



PROMONTORY POST

NORTHERN UTAH DIVISION - NMRA

Nov 2013

Volume 1 Number 6



MEETING HIGHLIGHTS

Oct 19, 2013. Here we are, another third Saturday of the month, and once again we have gathered in the Administrative Conference Room at Pioneer Valley Hospital, in West Valley City, Utah, for yet another exciting, informative, and fun meeting of fellow railroad modelers. One of the things that made this meeting so special was that this is the first meeting of what used to be the Utah Society of Railroad Modelers, but now flying under the Northern Utah Division of the Rocky Mountain Region of the National Model Railroad Association banner. For those familiar with the USRM, this meeting was the same old "Fun, Learning, and Fellowship" that we had been accustomed to and love so dearly.

Yes we had Fun. Just like in the olden days of only last month, we were entertained by our host for the day, Stan Jennings, who conducted through the Announcement of upcoming events, Introduction of new arrivals and visitors, Show and Tell, and the clinician for the day; but more about those later in the newsletter.

We also had learning. This time, Warren Johnson, regaled us with photos and stories about some of the Strange, Unique, and Wonderful things he saw in his 34 year career on the Union Pacific; but again, more on that later.

And, we had a ton of Fellowship. It was great to meet again with old and new friends to get caught up with what was happening within the hobby. A good time was had by all.



SHOW AND TELL

And now for something a little different...

As the theme of today's clinic was the Weird and Wonderful, Geoff Carter showed a picture of a ballistic missile launch platform found in Nov 2013 NMRA magazine, page 62. As it turned out Warren Johnson also had a picture of the same car in his presentation.

Jim Wanlass showed a Z scale Union Pacific F unit. I'm still amazed that we can make electric motors small enough to fit in one of these miniscule gems

Fred Baney brought two Union Pacific diesel locomotives, greatly modified and detailed to be a different class.

We also had two O-scale locomotives, modified from



three rail to two rail operation and detailed. They were truly beautifully done. I'm sorry I didn't note the name of the modeler, he is the one with the Addidas

shirt in the picture.

Speaking of Z-scale...Jack Chase showed us a hand built, Z-scale #8 turnout done by his friend Jim Wanlass. The comment heard, "Oh, how cute."

Utah's Center for Railroad Modeling Excellence



Join us every 3rd Saturday, From 3:00 to 5:00 PM
Meeting at the Pioneer Valley Hospital
Administration Conference Room
3460 South Pioneer Parkway (4200 West)
West Valley City, Utah

We're about Fun, Learning, and Fellowship

Bob Lewis—12 Oct 2013

Here are some pictures of the layout tour hosted by Bob Lewis I Michelle Swift of the Green River sub of the Union Pacific.

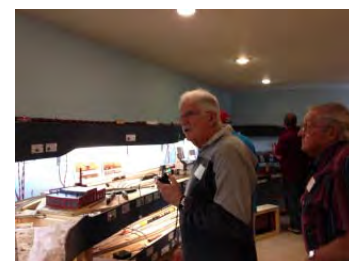
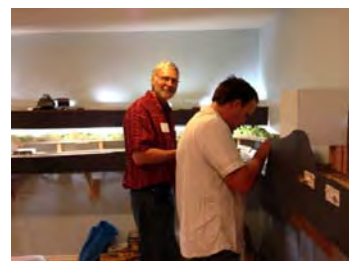


Quintin Foster—26 Oct 2013

This session presented a few firsts for the Northern Utah Division Operations Group:

- First time on N-Scale for some of us (boy, those reporting numbers are small)
- First time on Quintin Foster's railroad
- First time using Switch Lists to control trains.
- First time leaving the yard in a total and complete mess. Sorry Quintin.

We appreciate guys like Quintin, Lee Nicholas, and Rob Spangler for allowing us newbies to learn on their railroads. We also give thanks to the experienced hands who come to these sessions to help mentor us.



Quintin Foster's Layout

By Quintin Foster

This layout is a freelanced version of the D&RGW running between Denver and Salt Lake City. At this time there is no official name of the railroad – it's just Quintin's version of a possible Utah/Colorado D&RGW division. The conceptual design of the layout was done jointly with a friend in Denver, Pat Lana. The operational design was done with the help of a Utah friend, Kelly Newton. The route is based upon a possible scenario that the DRGW ran a line up the Tennessee Pass and into Utah through Craig and the Vernal area. In fact, in the early 1900's, the Denver, Northwestern & Pacific, and later the Denver & Salt Lake Railroads had plans for such a route. It only came to pass on my layout. On the layout, I don't have any of the actual towns that route might have traversed, but I do have some variants.

The layout is located in a basement room measuring about 17' X 24.25', with a pool table in the center. The pool table had to stay! So the layout runs around the walls of the room. There is a bar in one corner of the room and the layout runs over the bar.

The route of the layout starts on the lower level in a staging yard representing Denver and points East. It then climbs via a helix to the middle level, passing through a gorge inspired by the Royal Gorge, and then enters a yard at Easton. The Easton yard is inspired by the Pueblo Yard with the main running through the center of a D&RGW yard and a Santa Fe yard. The route then climbs and enters the town over the bar, appropriately named Barton. There is a small yard, a wye, and some industries in Barton. Then the route continues to climb on a second level where the town of Grimsley is found with a coal mine and a sawmill and access to an off line logging camp. Leaving Grimsley, the route climbs to the third level and goes through a small town of Vernon with an interchange track and a couple of industries. The route then enters the staging yard on the upper level, which represents Salt Lake City and points West. There is a short branch line East out of Easton that serves a meat packing plant. There is another branch line West out of Easton that serves the two small towns of West Saluda and Saluda, both with industries, and Saluda with a CB&Q interchange track.

Although track work was completed around 4 July, 2013, scenery and structures are sparse. The gorge has scenery as does a piece of the south wall, but all other locations are open. Structures and scenery have now moved to a higher priority with the completion of the track work.

Operations consist of 2 "tricks," an AM and a PM session. There are about 17 trains run on each session with 5 through trains with no work. 3 of those are mixed or passenger trains with station stops. The rest of the trains either service the two yards in Easton and Barton, or they are locals or industry runs out of the yards of Easton and Barton. Car routing is done with switch lists and manifests generated by JMRI Ops. Dispatching is done through the CATS software using JMRI. The layout is almost completely signaled, although not completely accurately. Some work needs to be done on signaling to get it a little more prototypical. Although the railroad is set in the late fifties with the idea of running early diesels and steam, I haven't been brave enough to put any steam out for operating sessions yet. And since CATS is a computer controlled CTC panel, I have taken a lot of liberty with a "time warp."

More DOG news

Jack Chase

Well, after finishing the "Big Dig" up at Lee's yesterday, let's see if my fingers still work. We have moved an incomprehensible amount of dirt--the volume is 10 by 10 by 7 or about 700 cubic feet of dirt. The new mole will be truly mole like and very nice. The downside? The DOGs won't be able to operate there until March or April!

I think in the DOG column I'd like to add a few comments:

1. The November session will be December 7 at Quintin's layout.
2. The December session will be at Williard Johnson's on December 28.
3. The DOGs are having a ball!
4. Going forward, while we welcome everyone on a first come, first served basis, you should attend to operate! No armchair engineers. It's crowded enough as it is.
5. Also, unless you have formally signed up with me, you should not come. Spaces are limited! Extra people make it rough on the host and make the sessions not as good! If you are inclined to invite someone along, please check first.
6. To get on the DOG callboard, send your request to jack.r.chase@gmail.com and you will be added promptly. After that, your respond to the crew call to the same address and you will be added on a first come, first served basis. Of course, you will be notified if you make the crew!

Ken Berry

Our annual Train Show just wrapped up, and if you attended this year, you know it was a class event that lived up to the fine tradition of all of the previous Wasatch Rails train shows. They also managed to pull off four significant achievements:

- Free Parking
- Online Ticket Sales
- Television and Newspaper Coverage
- Digital, On-Site Event Management

I received a number of friendly suggestions that these new features would "break the bank", but I asked the Show Committee some questions at a meeting, and they proved to me that they had done their homework, and could make it work.

And they sure did make it work! Instead of losing money with these new ideas, we brought in more money from this show than we would have without the new ideas! No matter how you slice it, this show was a success...

I don't know if there ever was a show committee with fewer people (five) or less money to work with (\$3k) or less time to plan the show (four months), but this particular committee showed us something *remarkable* about our Division. They showed us that the members of the NMRA in Northern Utah are dedicated, determined, and passionate for traditional NMRA programs, and when we set our minds on having one of these programs, we are going to have it!

Sure, we will always face risks and obstacles when ever we set our minds to a project, but so long as the project will benefit our membership, the modeling community, or the citizens of Northern Utah, I will put **my** money on the members of this Division, every time!

We also have a team working on the 2014 Regional, another project that had been projected to fail miserably. They were handed monumental disadvantages from the start, yet I have watched this dedicated team work to overcome each one of those disadvantages, and now they stand at the brink of success on *another* traditional NMRA program.

I would like to close with one final thought: none of this would be possible without *good people* working together to achieve something spectacular, people like those on the Show Committee and the Convention Committee, and people like *you*, who make our Division a remarkable group of people. I am eager to see what we are going to accomplish next!

Keep up the good work, keep it fun, and *model something!*

WWW.NORTHERNUTAHNMRA.ORG



"I followed the plan, on page 41, it says 'Duck Under Here'"
Model Railroader Oct 1969

In an effort to improve the quality of the modular layouts of the region, to have major fun, and to have a true no rules, no dues, no officers - Fun, Learning and Fellowship group, I've decided to build the new:



On30 Skeleton Crew!

I realize many of you if not all are not into On30...but note that it is the fastest growing segment of our hobby, and many if not all On30 modelers have some other primary scale. On30 is all about fun. It is a lighthearted, crazy scale that focuses on fun and artistic modeling.

I'm going to keep the group small, and we have some members already, but if you are interested to find out more or to attend our first meetings feel free to sign up on our new Yahoo egroup. You can always drop out. You can also just follow along, watch us build, and see our progress. Much will be on my blog:

<http://modelrailroadersnotebook.blogspot.com/>

Come join the fun!!! There is NOTHING like this in Utah...and NMRA affiliation is NOT required.

<http://groups.yahoo.com/neo/groups/On30SkeletonCrew/info>

Scott G. Perry, CPM

Warren Johnson, a veteran with 34-years with the Union Pacific Railroad, gave us an interesting, informative, and entertaining rundown of some of the strange, weird, and wonderful things that he has seen during his career. Here's a list of categories Warren covered"

- Particle Board Ties—did you know that the railroads are always looking for ways to do business with less expense? I know, what a shocker that was for me too. The UP tried once to use Particle Board ties. It wasn't a pretty sight. Now they are using pre-cast concrete.
- Graffiti—We aren't talking about the garish monstrosities perpetrated by street gangs and urban taggers here. This is the signatures of railroad personnel tasked with checking the cars before they leave the yards.
- Unusual Flat Car Loads—like heavy machinery and other railcars.
- Used Equipment
- Bicentennial
- Cars—strange railcars... one that stands out was the AMOCO tank care numbered 911
- Whoops!—Pictures of slight mishaps on the rails.
- Ouch—Just a tad beyond the whoops stage
- Odd Balls—Here's where Warren showed the picture of the Ballistic Missile Launching car.
- Cranes
- Critters—small vehicles that ply the rails
- Don't Play with Matches—or stay out of the kitchen if you can't stand the heat.
- Paint
- This Bud's for You
- Modeling Tips—What not to do so your model doesn't end up looking as stupid as some of these prototypes.

Thanks Warren for an excellent clinic that included fascinating photographs and entertaining narrative.

November's clinic will be on Basic Layout Wiring, presented by Geoff Carter. Join us on Saturday, November 16th at the Pioneer Valley Hospital, Administrative Conference Room. The hospital is located at 3480 South Pioneer Parkway (4200 West) in West Valley City, Utah. Meeting starts at 3:00 PM. Steve Moore will be our Master of Ceremonies

Polygamy Porter Car

Stan Jennings

The Division has just one and only one of the Polygamy Porter cars left. If no one commits to purchasing the car at the November meeting (for \$40.00), it will be offered on eBay.

These cars were intended as a Division fund raiser, and that it did. Thank you to everyone who purchased these unique releases.

Hostlers Festival Photo Contest 2014

Stan Jennings

We know there are many excellent photographers in the Northern Utah division; share your best at the Hostlers Festival February 28, March 1 & 2 at the Ogden Union Station.

There are a few more things, but the basics are -- The photos must be railroad related, taken by the entrant and no larger than 8"X12". Judging is entirely people's choice.

Unlike an NMRA photo contest, there are eight categories. The categories for 2014 are: A- Steam Locomotives; B- Internal Combustion/Electric Locomotives/Motorcars; C- Structures; D- Rolling Stock, Maintenance of way, caboose; E- ACTION; F- Railroading; G- Railroading People; H- Model Railroading.

For the complete Hostlers Festival 2014 model and photo contest rules and entry forms go to the Hostlers website -- <http://www.hostlers.info>, then go to Members Info. No, you do not have to be a member.

Hostlers Railroad Club Calendars

Stan Jennings

Lee Witten of the Hostlers Model Railroad Club has produced another great limited edition Hostlers calendar for 2014. All photographs are by local photographers and feature local models and layouts. We will have ten of these calendars at the November Northern Utah Division, NMRA, meeting November 16, 2013. Three have already been paid for and four more are spoken for leaving three available at the meeting. Seven dollars each.



Wasatch Rails 2013 Show Recap

Stan Jennings, Show Chairman

Despite all the problems planning Wasatch Rails 2013, we ended up with a great show. The set up went well with all small problems (there were no big problems) being handled promptly. We worked together, the problems were solved.

There were 13 layouts, 5 displayers, 28 vendors and about 930 paying adults at Wasatch Rails 2013.

Friday was a typical Friday. Saturday was a little slower than usual, however KUTV's Brook Graham did a live broadcast from the show dark and early Saturday morning; KSL did a piece Saturday afternoon that was broadcast on the 5 o'clock news; and the Salt Lake Tribune had a piece. Because of the TV exposure and the poor weather, Sunday was better than Friday or Saturday. Several vendors did well Friday and Saturday, then had more business than both days combined on Sunday!

A big thank you to all those who got up extremely early Saturday morning for the KUTV broadcast. While only about half the potential locations were in the broadcast, we provided the producer and TV crew many choices. Surprisingly, one of the limitations was the length of the television camera cord!

Roy Stevens' Ride Trains, featured on the KUTV broadcast, gave a lot of rides Friday and Saturday but had to leave Saturday evening because of the poor weather forecast and another obligation.

The Saturday evening dinner was great with good food and a great speaker -- Greg Butters, President of the Promontory Chapter, NRHS, who turned his vacation photos into a superb program. Door prizes included an unopened Cox train set and an unopened Harley Davidson train set. Other prizes were from Ruth's T-Shirts, Warren's Train Shop and Operation Lifesaver.

One of the problems with the 2013 show was a lack of

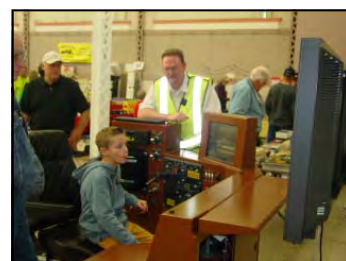
volunteers. It takes a LOT of time and effort to produce the show and a few people did so much, much more to make the show a success-- alphabetically, Tyson Brooks, Fred and Doug Baney, Geoff Carter, Jack Chase, Hank Kindall, Stan Jennings, and Mark Sultan all accomplished several big jobs each, a special thanks to these five. Mark Sultan was the announcer all three days, Fred Baney helped with the Boy Scout program and the building layout, Jim Wanlass helped with the Boy Scout program, Doug Baney donated the mini-flyers, all the professional-looking signs were provided by Geoff Carter, Janet Jennings set up and monitored the Hospitality Room, several took on the job of selling tickets, Janet, Bob and Michelle helped Hank and Ginger with the dinner, Ryan Ballard helped with the Boy Scout Program. I know there are others who helped, thank you.

There were a couple of really good marketing ideas that came up during the show. They are being implemented for Wasatch Rails 2014.

Wasatch Rails 2013 was good, Wasatch Rails 2014 -- November 7, 8, & 9, 2014 --will be even better!



Brook Graham at the controls of the UP simulator



THE FUN OF MODEL RAILROADING

by JIM VAIL

Back in the 1940's, when I was first getting interested in the hobby, Al Kalmbach, the founder of Model Railroader magazine, and Bill Walthers, the founder of his famous firm, coined the phrase "MODEL RAILROADING IS FUN". They were right then and their slogan is still right today, MODEL RAILROADING IS FUN! - and educational and interesting too. There are so many different facets to the model railroading hobby to become interested and involved in that there is something for almost everyone to satisfy his or her creative skills. Whether one is pursuing the hobby in their relatively limited amount of time with a heavy collage schedule, between work and family obligations, or in their retirement years, the model railroading hobby can be very relaxing and enjoyable. It also provides mental as well as physical challenges while still stimulating one's creative talents - perhaps some that were unknown before. But it is easy to get too restrictive.

The idea of modeling in a specific era and/or a specific railroad is very commendable and has been projected by many great model railroaders. But these folks have had many years of model railroading experience. In recent years I have seen a tendency for many new modelers or potential modelers to restrict their model railroading efforts feeling that they have to have those specific goals of time and place. I feel that to get an understanding of those goals a potential modeler must do some experimenting. Colloquially we say a person is a "rubber gauger" if he or she builds some equipment in more than one scale. But that's how you learn what size models are the best for yourself. I personally have built in HO standard gauge, On3, and the odd scale of 1 1/8" to 1' live steam before I settled into HOn3. "Weird" you say, but I eventually got into what has been the best for me for over 35 years! There's nothing wrong with "rubber gauging".

Choosing a prototype railroad to model might be a foregone conclusion because of one's specific circumstances - like the railroad that ran through your hometown.

Then again there may be many choices of railroads. Years ago it was popular to build "freelance" - a personal railroad name following common railroad practices but of no specific railroad. It's still popular today with many of us. A good way to sort this out is again to take some time modeling different railroad's equipment, get some ideas, find out what "fits" you.

Another important factor in choosing what and where to model is the availability of models and/or model kits. If one thinks of modeling the 1880's era it should be first realized that there are very few model locomotives available for this time period. Of the few that I know they require a lot of finesse to make them run properly and reliably. There are a number of rolling stock kits available for this early time period but this is a great place to become a dedicated and accomplished scratch builder. Today there are many beautiful "Ready-To-

Run" models on the market of the major railroad's equipment of the 1950's and newer. The more modern era may be a better choice for some. And there are still many brass models of steam locomotives of the 20's to the 50's that usually require some (or much) tinkering but that are so attractive to many of us. There are a lot of structure kits available today in a variety of scales, materials and construction techniques. There are still old



kits (still very buildable) around and now even built up and finished structures available. There are an almost infinite variety of scenery and techniques to try and to master. And there are new control electronics coming on the market seemingly every day. Again, it's a good time to bounce around a try a few different models and scales and techniques to find what you like.

We likely have all dreamt of our ultimate model railroad that we will build someday. Rolling hills and mountains with long trains running through them, cityscapes with cars and trucks and people and trollies, forests and streams. And while we were dreaming was a great time to build models. When I was in college I was able to build a few rolling stock models and some structures on my limited budget, but it kept my interest going. When I bought my first house (it was really just a cabin) I built the beginnings of a model railroad but of

course work and social activities dominated my time. But this was all part of my “rubber gauging” model railroading formative years and I eventually ended up with a fair amount of useable rolling stock and structures. After marriage, building a home, children and career establishment – and a few more model railroad starts – I was finally ready to build my dream railroad.

It's great to dream but when we get down to the reality of building a model railroad there is just not as much room as we need (the curse of model railroading). But in reality is it not enough room? And is there enough time? Luckily I was able to start on my “ultimate” model railroad when I was 52. I found a home with a 14' x 33' basement room for my Glenwood & Black Creek narrow gauge railroad. Over the years I've been able to add little side rooms here and there. But as the railroad grew I found that I was becoming more and more a slave to it. Not that that was bad, but I was spending more time building the railroad instead of building models. Now after 27 years my G&BC is full (I hesitate to say “complete”) and I'm spending more time maintaining the model railroad although I do now have the enjoyment of regular operating sessions. The point I'm trying to make is that the size of the “ultimate” model railroad may not be the biggest model railroad. Evaluation of one's available time, skills, outside help, age and personal wants for their model railroad should be carefully evaluated.

The bottom line to all this is to try some different models and scales, investigate the different materials, techniques and tools available. Keep pursuing the model railroading in a way that you have found is most enjoyable to you yourself. Dream a little, plan, relax, build and enjoy the hobby - MODEL RAILROADING IS FUN!



Turbines of the Union Pacific

Fred Baney

Continued from last month

An odd feature with the gas turbines is that the power output varies considerably with altitude and air temperature. It is more efficient at lower temperatures (cold air is denser and the compressor can force more air into the combustion chambers) and can deliver from 10% to 20% more horsepower in cold weather than in hot summer temperatures. The tests run with the original locomotive showed that under “ideal” condition the power output increased to over 5500HP. The 4500HP rating was for conditions of operation at 1500 feet elevation

Gas Turbine Demonstrator #50

After the development of the prime mover, Alco-GE built a demonstrator locomotive #101 in Nov 1948. It was of a dual service design and was double-ended and streamlined. After tests on the Nickel Plate and Pennsylvania Railroads, the locomotive was painted UP colors and numbered 50 on 16 Jun 1949. The engine was sent west with test runs over the entire western part of the system.



During its 21 months stay on the UP system #50 ran 101,231 miles of trials in every type of service before testing ceased on 1 Apr 1951. After a short trial on the Southern Pacific, it was returned to GE 21 Jun 1951 and scrapped in 1953.

Specifications for UP #50

Length: 83' 7 1/2" Weight: 534,000 lbs
Starting Tractive Effort: 126,500 lbs
Max Speed: 79MPH Fuel Capacity: 6,670 gals
Enough for twelve hours of operation.

The 51-60 Class “Baby Turbines”



From the experimental locomotive #50 stemmed an order in Mar 1951 to GE for ten 4500HP turbines designed specifically for the UP and included the lessons learned on the first test

unit. They were numbered 51 thru 60 and were almost identical in appearance to the #50 except for having only one cab. Elimination of the rear cab and the slight rearrangement of components allowed for an increase in fuel capacity.

The first of the new call arrived on the UP 28 Jan 1952 and were placed in regular pool service on 1 Feb between Ogden and Green River, WY. The units were rated at 5,000 tons on the 1.14% eastbound grade and 5,600 tons on the 0.82% westbound grade without a helper.

Specifications for the 51-60 Class:

Weight: 551,720 lbs Length: 83' 6 1/2"
Starting Tractive Effort: 137,930 lbs
Height: 15' 5 3/4"
Fuel Capacity: 7,200 gals heavy oil, 1,000 gals diesel
Fuel Consumption Rate: 200 gals/min idle, 600 gals/min full throttle
Air Flow through turbine: 150,000 cubic ft/min
Exhaust Temperature: 850°F

Exhaust Velocity: 150MPH
Idle Turbine Speed: 5,200RPM
Max Turbine Speed: 6,900 RPM
20 Notch Throttle
Cost: \$540,000.00 per unit

Propane Experiment



The UP experimented with different kinds of fuel. From the 200 weight residual fuel oil to liquid propane gas was tested. When turbine #57 was delivered, the turbine

was adapted to burn propane gas on and experimental basis with Richfield Oil Corp. Equipped with a special pressurize tank car it was placed in test service between Los Angeles and Las Vegas. It made its first revenue run burning propane on 31 May 1953.

The operating range of the propane turbine was 500 miles. Fuel consumption proved to be roughly 23 gallons per mile. The tender was loaded to 11,300 gallons and operated at a minimum pressure of 150 psi.

The experiment was a technical success. There was less wear on the turbine blades as propane burns clean and leaves no carbon deposits as residue. Propane, however, is highly volatile, and required extra safety precautions that seemed to offset the advantages.

On New Year's Day 1954, a turbine bucket failure on #57 caused considerable damage to the turbine prime mover. When repaired, the locomotive was converted back to regular turbine fuel oil.

A double turbine combination, #59 and #60 with a single joint fuel tender was also used from July until November 1958. The locomotives ran tests for the purpose of evaluating the effective operation of paired turbines to double the horsepower. The 9,000 HP set worked fine except in tunnels where the lead unit would sometimes suck out all the air and the rear-trailing unit would die or lose power as a result of the inhaled exhaust from the lead unit. After modifications were made, the tests improved. Starting in August, #60 was always run as the lead unit as #59 had been modified to operate as the trailing unit. When the decision was made to multi-unit the turbines with diesels, the combination was separated and returned to normal operation.

In 1958, with the expected arrival of the "Super Turbines", and in an ongoing search for horsepower, the UP began tests with multi-unit turbine-diesel lashups using #61. Eventually all but six of the 4,500 HP locomotives were equipped for mu operation with trailing diesels.

The 61-75 Class—"The Verandas"

The Union Pacific liked the first order of turbines (51-60 class) enough that in December 1952 they ordered another 15 units prior to the completion of the first order.



This class was still rated at 4,500 HP, however a number of improvements had been made. The most notable difference was the exterior walkway that ran the length of the engine hood. Hence, the nickname "Veranda Turbine."

While the last four "Baby Turbines" were delivered with the improved top mounted air intake modifications, the second order was designed with the roof air intakes which eliminated the side filters.

The new 4,500 HP turbine incorporated dynamic brakes using excitation current from the auxiliary diesel generator, thus eliminating the need to run the turbine at full power while descending a hill in dynamic braking.

As with the first order, the "Veranda Turbines" were delivered without an auxiliary tender. Multiple unit capabilities were added by the railroad in 1958.

The second order was delivered between March and October 1954 at a cost of approximately \$573,500 each.

The interior layout of the units were similar to the first order and the specifications were the same except they were 83' 8 1/2" long and 15' 8" high.

All of the turbines #51 –75 were eventually equipped with fuel tenders. The tender from the first scrapped 4-8-4 steam locomotive, the 806, was the first one. It was rebuilt into a turbine tender for tests with #61 in October 1955. Later tenders for the 51-75 turbines were made by using the running gear and frames from 18,000 gallon tenders from the scrapped 9000 series locomotives and splicing the water compartments from two tenders, back to back, on a single frame. Use of the 24,000 gallon auxiliary insulated tenders allowed the 4,500 HP turbines to operate the 992 miles from Ogden to Council Bluffs without refueling.

Tenders also gave the locomotives the advantage of keeping the weight on the drivers constant instead of losing weight and traction as the fuel was burned.

Continued in the next issue of the Promontory Post



The following is a list of clubs and organizations within the Northern Utah Division territory. Hopefully you will be able to find a group of like-minded individuals to associate with and share your interests and passions.

American Civil War Railroad Modelers of Northern Utah—An “all scales” club centered around the greater Salt Lake City metropolitan area. The ACWRC is open to all who are interested in researching and building ACW railroad layouts, modules, or dioramas. Contact Ken Berry at railroad.modeler@gmail.com

Circus Model Builders—This club was started in 1935 and its mission is to preserve the history and memories of the circus by building and displaying circus models. Many circuses have used railroads for transportation between cities and show locations. We have about 1,000 members world-wide modeling in many scales from Z to G plus! Some members build a whole show set up and others just do the train. We have a great website with photos, plans, and information and a great color magazine. For membership information you can contact Marty Petersen at marty_petersen@hotmail.com; on the web at www.circusmodelbuilders.com; and on facebook at www.facebook.com/circus.models.

Golden Spike American Flyer Club—This S scale club meets the 3rd Friday of each month at various club member homes. Their newsletter contains the time and place. Contact Jim Buckley at 801-252-1921 or email jamesbuckley@comcast.net

Golden Spike Model Railroad Club—This club meets Saturday evenings from 7:00 to 11:00 PM at the former Children’s Museum of Utah (840 N 300 West, SLC). Contact Tim Smith 801-964-0915. You can find us on the web at:

www.wasatchmedia.com/deepcreek/page3.html

Great Basin Lego Train Club—Adult fans of LEGO. Meeting times and club info is posted on their website: www.greatbasinlrc.utahlug.org/. Contact Reed Cowan 801-373-7292. You can find us on the web at: www.greatbasinlrc.utahlug.org/

Hostlers Model Railroad Club—This multi-scale club, including live steam, meets the 3rd Wednesday of every month at Ogden’s historic Union Station. Contact Mike Murphy 801-394-4952 or via USPS 752 W 4375 So, Riverdale, UT 84405. You can find us on the web at: www.hostlers.info/

Live Steam Railroaders—

O Scale 3 Guys—An O and On3 scale club, contact Alan Badham 801-277-8262 or via USPS at 2122 E Rainbow Pt Dr., SLC, UT 81214. Find them on the web at: theoscaleguys.tripod.com/

Ophir, Tintic & Western Model RR Club—This 100% NMRA club models in HO and N and meets at the SCERA Theater Boardroom (745 S State St, Orem) at 7:00 PM on the 3rd Thursday of every month. Contact Larry Carter 801-446-8161; or email at larrycarter@msn.com; on the web at www.otwtrainclub.com.

Promontory Chapter—National Railway Historical Society—An historical and preservation organization that owns and operates the Moonlight Dome and the Janice L passenger cars. They occasionally have runs between Salt Lake City and Denver. The chapter holds its monthly meetings on the 1st Friday of every month. You can find them on the web at www.wasatchmedia.com/deepcreek/promnrhs.html

Railway & Locomotive Historical Society (Golden Spike Chapter) - An historical oriented group of researchers and preservationists, meets at the Ogden Union Station, generally on the 4th Tuesday of every month. Besides our major project, presently in the midst of a 20+ year restoration of the D&RGW Engine #223, we work closely with the Ogden Union Station Foundation in their efforts to operate and maintain the Utah State Railroad Museum. Find us on the web at www.trainweb.org/GoldenSpikeLRHS/index.html

Salt Lake Trackers—This HO/HOn3 club meets at the Tooele Railroad Museum (35 N Broadway, Tooele, UT) on Saturdays from 12:00 noon to 4:00 PM (between Memorial Day and Labor Day) or as weather permits. Contact Cindy Meiser 801-966-7411 or via USPS at 512 Crockett Dr, Kearns, UT 842118

South Weber Model RR Club—This 1-1/2” club runs trains every 3rd Saturday and Sunday at South Weber Canyon Meadows Park (I-84 exit 85, two blocks south, two blocks east. Contact Scott Stowell via email at swmrrc2010@gmail.com on the web at: southweberrr.webs.com/

Utah Free-MO—A travelling HO Modular group conforming to the Free-Mo standard. Contact Allen Carter via email at utahfree-mo@aol.com. Find them on the web at: www.utahfree-mo.org/

Utah Garden Railway Society—A G scale group dedicated to the art of garden railways. Contact Lynn Stringham at 801-644-1817; via email at lynn.w.stringham@boeing.com; or USPS at **4464 S 4100 W, West Haven, UT 84401**. Find them on the web at: <http://www.ugrs.org/>

Utah Large Scale Society—A G scale group that meets in various member's homes. Contact Stan White at 801-546-4085; or via USPS at 920 N 1550 E, Layton, UT 84040

Utah Train Collectors Association—Primarily 3-rail O gauge, though other scales are represented. Promotes model railroading in Northern Utah. Meets the last Thursday of each month. Contact Kent Silver at 801-544-9883; or email at webmaster@utahtca.com. Find them on the web at: <http://utahtca.com/default.htm>

Utah Valley Live Steamers—Contact Mike Hansen at 801-798-0241. Find them on the web at: <http://uvls.org/>

Wasatch N Scale Club—Contact Bob Gerald at 801-864-0174. Find them on the web at: www.wasatchnscale.org/

Wasatch Z Scale Club—Currently reorganizing. Interested parties may send email to: superintendent@nmrawasatch.org



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

Rocky Mountain Express

- ATK Imax Theater at Clark Planetarium
- 40 Min program shown multiple times daily thru Dec 31st
- clarkplanetarium.org/shows/rocky-mountain-express/

Visit Newgate Mall in Ogden

- Nov 30th thru Dec 26th
- Hosted by the Hostlers Model Railroad Club
- Operating Christmas Village Train Display
- If you are a Hostler, they need volunteers
- <http://www.hostlers.info/>

Boulder Model Railroad Club Train Show

- Dec 14th & 15th
- Boulder County Fairgrounds, Longmont, CO
- www.bouldermodelrailroadclub.org/

Hostlers Festival 2014

- Feb 28th, Mar 1st & 2nd
- Union Station, Ogden, UT
- Photo Contest
- <http://www.hostlers.info/>



iCar Cab Ride

Jim Wanlass

Take a ride on the rails as though you were in the driver's seat. Follow along on the inaugural run of my new iCar as we go along the route of Rob Spangler's Western Pacific 8th Subdivision. It was run as an extra following right behind another train.

This was a fun time! Took some time editing but hopefully it is fun to watch. I know it is fun for me and I've seen it many times! 😊

You can watch it in FULL HD but takes some time to



load.

D.O.G. – Division Operations Group. The Northern Utah Division of the Rocky Mountain Region, NMRA hosts a division round-robin style operating session for those learning the art, intricacies and etiquette of operations. We also different dispatching styles from layout to layout. We make mistakes but are learning and having fun!

Watch the extended version:

<http://youtu.be/OF2BKdRyDUI>

Come operate on Rob's layout during the Rocky Mountain Region Convention June 19-22, 2014

<http://northernutahnmra.org>

<http://gsl2014.org>

Video Recorded 9/28/13

If you want to get a glimpse of what our Jim is up to, you can also go to:

<http://jamestowntrains.com/icar-cab-ride>

THE CLUB CAR

First in a series of spotlights on local Model Railroad Clubs.

The Trackers MRC is located at the Tooele Valley Railroad Museum, 35 N Broadway, in Tooele. The museum is a special treat in its own right, but the crown jewel of the museum complex is found in the former hospital car, sitting at the depot's platform. This is where you will find the Tracker's layout, a combined HO and HO_{N3} pike with a terrific yard, spectacular scenery, and wonderful animation!

The Trackers were founded in 1983 by Bill Shultz, Fred Baney, Mike Goodrich, Mike Meiser, Cindy Meiser, and Todd Walton. They were soon joined by Paul Mielke, Punch Roach, and Neil Allred. From then on, membership started growing.

The club started in an empty store in Carriage Square, and spent several years in an open space on the second floor. The Square decided to convert the space into a gym, and the Tracker's found a new home in Magna.

The Trackers grew during the Magna years, and so did their layout. It was hard work adapting their layout to the new building, but it was a train load of fun! Walls had to be torn down and the layout had to be designed around an old safe, right in the middle of the building. The building was an old bank!!

The owner of the building ran into some financial difficulties, so the Trackers were asked to find a new home. Another Magna property offered more space, and the club layout grew. There was even space in the new building to hold clinics and club meetings!

Clinics focused on building layouts that the club could give away for their service program, "Trackers for Santa", which located children that wanted a train set but would not be getting much else for Christmas that year. The Trackers would arrange to deliver a ready-to-run layout, with a full train set, on Christmas Eve! This project really showed the dedication and spirit the Trackers have toward the hobby and the community!

However, declining health forced the owner to hand over management of the property to a son, who decided that a used-mattress company would pay better rent, so the Trackers were once again looking for a new home. Ironically, the

mattress company went out of business just a few months later.

Meanwhile, Fred Baney spoke with friend Bruce Grim, of the Tooele Valley RR Museum, about the Trackers' need for a new home, and Bruce invited the club to move to the museum. Some members left the club because the drive to Tooele was too far. [I've heard it said that may be 300 miles to Tooele, but it is only 30 miles back to Salt Lake City – Ken.]

Once the club settled down in their new home, several members became involved with the museum. Some members are now qualified as tour guides for the museum, help with maintaining the museum grounds, and promote the Museum whenever possible.

The club has about 20 members and think of themselves as a family, enjoying each other's company while working on the layout, running trains, and promoting the hobby to the public. They have a strict "no politics" rule, and treat each and every member of the club the same as any other member. The museum is their home, and in the Trackers' house, people just have fun!

This winter, the fun will focus on adding animation to the layout, completing scenery, and I've heard rumor about an upgrade to the train control system! If that isn't enough fun for one cold season, on the museum grounds sits an 1½" train that will have a new running schedule for the 2014 season. Bruce has given permission to work on the track and to restore one of the inch-and-a-half engines at the museum so that it can be run on Saturdays.

The Trackers have a long tradition in the Salt Lake City area and a wonderful layout to go with it! The club layout is open to the public during the Museum's normal business hours every Saturday, from Memorial Day to Labor Day. Just drive southward through downtown Tooele, turn left at the traffic light at Vine Street, and the museum will be on your left in just a few blocks.

Check the Tracker's website at <http://trackersmodelrrclub.org/> for more information, and if you want to be part of a fine model railroad club, drop a line to Cindy Meiser at (801) 966-7411 or to

Kevin Stockseth at (801) 759-1007, or drop by the layout during tourist season and say "hi" ... new members are always welcome, and the atmosphere is fun, and second to none!



The TVRR Depot, now the Museum. You can just see the car that holds the layout.



A spectacular scene with three trestles over the river below. HO_{N3} on the upper deck.

COMING DOWN THE PIKE

We have an exciting mix of clinics coming our way during the coming months. You won't want to miss a single informative and entertaining moment.

Nov 16, 2013 – Layout Wiring

Nothing runs without wiring! Come learn about wiring, how to choose your wire, wire gauge, running wire under the layout, power planning, wiring accessories, troubleshooting and much more. We'll even cover track feeder wiring. Presented by Geoff Carter.

Dec 21, 2013 – Scenery Design

A fun and rowdy look at scenery and modern scenery techniques. Feel free to bring your spouse along and expect holiday goodies as well. Explore quick techniques "quickies" as well as "five minute" scenery improvements. Learn how to make it look bigger than it really is (forced perspective) and how shaving can improve your experience. All "G" rated, of course. Presented by Rob Spangler.

Jan 18, 2014 – Basic Electronics and Accessory Wiring (Hand's On)

Come get wired with Peter as we learn the basics of electronics (non-DCC). Learn about basic electrical and electronic components, circuits, soldering, accessory wiring, and more. There will be a special section on using a volt/test meter. Test your skills by wiring your own mini circuit! Presented by – Peter Lieber

Feb 15, 2014 – Modeling in On30

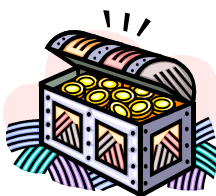
What is the fascination with the On30, the fastest growing segment of our hobby? Is it affordability? Artisan-ship? Or just the rebellious side of "we don't need no stinking standards!" that lures model railroaders? Many On30 modelers are "serious" in another scale and use On30 as a creative outlet. Some find this 1/4" scale, 30" gauge a tight knit community full of larger than life characters. Regardless of the reason, On30 is just plain fun. Come join long time On30 modeler Scott Perry as he introduces you to the wild side of model railroading known as On30. Be warned! It is addictive.

TREASURER'S REPORT

The show did well, however at this time finances are still being worked out. We will have an up-to-date report in the next Promontory Post.

Stan Jennings

Northern Utah Division, NMRA, Treasurer



*We hold these truths to be
self-evident,
that all men are created equal,
that they are endowed
by their creator
with certain unalienable Rights,
among these are
Life,
Liberty,*



*and the Pursuit of getting that
next Cool Locomotive!*

OUR VOLUNTEERS

Northern Utah Division Leadership:

Elected Officials:

- Superintendent Ken Berry
- Asst. Superintendent Vacant
- Treasurer Stan Jennings
- Directors at Large Jack Chase
- (2) Vacant
- (3) Vacant
- (4) Vacant

The Executive Committee is made up of the following:

- Achievement Program..... Mark Evans (MMR-500), Jim Wanlass
- Clinics..... Stan Jennings, Peter Lieber
- Communications Ken Abel & Alan Anderson
- Division Operations Group..... Jack Chase
- DVD & Book Librarians Bob Lewis & Michelle Swift
- Graphic Artist Vacant
- Greeter By Assignment
- Tours and Trips Pete Harmon
- Marketing & Publicity..... Steve Moore
- Member Aid Chairman Vacant
- Membership Manager Jack Chase
- Publications Editor Geoffrey Carter
- Secretary..... Vacant
- Staff Photographer Vacant
- Videographer..... Randy Jones



Northern Utah Division Welcomes Regional Convention in 2014—Jun 19-22, 2014

The **Northern Utah Division** (formerly known as the Wasatch Division) welcomes the **Rocky Mountain Regional Convention** in 2014. We are excited to bring the Regional Convention to our area. There are many well known model railroads in this area that have been the subject of articles in the model railroad magazines over the years. While small groups have recently toured and operated on these layouts, it is time for the population of the region to have that opportunity.

For the past couple of years the Division (and it's local clubs) have had monthly layout tours and clinics. In addition, we recently started D.O.G. (Division Operations Group) where no experience is necessary. This has been a great opportunity to operate on world-class layouts and gain that experience needed for those a little "gun shy" on beginning to operate. As one member put it, "I wasn't prepared for the experience of turning the corner

to Lee's basement and seeing "The Layout"... it was like walking into a dream! The lights were dim, the fascia long and black. Valence lights were strong and bright and all you could see was a winding ribbon of model railroad curving out of view in both directions. Is this heaven?"

More information is coming soon about dates and times. You will not want to miss this great opportunity!

Keynote Speaker Announced!

We are pleased to announce Charlie Getz, NMRA President, will be kicking off the festivities. A favorite speaker at many events, we are fortunate to have him join us! Here is a short bio he sent:

Born in occupied Japan spawning a life-long love of rice, Charlie was raised on military bases, moving every 2-3 years. He thought the family had to move so often due to parents being bank robbers. He has had family in SLC for decades but good luck getting any of them to admit it. Has spent years trying to figure out Salt Lake City's street naming/numbering system. Been a Model Railroader since 1961 and currently models in HO/HOn3 with a foray into On3 on occasion. Previously modeled in N Scale but lost his train in a shag rug in 1968 never to be seen again. Writes a column for the Narrow Gauge and Shortline Gazette. Executive director of the Narrow Gauge Preservation Foundation. President of the NMRA. In his spare time, happily retired from the California Department of Justice where he was a Deputy Attorney General for 39 years. Pledges to spend his remaining years doing penance for being a lawyer all those years.



NMRA President, Charlie Getz

Ops Sessions Will Abound

We are planning on some awesome operations sessions! Some layouts offer just a few operators per sessions and others will handle 15-20.

Other Stuff

We're gonna have Clinics, Tours of Layouts and Prototype locations, Modeling Contest, Banquet and Guest Speaker, and above all FUN!

Host Hotel

Not sure if I can disclose that information just yet. But I can tell you that it: will be affordable; will be newly renovated; has free shuttle service in a 5-mile radius that will get you to the Trax and/or Front Runner station, and a major shopping mall; has free parking; has a friendly staff; and over 30 restaurants within walking distance.

More information is coming soon about dates and times. You will not want to miss this great opportunity!



Layout Tour!

Saturday Dec. 7, 2013

Sunday Dec. 8, 2013

10 AM to 5 PM

Jim Hoeppner's Colorado & Great Western

Location: 5579 West 4330 South, Salt Lake City, UT

Contact: Jim Hoeppner phone: 801-967-0127 email: jimjuntryjamy@earthlink.com

Jim Hoeppner's Colorado and Great Western is a multi level free lanced railroad depicting the run between Denver and Salt Lake City, including the Tennessee Pass. The layout occupies a 22 x 33 foot space and extends to the ceiling in places. There are several town scenes in addition to an assortment of industries all set in the 1950 to 1980 era. The layout is signaled with repeaters and is CTC controlled.



Rules: There is no handicap access. There is no smoking inside. There is no bathroom available. Children need to be well behaved and supervised. The house is on a cul-de-sac, but there is plenty of parking on the cross street and the layout can handle around 15 visitors at a time. Entry is through the front door and down the steps to the basement. Questions are welcome. Please feel free to take pictures.

Etiquette: When visiting, don't criticize and don't touch the equipment. Stay as long as you like, being mindful of other visitors. Please sign the guest book.

See You There!



Northern Utah Division of NMRA

For more information, contact Pete Harmon at pharmon@bestweb.net or at 914-319-0430.



Layout Tour!

Saturday Dec. 7, 2013

Sunday Dec. 8, 2013

10 AM to 5 PM

Gary Petersen's Salt Lake Southern

Location: 4386 South 4510 West, Salt Lake City, UT

Contact: Gary Petersen phone: 801-966-5247 email: slsgdpetersen@msn.com

Gary Petersen's 26 x 40 foot triple deck layout is set in 1995 and represents the bridge route between the Chicago Northwestern and the Western Pacific. The layout is signaled and CTC controlled. There are a number of creative solutions to some common problems associated with filling the basement with a model railroad.

Rules: There is no handicap access. There is no smoking inside. There is a bathroom available. Children need to be well behaved and supervised. There is plenty of parking on the street and the layout can handle around 20 visitors at a time.



Entry is through the front door and down the steps to the basement. Questions are always welcome. Please feel free to take pictures.

Etiquette: When visiting, don't criticize and don't touch the equipment. Stay as long as you like, being mindful of other visitors. Please sign the guest book. Be inspired!

See you There!

Northern Utah Division of NMRA

For more information, contact Pete Harmon at pharmon@bestweb.net or at 914-319-0430.