



April/May – Volume 2 Issue 3

Thoughts from the Digital Communications Chair



We in the Northern Utah Division of the NMRA are trying a new format for our monthly newsletter. Basically, it is meant to ease the burden of the Newsletter Editor. The contributors to the newsletter will be able to upload their own articles and the Editor will just need to "edit" without the headaches of gathering, formatting, etc. Then you will get the newsletter in your email without having to download it. We plan on having a PDF version on the website too. <http://northernutahnmra.org/newsletters/>

Please be patient while we put out the next 2-3 issues and resolve any "kinks in the track." Also, we would like your feedback. Email us at admin@northernutahnmra.org

May Meeting Highlights



17 May 2014, West Valley City, Utah

Today's meeting of the Northern Utah Division of the NMRA was brought to order by the magnificent Jack Chase. We had 22 members in attendance this day.

First order of business was to get a convention report from Alan Anderson, the Convention Chairman. He told of the many great activities we have planned for convention goers.

Geoff Carter and Steve Moore modeled the super cool and handsome polo shirts that are available to convention attendees and staff.

We have 7 operating sessions, where you can have the fun and camaraderie of running trains on some world-class layouts with some very nice people. On the ops session circuit you could have found Lee Nicholas and Willard Johnson (but, unfortunately, they are full). There is still the opportunity to get on the crew of operators at Rob Spangler, Quintin Foster, Ted York, Gary Petersen, and Bob Gerald. Any one of these will be a most rewarding experience.

We have a bus trip to Promontory Summit where we will be able to see a special reenactment of the driving of the Golden Spike. Later in the day they bus tour will stop at the rocket museum at ATK (Thiokol) and an exclusive, bus only, tour of Lee Nicholas' Utah Colorado Western railroad empire. Lee has been written up in a number of national publications. It's one of those layouts you don't want to miss.

We have a tour of the Union Pacific Training Facility. But, once again, if you haven't signed up for it already, then you waited too long because it is full up. We are, however taking names for a waiting list, should someone drop out.

The convention will also feature a key note speaker, Charlie Getz, president of the National Model Railroad Association. At the Saturday Banquet we have Dr. Bruce Chubb and his wife Janet giving us the "his" and "hers" perspective of building a model railroad empire.

We will have some fantastic clinics to choose from. These are given by some of our local experts and some regional experts; all are nationally renowned.

Want to see some of the fantastic and wondrous local layouts. Register for the convention and you will be given maps, directions, and timetables to view some of the best to be found in the intermountain region.

And, last but certainly not least, you get a chance to meet and mingle with some very nice people who share the passion of model railroading. If you haven't signed up, it's still not too late. Go to gsi2014.org for more in-depth information and on-line registration.

Show and Tell



When we came to the Show and Tell portion of the meeting, Ron Davies showed off his diorama of Promontory Summit on the day of the driving of the Golden Spike as well as a portion of the video he has produced. A lot of thought and effort went into his production. We are looking forward to hearing more about it and his diorama at the convention.



The Monthly Clinic



After the meet and mingle break, we came back for Stan Jennings' presentation on interurban railroads along the Wasatch Front. It was very interesting and informative and it gave us a better appreciation for the various convention railcars that are available. It was fascinating to learn of the history of the growth and demise of the many local railroads that have graced the lands of the Greater Salt Lake area from Preston Idaho to the north and Spanish Fork, Utah to the south.

Here are a couple of pictures taken during Stan's presentation:



Future Clinics:

In June there is no Division Meeting and Clinic because we will be hosting the Region Convention where there will literally be a TON of clinics!

<http://gsl2014.org>

Beyond June, check out the website for upcoming clinics:

<http://northernutahnmra.org/meeting-info/>

Help Me Promote the Division



Getting the word out can be daunting at times. I have been in the media business for more than thirty years. My job for the Division is to promote the activities of the Northern Utah Division, (such as meeting dates, information about up-coming clinics, etc.) to the magazines, E-publications like Model Railroad Hobbyist, and who ever might have an "audience" of train lovers. Many of these publications work up to four months in advance, meaning if you want to get it in their publication, for say the Sept. 2014 issue, I have to submit the material no later than June 15th as an example.

As you can see, if you have an up coming clinic or information about a Division activity of any kind, I need to receive it ASAP. Your kind and timely input will be greatly appreciated. Thanks in advance. 😊

Steve Moore,
Division Marketing
kiss@kissmethodinc.com



April We met at Lee Nicholas for the April Ops session. It is our first meeting at the UCM since the "Big Dig" and Lee's modification of the UCW paperwork. All things considered, the session went very well.



April marked the First Anniversary of the DOGs. We celebrated with too much cake, drinks and lots of fun. One can truly say, fun was had by all! It seems hard to believe that the DOGs have been going for one year. All of us are more competent and approach each session looking to have fun and with a lot less trepidation!

The **May** session will be at Willard John's beautiful layout. We only have 5 crew, but the action is great. Willard is a great host! Because of all of the opportunities to operate in June prior to the Golden Spike Limited Convention, we will not be holding a DOG session in **June**. See the convention website if you want to

operate in June. (<http://gsi2014.org/>)

Get your name on the DOGs crew listing and start to share some real railroading fun! We operate on the fourth Saturday of each month starting at 10:00 AM. Be sure to contact Jack at jack.r.chase@gmail.com. No experience necessary, but you do need to be dependable and able to keep commitments.

Jack Chase
Crew Master
DOGs of the Northern Utah Division of the NMRA

December 2014 Clinic



DECEMBER 2014 CLINIC

December 20, 2014 2PM-5PM, maybe a little later
Stan Jennings

Are you tired of seeing and/or buying look-a-like models? Most of us want to have unique models and that usually requires paint.

Does painting in general seem mysterious or difficult? Does airbrushing in particular seem mysterious to you? They shouldn't. In December we will discuss the basics of painting. While the emphasis will be on air brush basics, we will also work on the basics of preparation, paint types, brush painting, dry brushing, masking, paint removal, and many other related subjects. If you have any painting-related subject you feel should be part of the clinic, let us know.

We will meet at Blaine Holbrook's home, Centerville, at 2PM. Blaine has superb facilities for this type of clinic - a good area for the classroom necessities, a huge lab area (two floors) and plenty of parking available in a church parking lot behind the house. We could handle forty participants, although twenty would be much easier.

Like a race school, we will present basics in a classroom-like manner, then on to really painting, both brush and airbrush. Blaine has a friend that is a master air brush artist, he will probably help with the hands-on air brushing segment. The 2PM starting time gives about an hour for basics then two-three hours for serious practice (we don't have to quit exactly at the normal five).

Achievement Program



One thing I think is really cool about model railroaders is we come together and are united in our Love of Trains.

There are so many types of trains, scales, areas of interest, prototype, freelance, and on and on but the best part is we mostly just get along because it's about the trains. I still think it funny when I was selling cars and a couple would not buy a blue one because it was not the color of their college. When I found the right red one, boy did they love it! Sometimes our trains can be like that. We just love certain ones and may or may not be able to explain it. But that's what is cool: I can like one and you can like a different one but we get along because we both like TRAINS!



Interestingly, most in this hobby are men. We have a few wonderful women amongst us but they are rare. When we get together it is about the trains, right? That is why we are friends, remember? If my wife were a model railroader she would know the names of your kids and what sports and hobbies they were interested in too. In other words, more of the personal connection. I think the ladies have more of a knack for that sort of thing. I think most of you know my son hates trains but I still take the time to go to all of his soccer and hockey games! What you don't know is that I claim my first daughter's word was "Shay." What is something personal about you that I don't know?

I love the posters on Facebook and elsewhere that have the thought bubble of the girl and a million things going through her mind and it is contrasted with the guy who has one or two things – food and when is the game on? I'm not saying we should be like the ladies. They are wonderful and just have a different process but we can learn from them. When we are together it's all about the trains and I think it is cool that so many guys with so different backgrounds can get together and enjoy each other's company because of that. But... I challenge you to learn something new besides "what train this or that" about one of your fellow train enthusiasts that you didn't know. Let's make it more personal when we get together. Really start to get to know each other. On the other hand, maybe that new locomotive that was just announced is the only thing you want to talk about. Your wife or kids probably don't care but I'll listen. Maybe I want one too.

It really is all about the trains after all.

Let me know if you have made progress towards your AP. I am hunkering down to finish a model I've been working on for over a decade to bring to the Golden Spike Limited 2014 convention next month. It's right in our backyard! We should take advantage of that. Even if you haven't started on anything AP, bring a model or two to just display or even learn what the process is like to have it "AP Judged" to get your feet wet. I hope you do, I will. Let's enjoy the journey together.

Jim Wanlass
AP Chairman
ap@northernutahnmra.org



The Club Car



There are many model railroading clubs and organizations within the Northern Utah Division territory. Rather than listing them all here go to our website and you will find a list of them. If there are any corrections please let us know so we can update and keep it as current as possible!

admin@northernutahnmra.org

<http://northernutahnmra.org/local-clubs/>



What follows is a list of railroady-type events that may be of interest to all you train nuts.

Rocky Mountain Express

Rocky Mountain Express propels audiences on a steam train journey through the breathtaking vistas of the Canadian Rockies and highlights the adventure of building a nearly impossible transcontinental railway. Recruited to realize this venture—one of the greatest engineering feats of all time—were engineers and laborers from around the world.

The film weaves together spectacular IMAX aerial cinematography, archival photographs and maps, and the potent energy and rhythms of a live steam locomotive to immerse audiences in this remarkable story from the age of steam.

- ATK Imax Theater at Clark Planetarium
- 40 Min program shown multiple times daily thru Apr 3rd
- clarkplanetarium.org/shows/rocky-mountain-express/

Golden Spike Limited 2014

June 19-22, 2014

This will be an event you will not want to miss!
See Alan's report above in the Meeting Highlights section.

For more information and to register go to <http://gsl2014.org>

Evanston Train Show

August 1st thru 3rd. For more information goto:
<http://roundhouserestoration.net>

Wasatch Rails 2014

- November 7th, 8th, & 9th
- Utah State Fairpark

Step up and volunteer to help make this the most successful Train Show sponsored by the Division in many years. Contact Alan Anderson.— alan.anderson66@gmail.com. Come on, this is your division and your reputation that is on the line. Don't just stand there... lend a hand. It's fun and rewarding, I promise.



The 4014 in Utah

By Stan Jennings

About a year ago I was still VERY skeptical that any Union Pacific Big Boy would ever be more than an historic static display.

Well, the events of the past few months showed that I was wrong. Union Pacific Big Boy 4014 has been moved from display in Pomona, California, prepared for travel to Cheyenne, Wyoming and is now in Cheyenne. May 2-6 was very special for Salt Lake/Ogden area railfans. The 4014 arrived in Salt Lake very late May 2, was on display May 3, traveled to Ogden May 4, was on display May 5 then traveled to Green River Wyoming May 6. The 4014 was hauled by two diesel locomotives, UP 4014 and UP 4884 -- appropriate numbers for Union Pacific 4-8-8-4 Number 4104.

Saturday, May 3, Sam Bass, Janet and I visited the 4014 in Salt Lake City. There were a LOT of people there just to see this unique piece of history. Jack Chase was there later, it was even more crowded! We had a great time looking at the 4014 and visiting with people, some longtime friends, other new-found friends. We all were impressed!

Monday I had some business in Salt Lake and a little in Ogden, an excuse to see the 4014 again!!

Tuesday, the 4014 left Ogden en-route to Green River. I drove to Echo then headed toward Ogden, meeting the 4014 near Devils Slide. A great day seeing a Big Boy actually moving on the rails!! I followed the train as far as Wasatch, then headed back to Salt Lake where I met Janet for lunch.

I have actually seen a big boy in service -- 1958 or 1959. The family was crossing the bridge over the Union Pacific tracks in Cheyenne, Wyoming when dad said, "There is one of those Big Boys." I looked over and saw a BIG steam locomotive. Not surprisingly, I still remember the experience.





For more pictures see our Facebook page:
<https://www.facebook.com/groups/nutahnmra/>



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