



PROMONTORY POST

NORTHERN UTAH DIVISION - NMRA

Dec 2013

Volume 1 Number 7



MEETING HIGHLIGHTS

Nov 16th. 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.

We had an informative meeting. A little bit of fun, and met some new folks. Like the big duffus that I am, I have a picture of them, but have misplaced my notes as to who they are. Never-the-less, mystery guests, we are glad you came and we hope you will return and enjoy



many more gatherings with us. This is a fun hobby and we seem to attract the most friendly persons to our group..

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



MEETING HIGHLIGHTS

Dec 21st. Being the weekend before Christmas, one would think that attendance would be down. But that just proved not to be the case, as we still filled up the room, even though some of our regulars were out for other family activities and last minute Christmas shop-

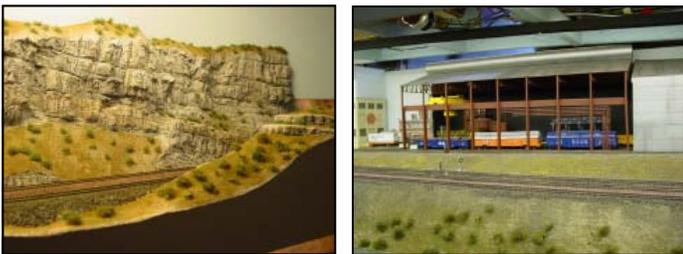


ping. Perhaps it was due to the quality of our clinic presenter.

See you all back here on the 18th of January for our next regularly scheduled gathering of the train-nuts.

Gary Petersen—7th & 8th Dec 2013

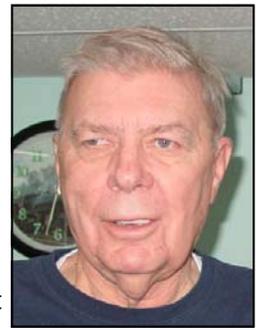
Here are some pictures of the layout tour hosted by Gary Peterson of his Salt Lake Southern layout. This is a 26' x 40' triple-deck, operating layout that features some unique and creative solutions to some common problems when trying to fill a basement with model railroad.



Notice the "BITE" out of the HVAC.

Jim Hoepfner—7th & 8th Dec 2013

Jim Hoepfner's Colorado and Great Western is a multilevel 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. When visiting the layout you might wonder why there are so many big-rigs amongst the trains. Could it be that Jim used to be a long-haul trucker?



The scene to the right was built many years ago by Jim and his brother. It sat proudly on a shelf in their mother's house until she passed away a few years back. It's good to have a cherished memento as part of his layout.

14 December—Quintin Foster

After a week delay due to threatening skies, we were able to gather at Quintin Foster’s N-Scale for some fun and excitement running trains at a smaller scale than many of us are used to.



Bob Gerald straining to see the reporting marks.



Quintin giving guidance... the door is that-a-way!



Willard and Quintin picking on Michelle again.



Karin making sure she has the switch list figured out.



Jack studying the next move at Barton with the help of Pat Bray.

Thanks Quintin for letting us come over and play with your trains. And thanks for the able assistance provided by Rob Spangler, Warren Johnson, and Pat Bray. I had tons of fun, learned some more about operations and honed by skills at the same time.

28 December—WWillard Johnson

The weekend between Christmas and New Years saw the DOG team playing trains on Willard Johnson’s Jordan Valley Central railroad. It was good to be back on familiar HO-Scale ground. This was another successful foray into the realm of operations thanks to help from some seasoned operators. Thanks Willard for letting come over and have Fun, Learning, and Fellowship.



Willard and Quintin thinking about ways to improve the operations



Paul, quick, look like you’re having fun!



Karin and Jack concentrate, concentrate, concentrate

16 Nov 2013—Wiring

Presented by Geoff Carter

Geoff Carter presented a clinic on basic wiring, concentrating on feeder wires. He discussed the optimal sizes for Bus wires and Feeder wires; and the methods for attaching the two. Also discussed was some of the tools one should have on hand when tackling the wiring of one's layout. Towards the end we got into demonstration and practice. See pictures below.



Audience with rapt attention



A volunteer from the audience



Practicing what we learned



Attaching feeder wires



QA Inspection team at work



Examples on a module

21 Dec 2013—Scenery

Presented by Rob Spangler



Rob Spangler gave an outstanding presentation on the steps to model the "real" West.

We learned that not all of the west, in fact a very small portion, is made up of sheer rock walls and tall cliffs requiring acres of rock castings.

He demonstrated the modeling of a portion of his layout the very accurately portrays the typical scenery one would see traveling along the right-of-way of any of our local railroads through out the region by way of a sequence of photos and discussion of each stage of building the scene.

He started out with benchwork, placing the roadbed, and adding the fascia. The fascia defines the landform contour at the aisle. A sketch along the backdrop establishes the contour where the 3-D scenery meets with the two-dimensional backdrop

Next, Rob discussed using cardboard strips to establish the contour of the landscape between the fascia and the backdrop and the techniques for putting down various forms of media to accept the plaster that one uses to form the landscape.

Once you have the shape of the landscape sculpted in plaster, Rob told us about methods of adding color and texture. This included using sand or dirt, rock castings, paints, sculpting rocks (start with a blob of plaster and before it sets up, scrape away anything that doesn't look like a rock), adding ground foam, static grass, shrubbery, and trees.

The last steps is to paint the backdrop and ballast the track. I've seen his layout and it is magnificent and totally believable. Rob is a master at his craft.

Ken Berry, Superintendent

What a year we've had in Northern Utah!

A fantastic Train Show has increased our budget, our model railroad program has steadily grown stronger, our membership has stabilized, our new Executive Committee keeps things rolling along, and a comprehensive set of Bylaws has been drafted to take our Division into the next century!

In case you are wondering, the success of this past year has everything to do with *you* – that's right, it was *your* support, *your* time, *your* effort, and *your* passion for railroad modeling that made all of this happen!

Here are some of the things that excite me about 2014:

- The first Regional Convention in Northern Utah since the millennium
- An even better Wasatch Rails with a new "surprise" feature or two
- New activities that appeal to railroad modelers across Northern Utah
- A simplified Division that is more "Ready-To-Run" than "Craftsman Kit"
- The possibility of hosting the 2019 National Convention

Switching track, so to speak, think about the thousands of railroad modelers in Northern Utah who are sitting in their living rooms, wondering why they aren't participating in a top-notch model railroad program. Some of us may remember having similar thoughts.

These people are missing out on railroad modeling fun, NMRA style! There is plenty of fun to go around, and more people enjoying railroad modeling means more railroad modeling to enjoy, so we are going to invite non-NMRA railroad modelers to join us.

The Rail Pass is a great "risk-free" opportunity for non-NMRA modelers to experience what it means to be NMRA, and will figure prominently in 2014, but people need to know where to go to have our kind of fun.

That means advertising, but advertising is the *easy* part. When they get here, they need to *immediately* feel welcome as one of our own, and this is where you can really help out in 2014. Our Division needs positive attitude ... *lots* of positive attitude ... in order to make sure that our activities are a place where new members will feel welcome in the NMRA!

Please join me in 2014 as we take our Division to the next level.

Thank you, and happy New Year!

Cheers,

Ken

WWW.NORTHERNUTAHNMRA.ORG

Division Railcars

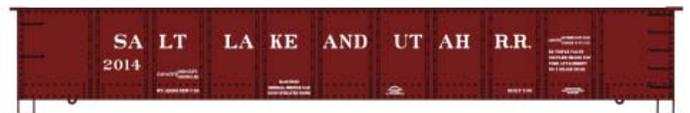
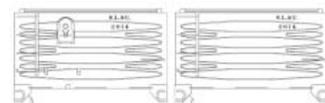
Stan Jennings

For the Golden Spike Limited 2014 the convention committee and the Northern Utah Division has approved two different cars, a Salt Lake, Garfield & Western box-car (Saltair) and a Salt Lake & Utah gondola. A run of forty-eight of each.

The Saltair car is based on the SLG&W Number 100's early decoration with the large Saltair logo on the left side and no lettering on the right side but using the Accurail 4600 Series 40' Double Sheath Wood Boxcars in mineral red. We will provide a convention decal or sticker for the purchaser to apply to the right side, if desired. The illustration is a model I built a while back of the #100. The convention car will be very similar except for the body style and the number is 2014.



The Salt Lake & Utah gondola is based on a photo of the SL&U #1121 but using an Accurail 3700 series gondola in mineral red and numbered 2014. SL&U gondolas were interchanged all over the United States making a SL&U gondola appropriate for any transition era layout.



Over ten of each have been spoken for. If you haven't already committed to one or both, contact Stan Jennings at a Northern Utah Division meet or a Hostlers meeting.

Turbines of the Union Pacific

Fred Baney

Part 3—Continued from last month

1 to 30 Class “Super Turbines”



The Union Pacific was so satisfied with the turbine’s performance that on November 30, 1955, the railroad again placed an order with General Electric, this time for fifteen 8,500 HP gas turbines, the most powerful locomotives in the world (at that time); an order that eventually was increased to thirty locomotives.

Numbered 1 through 30, the new two-unit locomotives differed considerably from the smaller turbines. Besides the horsepower, the major difference was design simplification. The C-C style running gear eliminated the span bolster used in the earlier units, provided a better traction motor ventilating system, and improved maintenance accessibility. The two-unit locomotive with the cab at one end only, had a 10,700 HP turbine producing 8,500 HP input to the generators and 7,000 HP at the rails. The 8,500 HP rating was arrived at for an ambient condition of 6,000 feet elevation and 90° F temperature.

The lead unit housed the engineer’s cab, control cabinets, dynamic brake resistors, air compressors, and 850 HP Cooper-Bessemer diesel engine generator set. The diesel was used to start the turbine, to provide excitation for the dynamic braking, and to move the locomotive when the turbine was not needed.

The second, or “B” unit contained the main power plant, a single-shaft gas turbine of a 16 stage compressor and two turbine wheel design with ten combustion chambers, and four 1,750 HP generators which powered 12 traction motors. The units were coupled with tight-lock couplers and were not intended to be discon-

nected in service. For all practical purposes the two units were permanently coupled.

The first of the “Big Blows” made it first run on 31 Aug 1958. The last, #30 was delivered in June 1961. By April 1966, twenty-five had been equipped for multi-unit operation with the diesels. Each locomotive costs \$950,000 plus freight charges, this price was less tender, which the railroad provided. They carried a warranty of one year or 100,000 miles.

These mammoth gas turbine locomotives were capable of pulling, on a straight and level track, a train of 735 full loaded freight cars, making a train more than 7 miles long, at a speed of 12 miles an hour. In daily use, high-speed operation, one was rated at anywhere from 5,000 to 11,000 tons for weight depending upon the terrain, from Omaha to Cheyenne. The average fuel consumption was 800 gallons per hour at full load or approximately 14 gallons per mile at 65 MPH. At maximum horsepower, the super turbines suck in about 320,000 cubic feet of air every minute; the equivalent of the amount of air breathed by 1/2 million people in one day. All that air is exhausted back to the atmosphere at a temperature of 850°F at a velocity of 1,600 MPH.

Specifics for Super Turbine

Height: 16 feet

Weight: 424 Tons or 849,248 lbs

Length: 179 feet (including fuel tender)

Axes: 12 on C-C trucks

Top Speed: 65 MPH (74/18 gear ration)

Starting Tractive Effort: 212,312 lbs

Tender Capacity: 24,384 gallons of heavy oil

A unit Fuel Capacity: 2,500 gallons of diesel fuel

Operation

The operation of a super turbine locomotive was very much like that of a diesel locomotive of the time. The only difference was the twenty notch throttle, where the diesel has eight, and the fact that they were 6 to 8 MPH faster when accelerating a train, and could reach 60 MPH in three miles less distance than a diesel lash up of equal horsepower.

The operation of the turbine prime mover was easy. It was all done with one push button that started or stopped it as needed. Once the button was pressed it automatically started the turbine controller in the following order:

- A. The major requirements for starting are:
 1. 850 HP diesel engine running
 2. Batteries being charged
 3. Lube Oil Temperature between 40° to 170°F

4. All necessary switches closed
 5. Turbine Oil Pressure above 11 psi
 6. Ground Switches Closed
- B. On starting, one air compressor is unloaded, all power contractors closed, a strong current is applied to the #1 generator, which cranks the turbine.
- C. When the turbine reaches minimum speed (2,680 RPM) the start fuel is turned on (diesel fuel), and the spark plugs fire. 45 seconds is allowed for firing, at this time the diesel engine goes to top speed (1,000 RPM) also.
- D. Minimum fuel is held for 45 seconds and then the fuel rate is slowly increased. After the turbine is at idle speed (4,130 RPM), the starting generator field is slowly dropped out.
- E. The fuel is transfer from diesel to heavy oil, once this is done, the full rated horsepower (4,860 RPM) is online and available for use.

The whole start sequence took approximately 9 minutes to complete. Shut down, except for in an emergency took about 5 minutes. The heavy oil had to be purged from the lines with diesel fuel before it could be turned off. A cool crank was the final step. The turbine was turned at 750 RPM with the starting generator for a few minutes to prevent heat stress on the internal parts of the turbine.

After talking to some of the crews that used to operate this locomotive, there were a couple of things that came out. One, never ride in a trailing units cab, the soot from the exhaust was all over everything. And, two, never try to step on to one when they were moving, the speed was deceptive.

They moved much faster than the diesels. They also told me that they rode very well, and they were quiet in the cab, you could talk in a normal voice. The exhaust noise seemed to be considerable at close range, it dissipated quickly with distance because the sound had no dominant pitch.

Because of the noise, some of the cities they operated out of had a noise ordinances passed targeting the "Big Blows". For example, in one nearby city, they could not be started within the city limits. The train had to be taken outside of it before the turbine could be started. In another well-known city, once the turbine was started, they had to be out of town within five minutes.

Continued next month with Part 4—No 80 Coal Burning Turbine.



MEET THE MEMBERS

Please join with me in welcoming the following new members of the Northern Utah Division of the NMRA:

- George Pekkanen of West Valley City
- Janet Jennings of Kearns
- Karin Gerald of West Jordan
- Tyson Brooks of West Jordan.

Hopefully, you will find this is an organization that brings together fellow modelers for Fun, Learning, and Fellowship... just as these renewing members have:

- Mike Meiser of Kearns
- Cindy Meiser of Kearns
- Trevor Stevens of Hinckley
- Ron Pearson of Salt Lake City
- Robert Gerald of West Jordan

We are glad you folks decided to stick around and continue contributing to the Fun, Learning, and Fellowship.



EXTRA BOARD

Hostlers Festival Photo Contest 2014

Stan Jennings

A reminder, be sure to share your best photographs 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, cabooses;
- 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.



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 George Pekkanen 801-966-3227. 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/



Division By-Laws

Ken Berry, Superintendent

Folks,

The Division Board and the Executive Committee have been hard at work, coming up with a new set of Bylaws that are easy to understand, easy to follow, and don't get in the way of having good-old, NMRA-style fun!

I am honored to represent the Board and the Executive Committee, and present these proposed Bylaws for your review and comment. They have been repeatedly examined to make sure that they are complete, thorough, and in the best interests of the present and future members of our Division.

Here's what happens next:

The proposed Bylaws will be published in at least two issues of the Division newsletter, and posted on the Division website for at least two months. During this period, everyone in the Division will have the opportunity to make comments or ask questions about the function, meaning, or intent of any part of these Bylaws.

It is important for you to engage in this discussion, even if you have nothing more to say than, "they look good to me".

We will vote to adopt them at the regular March meet, held the third Saturday from 3 to 5 pm at Pioneer Valley Hospital.

These Bylaws are intended to serve us well into the future, and we need you to make sure that they are a simple, stable, and understandable set of rules for going about the business of having modeling railroading fun, NMRA style!

Thank you.

Cheers!

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 railroady-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/

Hostlers Festival 2014

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

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

Golden Spike Model Railroad Club

Geoff Carter & George Pekkanen

The Golden Spike Model Railroad Club is housed in the former Children’s Museum of Utah located at 840 North 300 West in Salt Lake City, Utah.



Former Children’s Museum & Wasatch Plunge

A bit of History... The club was founded in 1968 by 24 modelers from the Salt Lake City and surrounding areas. The club was originally located at the Utah State Fairpark until 1984 when a change in management forced the club to search for newer territory. The club relocated to the basement of, what was then, the Children’s Museum of Utah in 1984.

The layout occupies 20’ by 50’ with a viewing aisle around three outside walls. The design follows a “Mountain Railroad” theme representing the major railroads of Utah and surrounding areas. Portions of the layout highlights the Union Pacific Railroad in Weber and Echo Canyons, the Denver and Rio Grande Western in Soldier Summit and American Fork Canyon, and the Southern Pacific in Donner Pass. The railroad boasts 27 scale miles of mainline, with an additional 16 scale miles devoted to Narrow Gauge. The layout also sports a replica of UP’s Ogden roundhouse, 500+ car yard, engine and car repair facilities, a passenger station and yard, and Intermodal yard.

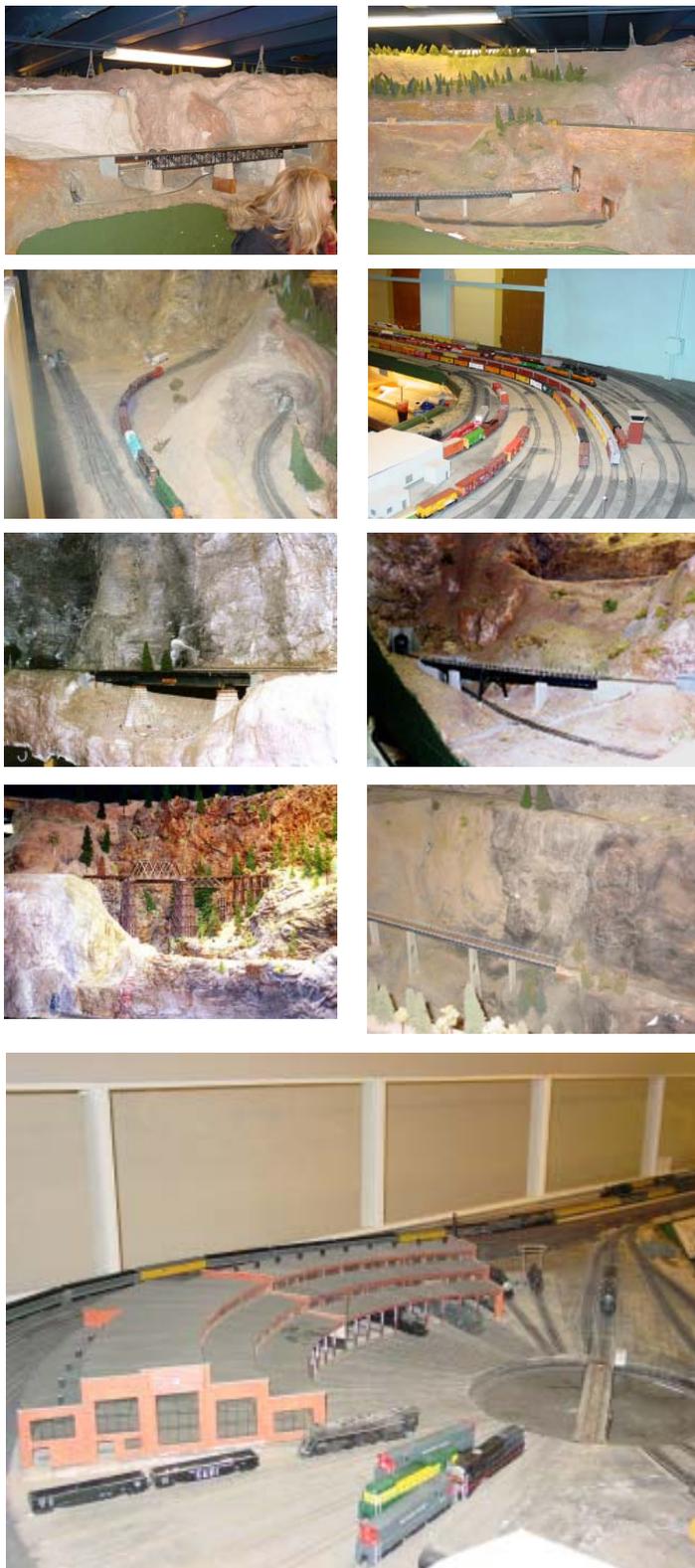
The layout is constantly under construction; replacing old wiring, transitioning from DC to DCC operations, replacing older fiber-tie flex track and the normal maintenance of repairing or replacing inoperable control panels and switches. A new dispatch panel and room is now installed and functional. Other projects include upgrading or replacing scenery, buildings, and signaling. Just as a mother’s work is never done, a model railroad is never finished.

The club operates for the public on Saturdays from 12:00 Noon to 5:00 PM. To find the layout, go to the South

end of the building and enter through the door at the bottom of the external stairs.

The Golden Spike Model Railroad Club is open to new members. Contact George Pekkanen at gpekkanen@q.com for further information.

Also visit their website at: www.wasatchmedia.com/deepcreek/page3.html



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.

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

Presented by Peter Lieber

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!

Feb 15, 2014 – Introduction to On30

Presented by Scott Perry

What is the fascination with the On30, the fastest growing segment of our hobby? Is it affordability? Or artisanship? 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 see 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.

Come learn all about On30 and why we think On30 is sexy! Please come even if you are a long time On30 guy...as we can always use color commentary and experience. You'll see some fantastic photography work and have fun!

Bring your On30 models...and a module if you have one!

TREASURER'S REPORT

Stan Jennings—Treasurer

As of 29 Dec 2013, the bank balance is \$1,737.32. Why the balance is so low this time of the year? Two big expenses. The first is the deposit for Wasatch Rails 2014. The Utah State Fairpark now needs 25% of the building rent down, not the \$500 as in the past. The second is the Convention cars -- \$1,727.54 for the Saltair boxcar and Salt Lake & Utah gondola Golden Spike Limited 2014 convention cars -- 48 of each. (See the note about them elsewhere in the newsletter.) All show expenses have been paid and the Fairpark has refunded the 2013 deposit. A loan of \$300.00 was made to Golden Spike Limited 2014 Convention to open a separate checking account. The Polygamy Porter cars are all gone, we grossed \$1,935.00.



If everyone on earth enjoyed model railroading there would be no wars, all the children would be fed, peace would envelop the planet, and everyone would *"smile on his brother and love one another right now."*

OUR VOLUNTEERS

Northern Utah Division Leadership:

Elected Officials:

- Superintendent Ken Berry
- Asst. Superintendent..... Vacant
- Treasurer Stan Jennings
- Director at Large..... Jack Chase
- Director at Large..... Fred Baney
- Director at Large..... Vacant
- Director at Large..... 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:



NMRA President, Charlie Getz

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 Short line 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.

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!

**Bylaws of the
NORTHERN UTAH DIVISION
Rocky Mountain Region, NMRA**

**Article I
Name, Status, and Purpose**

- 1) The name of the organization is the Northern Utah Division (the “Division”). It is established under the provisions of the governing documents of the Rocky Mountain Region (RMR), and the Regulations of the National Model Railroad Association (NMRA). If a conflict should develop between these Bylaws and the Region’s governing documents, the Region’s governing documents will govern. If there is a conflict with the NMRA Regulations, the NMRA Regulations will govern.
- 2) The Division is incorporated as a non-profit corporation in the State of Utah, and shall seek and maintain classification by the U. S. Internal Revenue Service as a 501(c)(3) tax exempt organization.
- 3) The Division is organized to promote educational, charitable, historical, and fellowship activities related to model railroading and rail transportation.
- 4) The Division newsletter is the official publication of the Division.

**Article II
Territory**

- 1) The boundaries of division territory is determined by the Region.
- 2) Throughout these Bylaws, “residence” means the member’s principal residence.

**Article III
Fiscal Year**

- 1) The Division fiscal year will be from January 1 to December 31.

**Article IV
Membership, Dues, Activities, and Finances**

- 1) Each NMRA member is automatically a member of the Region, if one exists, and of the Division, if one exists, in whose territory the member resides.
- 2) Division activities are a benefit of membership in the NMRA. Therefore, all NMRA members, regardless of residence, are entitled to attend or participate in any activity of the Division, but only eligible members of the NMRA shall be privileged to vote in Division elections or hold Division office, as defined elsewhere in these Bylaws.
- 3) Guest attendance privileges may be granted to non-NMRA model railroaders to introduce them to the Division and the NMRA, but must join the NMRA before attending more than one Division activity.
- 4) The Board of Directors may choose to charge fees for specific activities and services such as meets, conventions, tours, open houses, and a mailed copy of a publication. For such activities, the fees will be the same for all NMRA members, regardless of residence.
- 5) Division monies may only be spent by prior resolution of the Board. All authorized expenditures shall be made by check. Any check less than \$100 may be signed by the Treasurer, but all other checks must be signed by the Treasurer and one other Trustee. Receipts equal to the amount of the check must be given to the Treasurer or the check cannot be issued.

Article V
Board of Trustees

- 1) A Board of Trustees (the “Board”) will supervise and control the business, property, and affairs of the Division, by any practical means available, except as otherwise provided by law or these Bylaws.
- 2) The Board will consist of seven members (“Trustees”): the Superintendent, the Clerk, the Treasurer, and four Directors.
 - a) No member of the Board will receive remuneration of any kind for their services. However, they may be reimbursed for reasonable expenses upon the majority approval of the Board, if a written request and original receipts have first been submitted to the Board.
 - b) An elected officer may be recalled by petition, signed by two-thirds of the vote-eligible members of the Division and validated by the Board of Trustees.
 - i) A recall petition, declared by the Board to be valid, immediately strips the recalled officer of any and all rights, duties, and obligations of their office.
 - ii) A recalled officer shall immediately surrender to an Officer of the Board any and all Division property, physical or otherwise.
- 3) Trustees serve a term of two full fiscal years. The Superintendent and two Directors serve terms beginning the first day of odd numbered fiscal years, and the Clerk, Treasurer, and two Directors serve terms beginning the first day of even numbered fiscal years.
- 4) The Superintendent performs the usual duties of the Chief Executive Officer of a non-profit corporation, presides over Division and Board meetings, creates and dissolves committees as needed, appoints and removes members from committees, and is an *ex officio* member of all committees, except the Election Committee and Financial Review Committee. The activities of the Division are the responsibility of the Superintendent.
- 5) The Clerk performs the usual duties of the Executive Secretary of a non-profit corporation, and will preside over Division and Board meetings that the Superintendent is unable to attend, and is responsible for membership records, recruiting, and retention efforts. The membership of the Division is the responsibility of the Clerk.
- 6) The Treasurer performs the usual duties of the Chief Financial Officer of a non-profit corporation, presides over Division and Board meeting that both the Superintendent and the Clerk are unable to attend, and develops the Division’s budget for review and approval by the Board at annual meeting. The physical and financial assets of the Division are the responsibility of the Treasurer.
- 7) Directors perform the usual duties of a Trustee of a non-profit corporation, and fulfill assignments made by the Board. Oversight of the Superintendent, the Clerk, and the Treasurer is the responsibility of the Directors.
- 8) Vacancy in the office of Superintendent will be filled by a Trustee, appointed by a majority vote of the Board, within two weeks of the vacancy. Vacancies in any other office, including the former office of the Trustee appointed to serve as the Superintendent, must be appointed by the Superintendent, within two weeks of the vacancy.
 - a) Appointees must be eligible to hold elected office, as specified elsewhere in these Bylaws, and shall serve out the remainder of the original term of their predecessor.
 - b) If no willing volunteers can be found to fill a vacancy within two weeks, the Board will assume any and all further responsibility for finding and appointing a successor.

Article VI
Board Meetings and Division Business

- 1) The Board will hold at least two regular business meetings each year, an “Annual Meeting” and a “Semi-Annual Meeting”. A two-thirds majority vote by the Board will require the Superintendent to schedule a special Board meeting.
 - a) The Superintendent will set the date, time, and location of all Board meetings, provide each Board member with at least fifteen days advance notice of these meetings, and make an open invitation for all Trustees to submit to the Clerk any items of business to be put in the agenda.
 - b) A majority of Trustees in attendance at any Division meeting shall constitute a quorum. A quorum must be present in order to conduct any Division business. Items before the board will be approved by a majority vote, unless otherwise specified in these Bylaws.
 - i) Trustees may vote by proxy, and shall thereby be considered as present and part of a quorum.
 - ii) Trustees may participate in Board meetings from remote locations, by any means that allows all participants to communicate with each other, and shall thereby be considered as present and part of a quorum.
 - c) The annual meeting will be held during the general meeting of the 12th month of the fiscal year. Annual reports from the Superintendent, the Clerk, and the Treasurer will be made to the general membership at this meeting, elections for the upcoming year will be held, and any proposed amendments will be presented to the membership for a vote.
 - d) The semi-annual meeting will take place during the general meeting of the 6th month of the fiscal year. The Board will review progress over the first half of the fiscal year, make any corrective measures necessary to achieve Division goals by year-end, and conduct any other Division business that stands before the Board. The Wasatch Rails committee chair will report to the Board on the status of the annual show. Any proposed amendments will be presented to the membership for a vote.
 - e) All meetings of the Board will be guided by an agenda, provided to each Trustee at least 7 days before the meeting.
- 2) Unless otherwise stated in these Bylaws, *Robert’s Rules of Order* will govern board meetings.

Article VII
Conflict of Interest

- 1) No Trustee will cast a vote, or take part in the final deliberation, on any matter in which the Trustee, or members of the Trustee’s immediate family, have a financial or personal interest.

Article VIII
Indemnification

- 1) By resolution of the Board, the Division may indemnify any officer, board member, or agent against any and all expenses and liabilities incurred by him or her in connection with any claim, action, suit, or proceeding to which he or she is made a party by reason of being an officer, board member, or agent.

Article IX
General Membership Meetings

- 1) General Membership Meetings (“general meetings”) will be held at times and places determined by the Superintendent. A two-thirds majority vote by the Board, or a petition signed by twenty percent of the vote-eligible members of the Division, will require the Superintendent to schedule a special general meeting.
- 2) The Superintendent will set the date, time, and location of all general meetings, and provide each member with at least seven days advance notice of these meetings.
- 3) The general meeting held on the 12th month of the fiscal year will also be known as the “Annual Meeting”, which will differ from other general meetings by including the annual elections, annual reports from the Superintendent, Clerk, and Treasurer, the report of the Financial Review committee, voting on any proposed amendments to these Bylaws, etcetera.
- 4) A quorum of the Board must be in attendance at the annual meeting, as defined by these Bylaws.
- 5) Unless otherwise stated in these Bylaws, *Robert’s Rules of Order* will govern general meetings.

Article X
Elections

- 1) An Election Committee, appointed by the Superintendent at the October membership meeting, will serve until the end of the annual meeting.
 - a) A Director who is not standing for re-election will be appointed to chair the committee.
 - b) Two vote-eligible Division members who are not currently serving on the Board will be appointed to the committee.
 - c) The Election Committee is responsible for conducting all aspects of the annual election.
- 2) Elections must provide a fair and adequate opportunity for each and every vote-eligible member to run for elected office.
 - a) A clear description of the eligibility requirements for holding and running for elected office, and clear instructions on how to run for office, will be published in the issue of the Division newsletter that immediately precedes the October meet.
 - b) Eligible members may declare their candidacy for an office at any time between the opening of the October meet and the close of the November meet, by notifying the Election Committee of their intent. Each candidate may also submit a photo, and a 250-word (or less) candidate’s statement, to be published in the issue of the Division newsletter that immediately follows the November meet.
 - c) Each candidate is entitled to run for one elected office.
 - d) To be eligible to hold or run for an elected office, a candidate must reside within Division territory, be a member of the NMRA in good standing, and hold a membership classification in the NMRA that grants them the right to vote.
 - e) An office in any election that has no candidates declare for it will be considered vacant on January 1, and subject to appointment, according to the section of these Bylaws on vacancies.

- 3) Elections must provide a fair and adequate opportunity for each and every vote-eligible member to vote in the election.
 - a) A clear description of the eligibility requirements for voting in a Division election, along with the official ballot and a list of authorized methods and clear instructions for returning a voted ballot, will be published in the issue of the Division newsletter immediately preceding the annual meet.
 - b) Each eligible voter is entitled to one vote. Voting by proxy shall not be allowed.
 - c) To be eligible to vote in a Division election, a voter must reside within Division territory, be a member of the NMRA in good standing, and hold a membership classification in the NMRA that grants them the right to vote.
- 4) At the annual meeting:
 - i) The Election Committee will validate and count each voted ballot, in full view of the membership. Only ballots cast by eligible voters will be counted.
 - ii) Each member of the Election Committee will sign and date the official copy of the election results, thus certifying that they are a true and accurate record of the will of the membership of the Division.
 - iii) The Election Committee will announce the election results to the membership.
 - iv) Submit to the Clerk the "Election Record", which will contain all candidate statements, all ballots voted by any means, and the certified copy of the official election results. This record is to be retained in the Division Archive for one fiscal year.
- 5) The candidate receiving the most votes for an office is elected to that office. In the case of a tie, the issue will be decided by a public coin toss.
 - a) Elected officers assume their office on January 1.
 - b) Outgoing officers must surrender all Division property, physical or otherwise, to the Board no later than December 31.
- 6) Official election results will be published in the issue of the Division newsletter that immediately follows the annual meet.

Article XI Amendments

- 1) Proposed amendments that will materially alter the intent, purpose, structure, meaning, or authority of these Bylaws may be proposed to the Board by any member of the Board, or by a submitting a petition to the Board that contains the signatures of 20% of the vote-eligible membership and the final text of the proposed amendment.
 - a) Petitions will be rejected by the Board if the petition does not contain the proper number of valid signatures, does not materially alter the intent, purpose, structure, meaning, or authority of the Bylaws, or violates laws of the State of Utah, laws of the United States of America, the governing documents of the NMRA, the governing documents of the Region, or the remainder of the Bylaws of this Division.
 - b) The text of any valid proposed amendment, and the date, time, and place of the meet where the vote will occur, will be published in the next issue of the Division newsletter.
 - i) The vote shall not occur less than two calendar weeks after the proposed amendment was published.

- ii) A quorum of Trustees must be physically present at any meeting where a vote on a proposed amendment will occur.
 - iii) A two-thirds vote of the vote-eligible members present at the meeting will adopt the proposed amendment. Adopted amendments *immediately* become part of the Bylaws. The Clerk will update the Bylaws accordingly, and publish the amended bylaws in the next issue of the Division newsletter.
- 2) Administrative amendments serve only to correct errors found in the Bylaws that, when corrected, will not materially alter the intent, purpose, structure, meaning, or authority of these Bylaws, and may only be proposed by a Trustee. Administrative amendments must clearly indicate the corrections to be made, and shall pass with a two-thirds vote of the Board. A precise summary of administrative amendments passed by the Board will be published in the next issue of the Division newsletter.

Article XII

Financial Review

- 1) The Superintendent will appoint, at the November meet, a Financial Review committee to conduct an annual review of the Division's finances or, immediately upon a vacancy in the office of Treasurer, a Financial Review committee to conduct a special review of the Division's finances.
- 2) The Superintendent, the Treasurer, and anyone who has assisted the Treasurer with the Division's finances at any time during the previous twelve months, are strictly forbidden from serving on this committee.
 - a) A Director will be appointed to chair this committee
 - b) Two members of the Division not currently serving on the Board, and vote-eligible, will be appointed to the committee.
- 3) The Financial Review committee will review the financial records of the Division to ensure that all Division assets have been properly accounted for and that there are no inconsistencies in the financial record. They will report their findings to the membership at the December meet, in the case of an annual review, or at the next member meet, in the case of a special review.

Article XIII

Dissolution

- 1) No part of this procedure for dissolution shall supersede or override the procedures for dissolution as specified in the Articles of Incorporation.
 - a) The Division will be considered dissolved when a proposed amendment for dissolution is adopted, or if there have been no Division meetings held or scheduled for twelve months, or if the Division charter is revoked by the Region.
 - b) Unless otherwise specified in the Articles of Incorporation, the last elected officers will pay all outstanding bills and promptly forward all assets and records to the Region official designated by the Region President. If the Region is unable or unwilling to receive these assets, they will be donated to another 501(c)(3) organization whose purpose is generally consistent with that of the Division.