tulley, 307-674-4885, railroadbill@vcn.com

Southern Wyoming Division (12)

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

Wasatch Division (15)

Coldwater
Phone: 801-554-0394, nwdaubert@aol.com
Garden Railway
Lynn Stringham, 801-732-2567, lmstring@comcast.net
Golden Spike Model Railroad Club, Salt Lake City, UT
James Buckley, 801-252-1921, jamesbuckley7@comcast.com
O Scale
Alan Badham, 801-278-1004
Ophir, Tintic & Western Modular Railroad Club, Orem, UT
Dave Turner, 801-560-3376
Salt Lake Trackers, Magna, UT
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 (6)

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

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

NMGRR@comcast.net

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

Phil, 505-352-943, philipf1@msn.com

New Mexico RailRunNers, Albuquerque, NM, nmrailrunners.org/

nmrrntrak@gmail.com

Rio Grande Valley Model Railroad Club, Albuquerque, NM, home.comcast.net/~rgvmodelrrclub/

Charles "Charlie" Joerg, RGVmodelRRclub@comcast.net

Santa Fe Model Railroad Club, Albuquerque, NM, santafemodelrailroadclub.org/

Bob Hayden, 505-466-4626, bob.hayden@comcast.net

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

Greg Palmer, gregpalmer@tcadd.org

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

bomerang6@yahoo.com

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Rio Grande Division (7)

Cloud Climbing Modular Society, Alamogordo, NM

John Jones 505-434-2851

Clovis Area Train Society, Clovis, NM

Ed Bailey 575-769-0470

Dona Anna Modular Club, Las Cruces, NM

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

Eddy County Model Railroad Club, Carlsbad, NM

Dennis Kral, 575-885-2374

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

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

Marc Geist, 915-532-8856

Mesilla Valley Model Railroad Club, Las Cruces, NM

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

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

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

George Redpath, (915) 851-2132

Silver City Train Group, Silver City, NM

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

Southern New Mexico N-scalers, Las Cruces, NM

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



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



REGION CALENDAR OF EVENTS

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

Upcoming Events for 2012 & 2013

National:

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

Regional:

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

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

Divisional:

Sunrise Division Regular Meeting

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

Wasatch Division Regular Meeting

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

Northern Wyoming Division 14

For information contact Harry Buhler
at 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:

Colorado Springs, Colorado: Slim Rail Model Railroad Club will hold their annual Model Railroad Show and Swap Meet on Saturday October 20, 2012 at Rampart High School, 8250 Lexington Drive (at Union Blvd) from 9:30 am – 3:00 pm. Adults \$4.00, kids with adult free, family \$6.00. Operating layouts, tables by reservation. Info: Rolf Eisenbeis; (719) 597-6260; rolf_hon3@hotmail.com.

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



WE NEED PICTURES!

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

Thanks!

ADVERTISING NOW!

The Callboard Now Accepts Paid Advertising

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

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

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

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

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

PIKE ADS NOW AVAILABLE!

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

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

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

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

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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.
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