

WASATCH DIVISION NMRA

GOLDEN SPIKER



VOLUME 01 NUMBER 2/3

Feb/Mar 2013



Inside this issue:

Rick Luther's Milwaukee Road Northern Montana Line



About our cover: A warm day at the grain silos for the Milwaukee Road crew, Rick Luther photo

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THE SMOKEBOX

superintendent@nmrawasatch.org

I never imagined that this job would be as fun as it has been. I rather expected it would drain most of my energy from me, and it does have its moments, but the spirit of camaraderie and support among the modelers of the Wasatch division far over-shadow any small bumps that may come along from time to time. It is both refreshing and invigorating to see the raw enthusiasm for railroad modeling that fills our Division from the north counties to the south counties!

This past month has given me the opportunity to travel our Division and meet some of our members and our non-NMRA family of railroad modelers living along the Wasatch Front. I have been impressed with the sheer variety and talent of modeling interests in this Division, and it is a remarkable thing to be able to experience almost every facet of our hobby; we don't have to model it all to see it all, we just share with each other!

The Hostlers are a fine club filled with fine people, so far as I have met them, and I enjoyed very much sitting amongst their membership and watching all those people talk with each other, joke with each other, and generally enjoy each others company.

Likewise, I enjoyed my visit with the Ophir, Tintic & Western 100% NMRA club in the Provo-Orem area. It was a treat for me to sit amongst them and enjoy their friendship for one another and their passion for our hobby, and to learn about the railroad artillery!

By the time you read this, the Hostlers annual train festival will have concluded, and I will have spent my children's inheritance on some very important model railroad acquisitions that I could not possibly be expected to do without (at least, that's what I will tell my wife when I get home), and it is a regret of mine that I was unable to attend the fine annual show hosted by the OT&W which has so recently concluded, but anyone with young children and a working spouse will understand my predicament.

Please keep your calendars clear for Saturday, May 11th. Our monthly membership meeting will be held at the Union Station in Ogden in conjunction with our participation in the celebration of "National Train Day". We will be providing a sort of a "mini-convention" that day to entertain our members and most importantly to offer our non-NMRA friends a chance to see what we do and to "get their hands dirty", so to speak. More information will come to you as we work out the details, but this will be a spectacular opportunity for us to serve our local friends and help them understand what we do in the NMRA.

I am proud to call myself a member of this Association and to be numbered among such fine and talented human beings as you all ... keep up the good work!

- Ken Berry, Superintendent

THE Brakeman

scottgperry@comcast.net

Wow! I'm so glad to see things moving in the right direction for our Division. Ken has certainly stirred the pot and got us going. Hopefully the new Golden Spiker will help keep you informed as to what is going on in the largest Division in the Rocky Mountain Region.

We are growing! The Division has added six more new people just recently and we have continued to be the fastest growing Division in our Region for the last two years. In fact, most all the growth in our Region is due to our Division! The NMRA has lost over 1,000 members just in the last year which is sad news. But I've always believed that there are still thousands of modelers just here in Utah that we've not touched yet. The growth potential is huge!

If you are a volunteer, we want to know what you are doing. I'm just the temporary Editor while we are looking for a full time person, so it is very hard to keep track

of everything. Please be proactive and send me updates (and pictures) regarding your projects and progress for the Division.

This month we'll have the first of many member modeler layout profiles. Ken will be reaching out to those of you with layouts to furnish us a few pictures and some words about what you are doing on the layout. The Division wants to know what you are doing, and seeing these kinds of articles inspires us all. Interested in the Achievement Program? Everything you publish counts for points toward Author!

Volunteers make the organization run. If everyone does a little, then we can accomplish a lot! Look for the volunteer opportunities in the newsletter and pitch in where you can. Never feel like you don't know enough as we'll make sure you are fully trained!

- Scott Perry, Editor

Rick Luther Models the Milwaukee Road's Northern Montana Line

By Rick Luther

Join me as I transcribe a history of my re-creation of the Milwaukee Road's Northern Montana Line from Lewistown to Great Falls, Montana. The Northern Montana Line was the largest branch line on the Milwaukee's Pacific Coast Extension. The line starts at Harlowton and extends throughout most of central and northern Montana. The part of the Milwaukee Road's Montana Division I am modeling

includes the 11th (Lewistown to Heath, Montana) and 13th (Lewistown to Great Falls, Montana) Sub-Divisions. This branch line produced a large agricultural base for the Milwaukee Road. More revenue loads originated here than anywhere else on Pacific Coast Extension. The line passed through what was known as the heart of

Montana's "golden triangle". The era I am modeling is the late summer/fall of 1969. This was just before the merger of the Great Northern into Burlington Northern in April of 1970. If you wait patiently you just might see a re-routed Great Northern train passing by in Milwaukee territory.

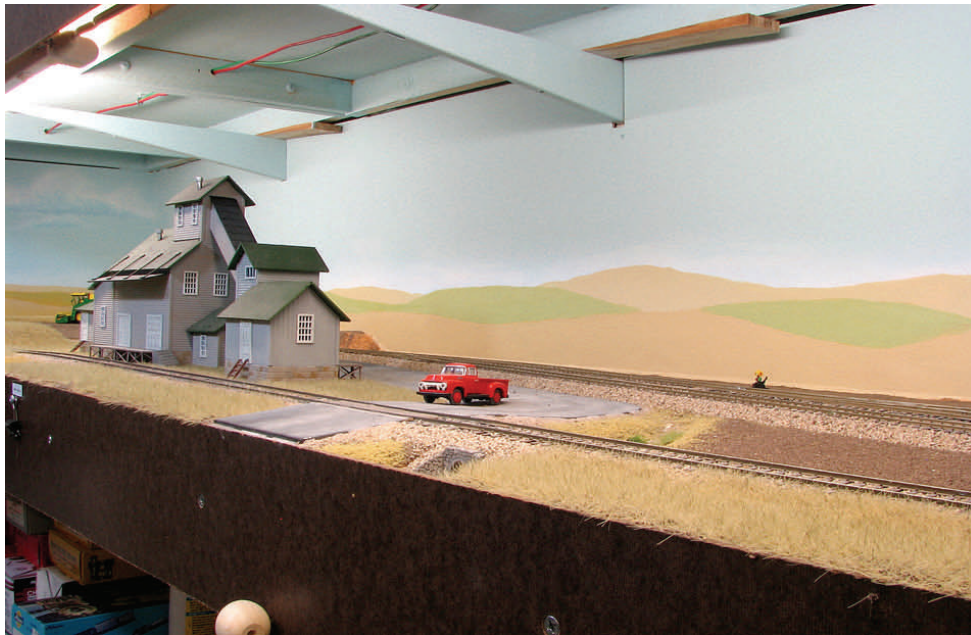
The layout inhabits an 11' x 19' ex-family room in the lower-level of our house. It is a two level around the wall

shelf design with the levels connected by a helix in the stair-well area. The shelf construction consists of sections built with a 1' x 2' frame attached with screws to a 3/8" particle board base with 2" pink foam glued to the base. These sections are bolted together and supported by shelf brackets on the wall. This provides a stable base yet easy to disassemble if a future move is required. From an

operational aspect, the design is a point to point run from the Harlowton staging on the lower level to the Great Falls staging tracks on the upper level. In the layout design process many obstacles and conditions had to be considered before construction could begin. The around the wall design was used so that the center of the room could still be used for a liv-

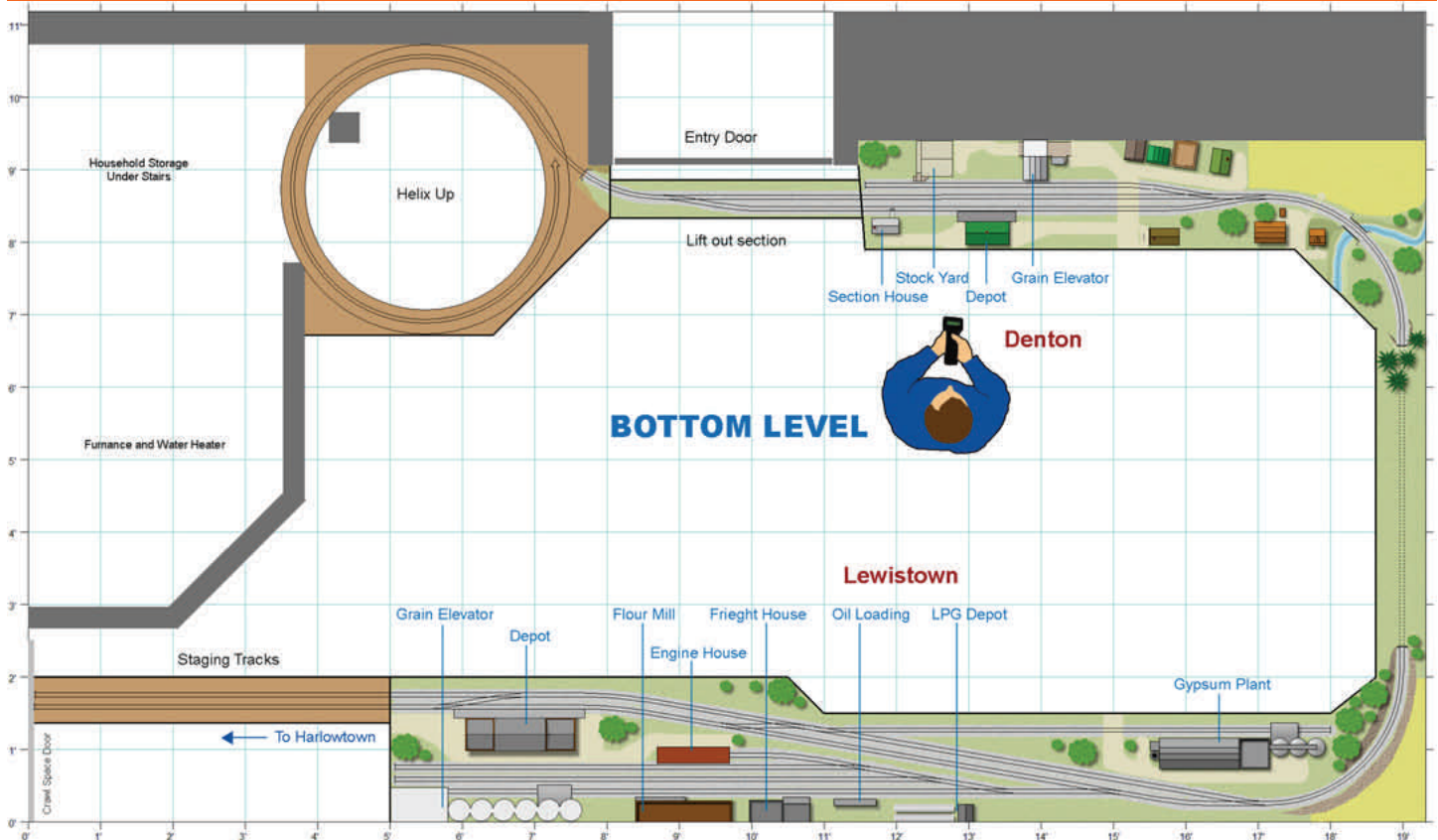
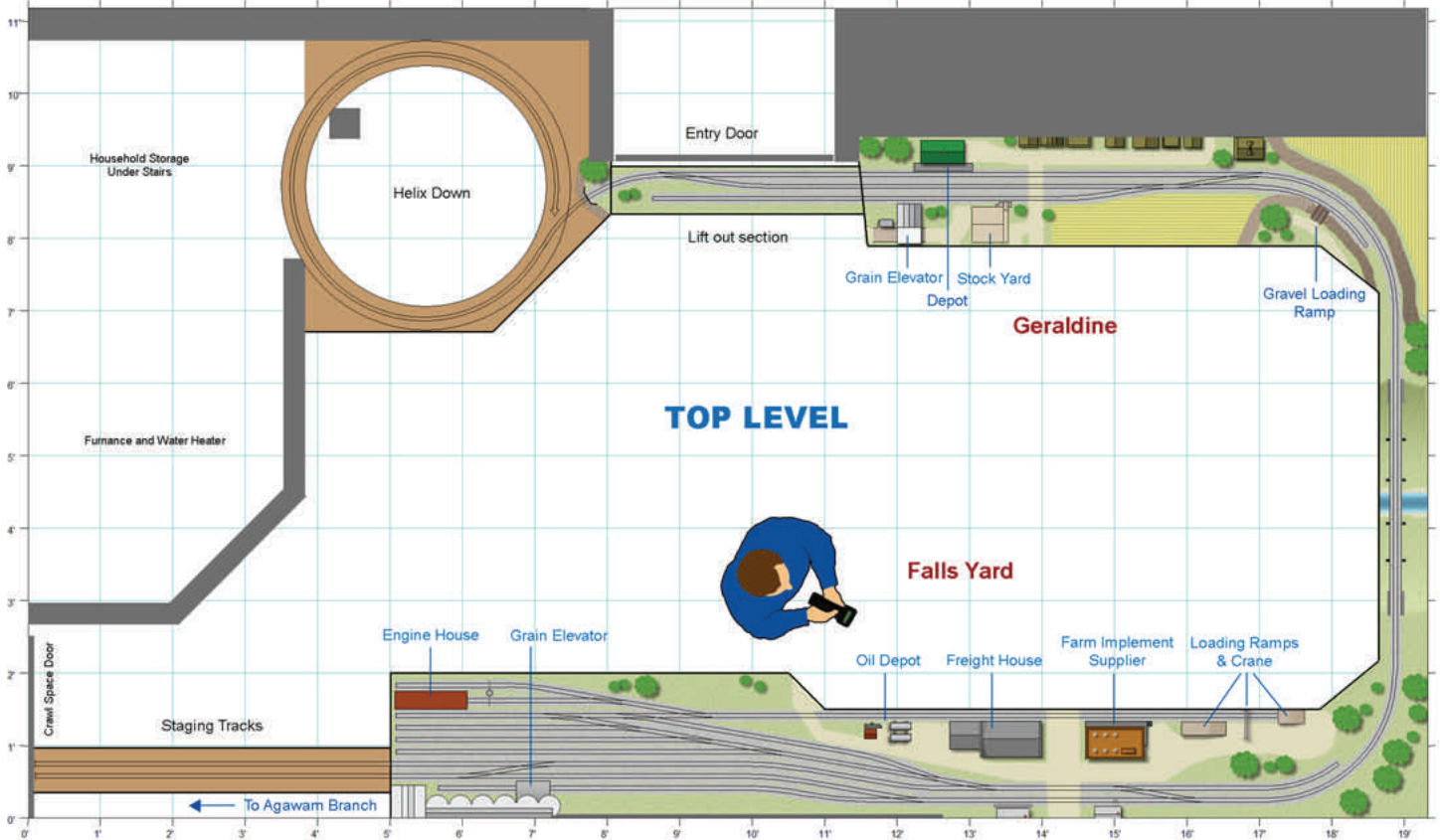
ing and relaxation area. Some of the obstacles to design around included a fireplace (although in Utah the days you can actually use it are few and far between), a water heater and furnace, an access to the crawl/storage space and a large window on one wall.

The track work is all code 83 hand-made turnouts with commercial flex track laid on cork road bed. I use jigs supplied by Fast Tracks to construct the turnouts. This is



A solidary red pickup creates dust as it head's back from the local co-op. Grass and a hand painted backdrop make for a good setting for the local farm supply company.

Rick Luther's Milwaukee Road Northern Montana Line





The cool, clear water of the creek trickles quietly underneath the bridge as the Milwaukee Geep breaks the silence and roars through. The grass on Rick's layout is courtesy of his own hand made static flocker. Stay tuned for a clinic!

a very cost effective, visually satisfying and fun way to build turnouts. The turnouts are thrown by control rods from the front fascia using Bullfrog actuators also from Fast Tracks. At this point track work is about 90% complete. All that remains are the yard, engine and industry tracks for Falls Yard.

The scenery base is made of either pink or white foam board covered with a thin layer of plaster and layer of earth colored acrylic house paint. This base is then covered with sifted sand and a final layer of various types of ground textures for variety. I use different methods for the final ground texture. My favorite method is static grass. I built a static grass applicator with a battery operated fly zapper from Harbor Freight and a fine mesh metal kitchen sifter. This was a cheap and easy to build project that almost anyone can do.

The layout is controlled by a single NCE PowerCab. Future plans call for addi-

tional boosters for more cabs when I get closer to having actual operating sessions. Right now I am using a laptop loaded with JMRI connected to the PowerCab and a smart phone for wireless control of trains.

I'm currently looking at different operational methods for running trains. A waybill and car card system along with a timetable is the method I'm thinking of using. A normal operating session would include an eastbound freight that sets-out and drops-off cars at the Lewistown yard then passes through two stations before terminating at Falls Yard. A similar westbound freight originates at Falls Yard and proceeds to

Lewistown to complete set-outs and drop-offs before proceeding to Harlowton staging. Local trains called "patrols" in Milwaukee Road parlance originate at each yard and switch the other stations on the layout before returning to their starting point. While these trains are performing their duties scheduled Great Northern eastbound and west-



The high grass, and the occasional corn plant, grow quickly in the warm sun. The hoppers here at Denton are full and ready for pick up by the local.



bound run-through trains perform meets with the patrols at various points. To add more interest to an operating session an eastbound and westbound Great Northern RDC-3 makes stops at all stations for passengers and mail pickup. Special trains like a steam powered rail fan train or an extended load multi-flat car train may make appearances just to keep operators busy.

June of 2009 was the start of actual layout construction. Over the nearly four years of building the layout I have enjoyed nearly every minute of it. Joining the NMRA and the Utah Society of Railroad Modelers has allowed me to find answers to questions, discover new techniques and gain a wealth of knowledge regarding layout design and operations. The most rewarding aspect has been the development of new friendships and the camaraderie of fellow model railroaders. To view an ongoing history of layout construction, layout plans, videos, along with some prototype history and photos, visit my blog at <http://northmontanaline.blogspot.com>.

Reader Feedback

As a member of the NMRA, one thing that I could use from time to time is an idea of how everyone else solves a particular problem. Sometimes we come across an issue that we just can't figure out how to work around, and we get stuck. At times like these, it sure would be nice to have a sort of "Dictionary of Solutions to Common Problems"...and that is where this column comes into play!

Every month we will ask for your answers to a question posed in this column, compile the results (anonymously, unless you say otherwise!) and publish our findings in the next newsletter!

This month's question comes from personal experiences over the past week or two. I have been asked more than once a very significant question, one that is crucial to our Division's future, and one that we need to

be able to answer on the spot, but often don't have one ready. This month's "Reader Feedback" is:

"What's the point of belonging to the NMRA?"

I often find that people are really asking, "what do I get out of the NMRA that justifies spending that much money on annual dues?"

We all belong to the NMRA and pay our dues every year so we can continue to belong to the NMRA, but nobody has the answer to that question sitting in their hip pocket waiting for someone to ask us "what's the point?"

I know what the NMRA does for *me*, but what does it do for anyone else? What does the NMRA provide to a 100% NMRA club that they cannot get elsewhere? What does the NMRA give to our Division membership that we can't get elsewhere?

At first glance I thought this question would have an easy answer, but let's say that you are talking with a friend over lunch and they ask you, "why do *you* belong to the NMRA?" How would you answer that, and what would you say if they asked, "why should *I* belong to the NMRA?"

This is similar to the position I have found myself in more than once lately, and I don't expect that to change any time soon. As members of the NMRA, we may be called on to answer these questions; I was, but didn't have any better of an answer than you do.

So I would like you to send me an email at superintendent@nmrawasatch.org and tell me how you would answer your friend:

- 1) "Why do *you* belong to the NMRA?"
- 2) "Why should *I* belong to the NMRA?"

We'll compile your answers (anonymously, unless you say otherwise!) and present our findings in the next issue of the Golden Spiker newsletter. That should give us a pretty good idea of what we the NMRA does for us in the Wasatch, and build a list of reasons why anyone would want to join with us in our modeling association.

Please submit your comments by March 25th to be included in our next issue! .

- Ken Berry, Superintendent

We Miss You on Yahoo!

**Not getting regular Division updates and info?
Then join the Wasatch Division Yahoo
E-group at
groups.yahoo.com/group/wasatchnmra/**

Under The Hood

Under the Hood is a monthly column that answers your questions about the inner workings of the NMRA, from National right down to a 100% NMRA club! Send your questions to "superintendent@nmrawasatch.org"

What roles do railroad modeling clubs play in our Division?

When people think "NMRA", they usually think of a club-type experience. When I joined the NMRA, I thought I was going to be attending monthly clinics by expert modelers, see some really spectacular models on display, and rub elbows with people who were as excited about a miniature locomotive chuffing down the track as I was!

If it is true that railroad modeling is all about the fun, friendship, and learning, then railroad modeling clubs are the single most important component in our organization; they are our main source of group modeling activities, where we go to be with our modeling friends, and the primary source of new skills and modeling techniques.

This experience rightfully belongs to the railroad modeling clubs, and that's why I say "a division is strong only when its clubs are strong!"

Should a club have a Membership Clerk/Greeter?

Absolutely! Where possible, these roles should be filled by two different people.

The role of the Membership Clerk is to maintain accurate and timely records of the members of the club, update member contact information, and keep a record of attendance at club meetings and events, whenever practical.

The role of Greeter is to welcome each member to the meeting or event as each member enters the room or facility, distributing to each member any materials associated with that meeting (flyers, coupons, handouts, announcements, etc), and help the member to feel welcome. New members and re-rails make excellent Greeters because it gives them the opportunity to meet everyone in the club in short order.

Until next month!

- Ken Berry, Superintendent



NMRA NEWS



As a result of a disciplinary action, the BOD declared the "At Large North America Director" position vacant. A replacement will be named according to NMRA policy and procedures. Reference the NMRA web page for additional information.

Gerry Leone resigned as Communications Director for personal reasons, including some unfortunate personal snipes from other officials and the organization's slow pace of modernization.

Bill Kaufman, Vice President for Special Projects, has resigned for personal reasons.

"At Large Worldwide Director" Tony Koester (sounds like "Custer'd") is retiring from the BOD due to term limits, position to be filled via the upcoming elections.

2016 National Convention: The 2016 National Convention "Highball to Indianapolis" will be held in Indianapolis, IN from July 3-10, 2016 at the Westin Hotel and the Indiana Convention Center. The 2016 National Train Show will also be held in the Convention Center, located directly across from the hotel.

Future National Convention Dates: The BOD approved a motion to allow more flexibility in scheduling the dates and areas of the country for our conventions starting with the 2017 convention.

Disposition of Items Donated to the NMRA: The BOD approved a motion to provide NMRA members a first opportunity to purchase items donated to the NMRA Museum or Library or which were undesignated but were deemed surplus. Any unsold items may be offered for sale to the general public.

NMRA Museum: the NMRA Museum has reached over \$300,000 in pledges for the CSRM Gallery Exhibit ("The Magic of Scale Model Railroading"), triggering a matching pledge of \$250,000. The Museum's goal is \$750,000.

Marketing Plan: Marketing Director Page Martin reported on a new ambitious marketing plan for the NMRA including in-package membership inserts with Walther's products as well as on-line and hard building hobby establishments, museums, special attractions and national and regional model railroad shows and conventions. An active program is being created for November which is National Model Railroad Month.

**WE DON'T WANT TO
LOSE YOU!
Be Sure to Pay Your NMRA Dues!**

New Members

Our division is heading in the right direction, we have 4 new members to welcome to the Wasatch! Recently joining the NMRA on the RailPass program are:

Frank Starke, Eagle Mountain
Donald Solomon, North Salt Lake
Victor Nielsen, Salt Lake City
Dan Loertscher, West Jordan

Remember, these folks are taking us out for a "test drive" on the RailPass program. We should always be at our best behavior, but let's make sure we give these folks a reason to stick around: keep your eyes open for them members, introduce yourself and shake their hand at your next club meeting, and remember that they may be as disoriented at first as I was, and could really use your help to get situated and become comfortable in our Association! They have a lot to offer the Wasatch division and will likely be willing to help out with a project that won't overwhelm them while they are "learning the ropes", so don't hesitate to involve them in your club!

Returning Members

We must be getting better at something, because we have 3 former NMRA members returning to the Wasatch division:

Dale Angell, Salt Lake City
Jay Miller, Sandy
Marc Simonsen, Hooper

When you run into these folks, let them know who you are and help them regain their bearings at our club meetings. They've been here before, and probably already know the ropes, so maybe they would be willing to jump in and help on a committee or larger project.

Welcome aboard, folks, we're glad to have you along. Don't hesitate to let any of us know what you need or want from your experience in the NMRA, and together we'll figure out how to get it done!

Lost FrontRunner

Due to continued issues with following the rules at the Frontrunner Shops, we have lost permission to meet there go forward. This is a very sad situation. Please keep your eye on the website at www.wasatchnmra.org for future event locations. Thank you Mike Meiser for your help in arranging for this wonderful meeting place.



POLYGAMY PORTER HO SCALE REFRIGERATOR CAR

A few months ago the Wasatch Division approved acquiring forty-eight car special run of the Accurail HO scale Polygamy Porter Refrigerator Car as a fundraiser. Due to unforeseen circumstances the project was delayed. Progress will begin again just after the Hostlers Festival. We will have more information and, hopefully, pictures in the next "Golden Spiker". While the photo does not portray the actual colors you can get the general idea. Since beer cars are very collectible, we expect these to sell very fast.

Help Wanted

HELP WANTED: We have many opportunities for good hearted volunteers to serve our Division Membership in a variety of positions. No experience is required! All you need is a passion for model railroads and a willingness to meet a deadline or two. On the Job Training is provided. Benefits include convenient hours, easy work, strong job satisfaction, and the gratitude of your fellow modelers! Inquire at superintendent@nmrawasatch.org

AMERICAN CIVIL WAR RAILROADING – an ACWRR modeling group is forming in the Wasatch Division to prepare an exhibition layout for display at local Shows. Exhibition scale to be determined. There is lots of HO stuff out there, N is making a strong surge in the ACWRR arena, and O scale has some truly spectacular locomotives and rolling stock as well. No experience necessary, just a passion for model railroads, a willingness to learn, and the ability to help work on the layout from time to time. Interest in the history of ACW Railroading is a plus! Contact Ken Berry at railroad.modeler@gmail.com to join the fun!!

FOUND: a lonely little Editorship was found in the Sandy area recently, and it looks like it came from a good home. If it is yours, or if you are willing to foster this adorable thing, please email editor@nmrawasatch.org and claim.

We need YOU to volunteer to help us grow! Apply within.

Next Meeting

Our next membership meeting will be held on March 9th from 10:00 am to 12:00 pm in the private car, the "Moonlight Dome", located just south of the Utah State Fairgrounds at 1200 W North Temple. The parking lot is on the south side of the street.

SAFETY FIRST!!

EVERYTHING SOUTH OF THE CARS IS AN ACTIVE RAIL YARD AND CAR MOVEMENT CAN OCCUR AT ANY TIME, EVEN ON SATURDAY!

Keep to the NORTH of the "Moonlight Dome" and "Janice L."



From anywhere in Utah:

Make your way to Salt Lake City and take I-80 West from the I-15 freeway. Exit at Redwood Road (2100 W) and turn North. Make your way to North Temple (2nd traffic light) and turn RIGHT. Make your way to 1200 W (the second traffic light) and turn right into the large parking area. Park near the "Dome" and enter through the vestibule.

Membership Meeting Agenda:

Clinic: "Hands-On Weathering with Chalk" by Fred Baney (Bring a freight car, give it a layer of Dullcote for best results)

Show & Tell: "Freight Cars" – bring one you can get chalk on!

Member Mingle: in the "Janice L" private lounge car, refreshments provided

Q&A Session: bring your unanswered modeling questions to the Mingle!

Treasurer's Report

These are your funds. We will attempt to have a full accounting in every issue of the "Golden Spiker" or "Gandy Dancer" newsletter.

As of April 25, 2013, the division has \$5258.47 in the bank.

The newly elected Treasurer and Superintendent were instated on the Wasatch Division's bank accounts February 22, 2013. When looking over the on-line statements, it was noted that the Convention Account had been frittered away in bank fees. Therefore, on February 25, 2013, the convention Bank accounts were closed with the remaining funds, \$25.75, transferred to the regular Division checking account. .

There are three checks to be written immediately, this will be done at the Hostlers Festival when the elected officers are together rather than waiting until the March 9, 2013 meeting. Replacement for a 2012 stipend check -- \$50.00, reimbursement for election costs -- \$98.33 and reimbursement for payment of the Fairpark deposit -- \$500.00.

The treasurer is beginning work on a budget for 2013.

- Stan Jennings, Treasurer

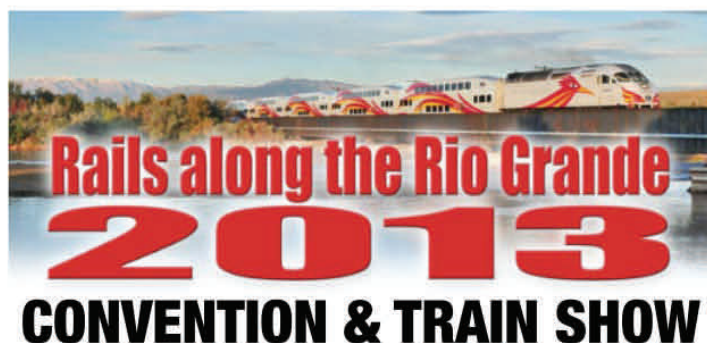
**PEACHTREE
EXPRESS**

78TH ANNUAL

NMRA NATIONAL CONVENTION



ATLANTA, GEORGIA | July 14-20 | For information and registration: nmra2013.org



NEWS RELEASE

Pelle Søeborg EVENT SCHEDULE



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

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

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

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

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

ALBUQUERQUE MARRIOTT PYRAMID NORTH

Register and make your reservations now at

www.rarg2013.org

Rocky Mountain Region Convention 2014

The team had its first meeting on February 25th, although it was poorly attended due to a sudden requirement to change facilities. We'll be meeting again on Monday, March 18th at 6:00 pm at the Train Shoppe located at 2964 South State Street, Salt Lake City, Utah 84115. We'll be using the new meeting room located in back.

We have 16 volunteers now and still need about four more. Please let Scott Perry know if you can help. There are still many positions to pick from.

I'd like to thank Ron Davies for stepping up to be our Facilities Chairman. With the assistance of Brent Metcalf, the team has already developed requests-for-proposal documents and has begun identifying places for the convention.

Geoff Carter has volunteered for the very important job of Treasurer for the convention. He has begun the

process of setting up Region bank accounts so that we may receive funds. Others are still deciding on which job they would like to have.

Scott Perry has developed a preliminary budget and "key deliverables" outline for the Region Meeting to be held in conjunction with the next Region Convention. There our team will present the convention outline, our budget and most importantly, our registration documents. Thanks, Jan Jennings for being our Registrar! This is the most important position of all.

The convention is a great opportunity to show the Region that the Wasatch Division is not only the largest of the Divisions, but one that is growing and able to do great things. Don't miss out! Be sure to volunteer today or show up for the convention meeting in March. You'll have fun!

- Scott Perry, Convention Chair

Division Property

Over the years, various people have taken on the responsibility of keeping various properties of the Wasatch Division safe. However, there has been no written record of who has what. If you have any Wasatch Division property, please let us know so that we can create an inventory of the Wasatch Division assets.

Contact either Ken Berry or Stan Jennings.

Division Officers

Next Month...

We'll give you a list and contact information for all Wasatch Division Officers!

Stand by!

FOR SALE

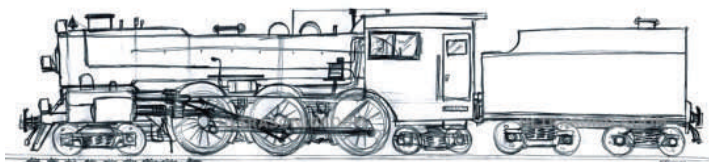
**HOn3 Blackstone Train
Locomotive, cars and caboose.
\$750.00**

Contact Scott Perry at scottgperry@comcast.net

Got something to sell? Send your member ad to the Editor Scott Perry at scottgperry@comcast.net.



The Color Country T-Trak Club (Southern Utah Division of the NMRA) is having a train show this year in Hurricane, Utah on April 19th and 20th. It will be located at the Hurricane City Community Center from 3:00 pm to 9:00 pm on Friday and 9:00 am to 6:00 pm on Saturday. Admission is \$5 for adults and free for children 10 and under. For more information see their website at <http://www.redrockrailshow.com>.



RUST!

By Stan Jennings

How many Athearn Blue Box kits to you have? How many Roundhouse kits do you have? How many have rusted weights?

If you are a normal model rail-roader, the answer to the above questions is, "a lot!"

So what do you do? Ignore the rust? Sell the kit on eBay so it is someone else's problem and you don't have to deal rust? Or do you remove the rust yourself?

There are mechanical methods for removing rust -- media blasting, wire brushing, sanding and others. They do work well but have drawbacks like the cost of a compressor, dust, and so on. In addition, mechanical methods actually remove some of the metal.

Then there are chemical methods. Many of these work well, however some are toxic. Would you believe molasses is a very effective rust removal agent? I have used diluted molasses and it is very effective and cheap.

It has one major drawback. It takes time. Not hours or days, but weeks.



Modern chemistry to the rescue!! In the last few years a new chemical compound has been available, aptly named METAL RESCUE™. This stuff is amazing. Five minutes for light rust to twenty-four hours for really bad rust. In addition, it does more than just rust removal; any metal can benefit. I have used it to clean some corrosion from brass models and dumped automotive electrical parts in the solution for cleaning. Their literature says, "safe on everything but rust", and, yes, I have found that METAL RESCUE™ does not hurt anything except corrosion. The draw-

back? Really, there aren't any. It is quick, efficient, environmentally friendly, non-toxic and easy to use. Check out their website -- <http://www.metalrescue.com/home.aspx> -- for more information. A gallon, available at Home Depot, is about \$25.00. For what the product does, that is cheap.

Division Photo Gallery



Photos from previous Wasatch Train Shows. Do you have photos you'd like to share? Please send them to the Editor at scottgerry@comcast.net. Send photos of your model work or layout!

LOCAL TRAIN CLUBS

American Civil War Railroading Club

Now forming, details TBD
Scales: All
Contact Name: Ken Berry
Contact Details: railroad.modeler@gmail.com

The Great Basin Lego Train Club (GBLT&C)

We are a group of adult fans of LEGO in Utah. We regularly display a LEGO train layout at local model railroad shows with the Great Basin LEGO Train Club (GBLT&C). Meeting times and other club info is regularly posted on this site their website.

Scales: HO G S
Contact Name: Reed Cowan
Contact Details: gbltc@aol.com
Club Website: <http://greatbasinlrc.utahlug.org/>

Utah Society of Railroad Modelers

Fun, Learning & Fellowship
Scales: All Scales
Contact Name: Steve Moore
Contact Details: kiss@kissmethodinc.com
Club Website: <http://www.usrm.org/>

Color Country Model Railroad Club

The Color Country Model Railroad Club is located in the St. George, Utah area.
Scales: (Multi-Scale)
Contact Name: Scott Jesienouski
Contact Details: 1905 S Halther Cir, Washington, UT 84780

Golden Spike Model Railroad Club

Meets Saturday evenings 7:00 PM to 11:00 PM at the Children's Museum of Utah.
Scales: HO

Contact Name: Unavailable
Contact Details: 840 N 300 W Salt Lake City, Utah 84103

Hostlers Model Railroad Club

Meets 3rd Wednesday of each month at The Historic Ogden Union Station.
Scales: N HO G and Live Stream
Contact Name: Mike Murphy
Contact Details: 752 W 4375 S Riverdale, Utah 84405
Ph. (801) 394-4952
Club Website: <http://hostlers.org>

The O Scale 3Guys

Visit their awesome layout in MRS Hobbies! 9425 So. Union Square (7th East) Sandy, Ut
Scales: O and On3
Contact Name: Alan Badham
Contact Details: 3061 Bonnie Brea Ave. Salt Lake City, Utah 84124
Ph. (801) 278-1004

Ophir, Tinitic and Western

Meetings held at the SCERA Theater Boardroom at 7 PM every 3rd Thursday
Scales: HO & N
Contact Name: Larry Cater
Contact Details: larrycarter@msn.com (801) 446-8161
745 South State Street Orem, Utah 84058

Trackers

The Trackers meet every Sat. from 12:00 to 4:00 from Memorial Day to Labor Day. Other days through out the winter as weather permits.
Tooele Railroad Museum at Broadway and Vine in Tooele
Scales: HO & HOOn3
Contact Name: Cindy Meiser
Contact Details: Ph. (801) 966-7411
512 Crockett Drive Kearns, Utah 84118

Utah Garden Railway Society

Great group dedicated to the art of Garden Railways

Scales: G
Contact Name: Lynn M. Stringham, President UGRS
Contact Details: 4464 S 4100 W West Haven, Ut 84401

Golden Spike American Flyer Train Club

Meetings held the third Friday of each month at club members homes. Newsletter contains times and places.
Scales: S
Contact Name: Jim Buckley
Contact Details: Ph. (801) 252-1921 jamesbuckley7@comcast.com

Utah Large Scale Society

Meetings are held in Members homes
Scales: G
Contact Name: Stan White
Contact Details: 920 North 1550 East Layton, Utah 84040
Ph. (801) 546-4085

South Weber Model Railroad Club

Run days are every 3rd Saturday & Sunday at South Weber Canyon Meadows Park. Exit 85 on I-84, two blocks south, two blocks east.
Scales: 1" 1/2
Contact Name: Not Available
Contact Details: See website
Club Website: <http://southweberrr.webs.com/>

Coldwater Gulch Module Group

Private Club
Scales: HO & HOOn3
Contact Name: Not Available
Contact Details: nwdaubert@aol.com



Don't see your club here? Please contact us and let us know about you!
We'd be glad to post your information. Need changes? Send those too! scottgperry@comcast.net