

NORTHERN UTAH DIVISION NMRA

GOLDEN SPIKER



VOLUME 01 NUMBER 04

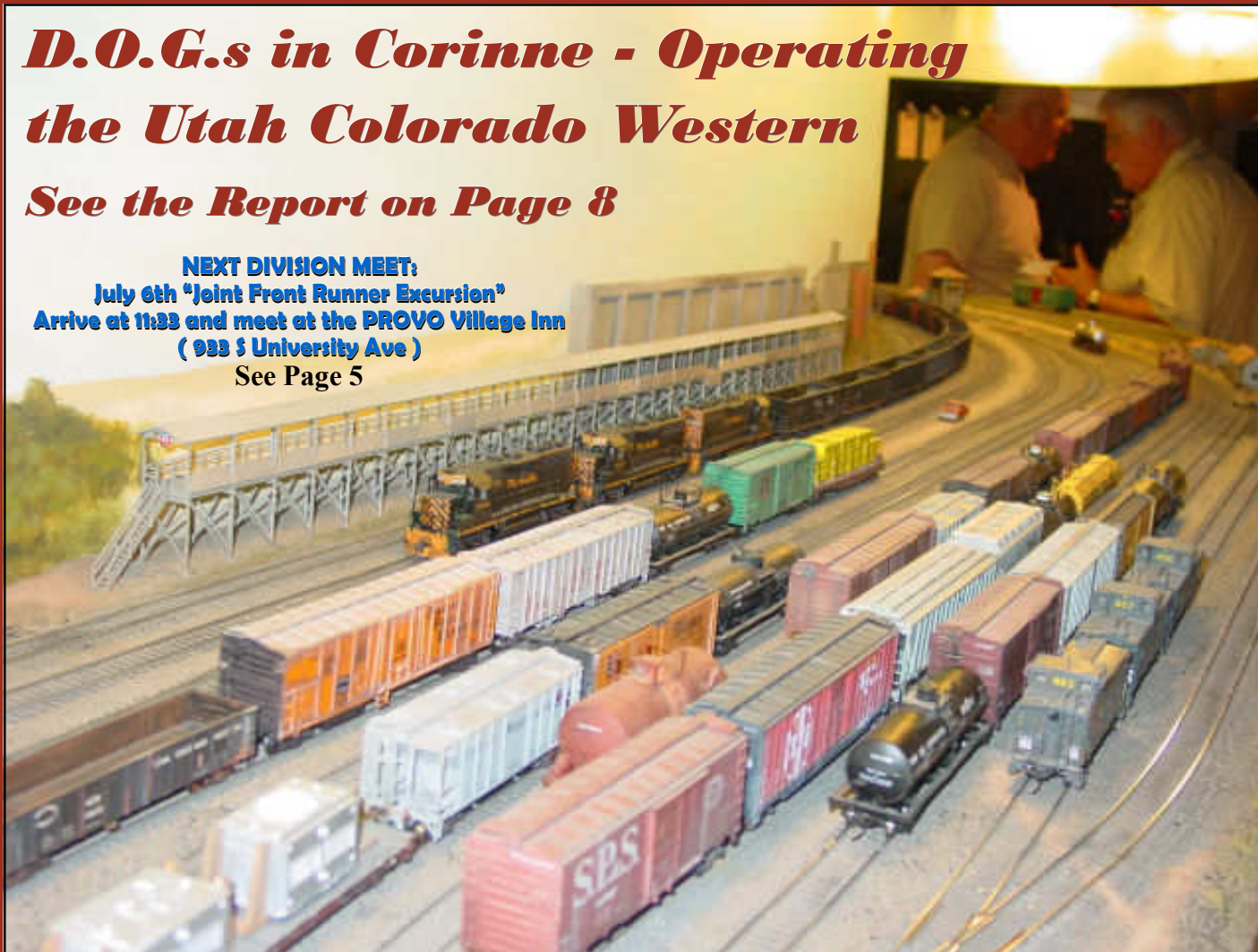
Jul-Aug 2013

D.O.G.s in Corinne - Operating the Utah Colorado Western

See the Report on Page 8

NEXT DIVISION MEET:
July 6th "Joint Front Runner Excursion"
Arrive at 11:33 and meet at the PROVO Village Inn
(933 S University Ave)

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About our cover: Lee Nicholas (l) and Jack Chase (r) strategize how to let me run trains without gumming up the works!!

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The Golden Spiker

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The editorial policy of the Golden Spiker, the official publication of the Northern Utah Division of the National Model Railroad Association, shall be to contribute, wherever possible, to the promotion, growth, and understanding of the history and significance of Railroads and Model Railroading, within the confines of good taste and responsibility. The Golden Spiker is published bi-monthly in odd numbered months by and for members of the Northern Utah Division of the Model Railroad Association. Articles appearing in the Golden Spiker are the opinion of their Authors, and do not necessarily represent the policies or positions of the officers or the members of the Northern Utah Division or the National Model Railroad Association. All material will be gladly accepted and will be used depending on the availability of space and suitability of the material. No materials will be returned unless a self-addressed, stamped envelope accompanies your submission. Address all correspondence, news, photos, and drawings to: **Editor (NU-NMRA), 772 North Main Street #268, Tooele, UT 84074.**

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DUTY ROSTER

President

Ken Berry

president@nu-nmra.org

Director

Jack Chase

director@nu-nmra.org

Treasurer

Stan Jennings

treasurer@nu-nmra.org

Director

Rick Luther

director@nu-nmra.org

DIVISION COMMITTEES

Membership	Open	members@nu-nmra.org
Education	Open	education@nu-nmra.org
Training/AP	Open	history@nu-nmra.org
Publishing	Open	editor@nu-nmra.org
Scouting	Fred Baney	scouts@nu-nmra.org
Operations	Jack Chase	ops@nu-nmra.org
Events	Stan Jennings	conventions@nu-nmra.org
Wasatch Rails	Rick Luther	showtime@nu-nmra.org
Technical	Tyson Brooks	tech@nu-nmra.org
Contests	Open	contests@nu-nmra.org
Marketing	Open	marketing@nu-nmra.org
Community	Open	outreach@nu-nmra.org

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The Smokebox

Awards and Recognition

It is my great pleasure to announce this Division's latest members to achieve the Golden Spike award: **Larry Carter, David Shearer, Ray Stubing, and Dave Turner**, who all actively attend the OT&W MRC in Orem, and have waited over two years to receive the recognition (and the certificates) that they earned!

Their SOQs were "set out on a siding" two years ago, so we beat the bushes until we found them. It can be a frustrating thing to do so much work just to have your award get lost, and I am sure that each one of these outstanding modelers can think of more pleasant experiences they've had with the NMRA, but I am grateful they stuck with us, and I'm happy to help get this corrected.

I hope to see these folks at our Division's July "Lunch-Meet" in Provo this Saturday, so I can shake their hand and (finally) deliver their Golden Spike certificates! Next time you see them, maybe you could shake their hand, too, and congratulate them on their work.

I have a sneaking suspicion that one of these four Golden Spikers is going to be the next MMR from Northern Utah! Great job, guys, keep up the good work! Earn an AP within a next year from now, and I promise to hand you the certificate within a month!

Semi-Annual State of the Division Report

These first six months have gone by much faster than I had expected. Standing at the end of the first quarter of my term of service to our Division, I have the following to report:

- Our membership has grown from about 125 members to about 150 members. All progress is good, but we can do better. I am asking each of you to invite one of your modeling friends to attend a meet with you and see if they like the NMRA. We don't need to convert anybody to our way of thinking, and we don't need to convince anyone that the NMRA is the only way to model railroads. We just want people who already like model railroads to know about our Division and let them decide if they like it.
- Our financial position is adequate but not sustainable. We need strong finances to grow the activities and programs that make the NMRA so special. Our annual show is our source of revenue to pay for next year's budget. We need every member of our Division to put their hearts and their minds into this project, and help this year's Wasatch Rails be a financial home run. We have people in our Division with knowledge and experience in these things, and we need them to work their magic on Wasatch Rails!
- Division activities and member participation are both increasing. Projects on the back burner will satisfy even the most craven railroad modeler! Our Division has set out on a course to strengthen relationships with each other; invite people like us to join us; promote and preserve railroad and railroad modeling history; develop modeling skill; and provide one heck of a good time!
- We have defined a clear direction for our Division. There has been some good discussion about just what a Division is supposed to do for its membership, and we have developed a robust test to determine whether any activity is something the Division should be involved in, or if it is something that should be left to the local clubs. More on this next time.

At the end of the day, we are just modelers who volunteer to help our Division move forward. Not everything goes the way we would like, but everything works out because of the determination and dedication of our volunteers. We aren't perfect, either, but we do our very best, **and that makes our Division strong!**

Until next time, *keep it fun and model something!*

Off the Wire *news from National*

NMRA Election Results Announced

NMRA Secretary John Stevens announced the results of the voting which took place earlier in the year for three NMRA Board of Director positions. The results aren't considered official until the Board of Directors meets this July in Atlanta and accepts the report of the Ballot Committee.

At-Large World-Wide Director

Mike Brestel (446)
Larry Smith (295)
Stan Ames (291)
Leslie Eaton (56)

Atlantic District Director

Kathy Millatt (74)
Alain Kap (17)

Western District Director

Jack Hamilton (263)
Larry Alfred (155)

(Continued on page 4)



Off the Wire *continued*

(Continued from page 3)

Home Depot “Holiday Project” for National Model Railroad Month

This is a concept for the design and implementation of a multi-city holiday campaign titled “Build a Memory”. The “Holiday Project” is the building of a Holiday Train that families can create together and have a lasting holiday memory.

The concept is simple - the NMRA designs a “build packet” that includes all the specs (lumber, wiring, track layout, suggested scenery, etc.) that local Home Depot patrons can watch being built as part of the Home Depot “Saturday Build” workshop series. The patron would then take plans home and build one them selves.

We are in discussion with National retailers and publications for sponsorship. We would like the Divisions to build a set of “in progress” layouts (like a cooking show) so the patrons can experience the entire Home Depot workshop in no more than an hour. We would also recruit local hobby shops to partake. The NMRA Marketing department would then contact the local regions and divisions to attend selected Home Depot stores, and work with a local-market hobby shop to help build awareness of hobby materials.

We need Divisions from the following areas to partake in this campaign: Southeastern States, Northeastern States, Upper-Middle States, Lower-Middle States, Southwestern States, and Pacific Northwestern States. These events will be filmed for local news.

Contact **Page Martin** at: marketing@hq.nmra.org

Board Report

1: A motion was made to authorize the Treasurer to sign checks without a second Director’s signature, on any disbursement of no more than \$100, if and only if the Treasurer has first received authorization from the Board to make the expenditure, and if and only if the financial accounts of this Division are settled at the end of each calendar month. It was decided that this system would adequately secure Division funds and allow making small purchases without requiring a second signature. The motion **carried**.

2: A motion was made to authorize any Director to be the second signature on any checks written on Division bank accounts. Since item 1 passed, this would count only for checks over \$100. It was decided that our Division is so geographically large that it may not always be convenient to have the Superintendent and the Treasurer get together to sign checks, and a method of getting two authorized signatures on the check needed to be found so that the Division could conduct its business. The motion **carried**.

3: A motion was made to accept the following objectives as milestone programs for our Division’s development:

- Annual Train Show (Active, established)
- Operations Roadshow (Active, established)
- Rail Fan Road Trip (Active, Ramping Up)
- AP University/MMR Program (Active, Planning)
- Division Modular Layout (Active, Planning)
- Mini Convention (pre-planning)
- Division-wide Modeling Contests (pre-planning)
- Charitable Community Service (pre-planning)


It was decided that the Division needed a clear roadmap for developing fun model railroad activities. The motion **carried**.

4: A motion was made to adopt the following rule as a “litmus test” for determining which activities the Division should properly engage, and which activities the Division should properly **not** engage:

- Activities that are appropriate for the Division to sponsor are those activities that naturally include, or ought to include, all of the membership of our Division as its primary participants.
- Activities that are inappropriate for the Division to sponsor are those activities that naturally include, or ought to include, only a subset of the membership of our Division as its primary participants.

It was decided that the Division needed to focus on activities that affect the entire Division’s membership, and withdraw from activities that affect only a few of members (as in a club or club-sized subset of the Division membership). The motion **carried**.

5: A motion was made to re-configure the Division Leadership from its historic configuration of 3 officers and 5 Directors to a new configuration of 7 Directors. It was decided that re-configuring the Board into a 7 member team would streamline the Board and eliminate needlessly redundant offices, streamline procedures, and ensure that the Board was able to perform its duties to the membership in a timely and cost-effective way. The motion **carried**.





Treasurer's Report

The big news is changing accounts from the Wells Fargo business account to a Zion's Bank nonprofit account. When the lady helping with closing the account asked why are we closing, I told her, "Fees". She didn't say anything. The bank fees at WF have cost the division a lot, the Zion's Bank nonprofit account is charged nothing as long as there is at least \$100 in the account.

The balance as of June 29, 2013, is \$3987.25, \$3109.20 from the WF funds, \$900 from Polygamy Porter car sales less \$21.95 for new checks.

Ken may have already mention this, we have twenty-six of the fourth-eight Polygamy Porter cars paid for. In case you divide nine hundred by twenty-six you will not get \$35. We had a \$5.00 donation, two model railroaders gave me all their cash and still owe \$5.00 and \$10.00. All recorded.

Ophir, Tintic & Western -- Because we have not been able to make it to an OT&W meeting recently, the pre-June 15 Polygamy Porter price will apply to you for another month or so. We plan on joining you in July.

And while we are on the subject, September is still the estimated delivery time for the Polygamy Porter cars.

Stan Jennings, Treasurer

Upcoming Division Meets

July 6: FRONT RUNNER EXCURSION IN CONJUNCTION WITH THE PROMONTORY CHAPTER, NRHS

Meet at the Murray Central Station, 140 West Vine Street (5144 South). It is easiest to come from the north -- Vine Street. (Some will already be on the train.) Be there soon enough to purchase tickets before 10:30 AM. We will board the 10:46 train, traveling southbound with arrival in Provo at 11:33 AM. In Provo we will walk to the nearby Village Inn, 933 South University Ave. After lunch, we will walk back to the Provo Front Runner station for the 1:27 PM northbound train or, if we are having too much fun, the 2:57 PM northbound train back to Murray.

(Notes. We finally were able to check out the Provo Front Runner area June 29. If we took a bus to the nearest bus-served food service area, the walk would still be about the same distance as the Village Inn and more trouble, thus the Village Inn choice.) Round trip Front Runner Murray Central-Provo fare is \$5.50 for seniors, \$11.00 regular, \$15.00 for groups of four.

(The Ticket Vending Machines at the Murray Central station accept credit cards.)

August 3 - FIELD TRIP TO THE EVANSTON ROUNDHOUSE FESTIVAL

To carpool, meet at the Train Shoppe, 9 AM. We will hop on the freeway and head to Evanston. On the way, there will be three or four brief stops at railroad-historic locations. In Evanston, we will make our way to the Roundhouse Festival for a great layout tour! To be decided, eat before we arrive at the Festival or just go to the Festival for the traditional hot dogs, etc.

SEPTEMBER -- EVENT IN THE OGDEN AREA, DETAILS TO BE DETERMINED

OCTOBER 12, 2013 - MINING IN UTAH

Don Strack presents his limitless knowledge of Utah Railroads and the history of mining in the State of Utah. Join us in the MOONLIGHT DOME and JANICE L at 10:00 AM.

NOVEMBER 1-3 - WASATCH RAILS 2013

The "big show" hits the Utah State Fairpark on Friday, November 1st. Don't miss our best show ever!

DECEMBER -- CHRISTMAS PARTY, DATE AND LOCATION TO BE DETERMINED.

MAY 9-11, 2014 - GOLDEN SPIKE LIMITED 2014

Mark your Calendar for the 2014 Rocky Mountain Region Convention in Salt Lake City, Ogden's Union Station, and/or the Golden Spike National Historic Site. Tons of clinics, seminars, and speakers you won't want to miss!

MARK YOUR CALENDARS...THESE MEETS PROMISE TO BE A HUNK-A-HUNK-A-BURNIN FUN!!!



Under the Hood

This month we take a look under the hood of an NMRA Division and find out what it is, what it does, and why it matters.

What is a “Division” of the NMRA?

In simplest terms, a Division is a “branch office” of the NMRA.

Don’t you have to join a Division?

Nope. You join the NMRA. We’re the branch office.

If we don’t join a Division, why do people say they are members of the Northern Utah division?

Because it takes too long to say, “I am a member of the National Model Railroad Association, and I live within the boundaries specified by the Rocky Mountain Region of the NMRA known as the Northern Utah Division”. But that’s what we mean.

Why does everyone talk about the Division as if it were some other club?

Any Division will function like a model railroad club when there are no other local clubs to join. In the early days of the NMRA, practically *every* Division functioned as a model railroad club. This seems to have become a part of our popular culture, but a Division is not a model railroad club - it is the local administrative presence of the NMRA. A well run Division nurtures the “NMRA Experience” and sponsors railroad and model railroad activities for the NMRA members living in a Division.

Why is there so much “competition” between local clubs and the Division?

Sometimes local clubs don’t realize that working with the Division is better for them than competing for what they perceive as a “limited” supply of local talent. Our members provide the talent for our activities, so when our membership increases, *so does the local talent pool!* We all win when we work together.

Why is our Division so caught up on politics, bylaws, and infighting?

Hmm ... tricky. I will over-simplify this very complex issue: We have become distracted from the purpose of the NMRA

Really? That’s it? I thought it would be something worthy of a blood feud, like what happened between the Hatfields and the McCoys!

I did over-simplify, but that’s all there is to it.

The founders of the NMRA chose to use the word “Association”. It describes the organizational structure of the NMRA, and it defines what we *do* in the NMRA! Each and every one of us chose to voluntarily **associate** with each other so we could **model railroads** together. That has been missing from the NMRA for a while now, and is precisely where we are headed as a Division.

What’s taking so long to get the newly incorporated Division up and running?

The list is long, but distinguished!

Nobody can have any fun in the NMRA while we are burdened with boring corporate stuff. Nobody in the NMRA knows how to separate “boring corporate” from “fun model railroad association”, so we are working hard to figure it out.

Then we have the Convention, Train Show, Railfan Road Trips, Division Operations Group, Achievement Program, community service, Boy Scouts, research, seminars, the Division layout, local displays, and finding a Division office (there’s more, but this will do for a start). 15 people can do it, but it will take them a long time. If we want the fun stuff to get here faster, we all need to contribute to the work. Rome wasn’t built in a day, but only because the Romans didn’t get enough help, and our Division is in the same situation.

Please, volunteer to help the Division grow. We need each other!

Until next time, *keep it fun and model something!*

You *might* be a railroad modeler ...

... if your kids move out and you argue with your spouse over who gets the empty room !!

2014 Convention News



Reports have been circulating about our Division abandoning the 2014 Regional Convention. This is not true. The Division Board has looked into claims that hosting the 2014 Regional Convention would harm our Division, and found no evidence to support this. In fact, hosting 2014 will **benefit** the Northern Utah Division in three important areas:

We get to go to a Regional Convention: I haven't asked Al Hovey about our attendance at Albuquerque this year, but I only know of one member of our Division that went! If you are like me, the time and expense of traveling to these Conventions make it impossible to attend, so I am pretty happy about the idea of having to drive no further than Salt Lake City or Ogden to go to a Regional Convention!

We get the monkey off our back: I don't know much about the history of our Division, but I believe that we have stiffed Region on two previous Conventions and now we have a reputation – the kind of reputation that you *don't* want your mother hear about!! This Convention is our opportunity to change that, and when it is all over, people will be singing a different tune about our Division.

We get experience: It takes people who know what they are doing to pull off a successful event like this one, and as far as I know none of us have that sort of experience. This is our opportunity to get it, and we are going to need it because this won't be the last major event we hold in Northern Utah!

The vacant 2014 Convention Committee Chair has been filled and a small team has been formed to keep the Convention moving forward. We are being assisted by the Region Board, and the Southern Utah and Roadrunner Divisions have been most helpful. I expect we'll see some support from other Divisions as well.

Our annual train show, Wasatch Rails, is very important to our Division and the members of the Convention Committee suggested that we suspend their work on the Convention so they could focus on making the Show a success, and that is precisely what we did. If you haven't yet contacted the Show Chair, Rick Luther, get in touch with him right away and offer your help.

We appreciate everyone's concern over our Division's welfare and whether the 2014 Regional Convention will be hosted by the Northern Utah Division. Any further comments, questions, or need for clarification regarding this matter should be directed to: railroad.modeler@gmail.com

Membership Report

Our Division membership is holding steady at 150 members.

We have 50 members signed up for the Division Yahoo Group (a record high), but are short of our 120 connected members. As a Division we all need to be able to make and receive important communications from each other and from our volunteer leaders. We need everyone to join the Yahoo group for that purpose.

We have achieved a MailChimp "successful delivery rate" of 108 of our 120 connected members. We are confident this number covers every distinct household among our membership, but if you haven't been getting our Division-wide emails from MailChimp, please let us know as soon as you can.

Check your renewal date - a printable renewal form can be found on the last page.

D.O.G.s in Corinne

Northern Utah Division of the NMRA



included I've never had so much fun "playing with trains." These sessions are planned to be an ongoing part of our Northern Utah Division activities.

The DOG sessions will be held on the 4th Saturday of the month. The next session is at the UCW (Lee Nicholas' layout in Corinne, UT) on July 27, 2013. To attend, simply email the Crew Chief (Jack Chase at jack.r.chase@gmail.com). Anyone in the Division is eligible to attend--NO operating experience is necessary. If you are totally "green" note that when you sign up and you will be paired with an experienced operator.

In the future, additional top level layouts will be included. These layouts will include Rob Spangler's layout, Quintin Foster's layout and, hopefully others.

I strongly encourage you to come out and join us. I can guarantee you an absolutely **GREAT** time!

Jack Chase

*Crew Chief Division Operating Group (DOG),
Northern Utah Division, NMRA*

On June 22, 2013, 12 hearty souls from the Northern Utah Division of the NMRA journeyed to Corinne, UT for the first meeting of the Division Operating Group (DOG).

Our session was held at Lee Nicholas' Utah Colorado Western layout. The approximately 5 hour session included some instruction and lots of hands on train operations!! Lee's layout is one of the best operating layouts in the USA and to be granted the honor of having our first meeting there is outstanding. Everyone involved had an absolutely excellent time. Participant comments



This next bit comes to us from Ken "Is This Heaven" Berry, formerly a raw operations rookie:

In the movie "Field of Dreams," baseball players from ages past walk out of an Iowa cornfield to play ball on Ray Kinsella's brand new regulation diamond. Near the end of the story John Kinsella, Ray's deceased father, walks up to him and asked, "is this Heaven?" Ray answered, "It's Iowa!" John took a slow look around and muttered, "I could have sworn this was Heaven". "Is there a heaven?" Ray asked. John looked him in the eye and said, "Oh yes. Heaven is a place where dreams come true."



40 years ago I got the itch to run trains. I have seen plenty of 4'x8's, shelf layouts, and exhibition modules, but I have only seen operations-based layouts in major hobby magazines. That didn't prepare me 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.

I was assigned to the crew pool, which meant that I would be called up when a train needed a crew. When my name came up I was given my train orders, a throttle, and a train. When the light turned green, I slowly notched up and set out on the most incredible modeling experience of my life!!



My first run was a "through train" with a brief stop at a place called Watercress to pick up four loads and an empty. Halfway to Watercress one of my tank cars skipped the track and I had to call out the maintenance crew. The car was re-railed but moments later hopped the rails again, so it was "airlifted" back to the shops for a quick adjustment to its trailing truck, then put back in the consist. I carefully notched up, running slow and keeping an eye on the car until I was convinced it would be ok, then notched up to road speed and continued on my way. It was a gravy run after that, but what an experience!

My second run was another through train back to the terminal, with no stops. Since it was later in the operational day and traffic was light, I notched down the throttle a bit to enjoy the scenery and savor the experience just a bit longer. Interestingly, a few feet shy

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D.O.G.s in Corinne

(Continued from page 8)

of my earlier derailment I lost another jack rabbit.. This one jumped the rails inside a tunnel, making it harder for the recovery crew. Moments later my wayward train had been recovered, the car examined and re-coupled, and I was on the downhill run to the terminal. We wrapped up our day with a debriefing, then headed for our cars and the ride home.

If Ray's father was correct, if Heaven is a place where dreams come true, then I've been to a piece of Heaven in Corinne, Utah!!

~ Ken Berry, Blissfully Happy Model Railroader!!!



Geoff "Yardsmith" Carter had this to say about his experience:

Either it was a testimony of my skill and good looks that Lee didn't give me a choice but to run the East Yard, or it was a case of the teacher saying, "You will do it over and over and over until you get it right," or it was a case of being the lesser of all other evils. I choose to believe it was the first of the three scenarios.



Anyway, I had an utter blast working on Lee's Utah Colorado Western railroad once again. This made the third time that I've pulled the East Yard duties. I find it the right mix of challenge and fun. Perhaps it is fun because it is challenging. I had to deal with 7 trains, three outbound and four inbound. Lee has streamlined the paperwork such that it is much easier to keep things straight, the cars on the correct tracks, and reducing bottlenecks.

What I found most rewarding was being able to teach one of my co-crewmembers a technique for using the coupler pick to uncouple cars quickly and easily.

~ Geoff Carter

Standard Operating Procedures

Operating a model railroad is a bit different from operating a prototype railroad, for obvious reasons. Short of getting a job with the Union Pacific, operating a model railroad is the closest most of us will ever get to running a train, and it is way more fun!

We are going to touch on the many ways to simulate prototype operations on a model railroad, but far and away the best teacher is experience. Fortunately there are a number of operations-based layouts in Utah whose owners and regular crew are willing to train others to operate model railroads, so if you are ever given an opportunity to learn first hand, do not hesitate - take it!

The first thing to know about operating a model railroad is that the layout is just a representation of a small portion of a "larger railroad". This means that there will be trains on the layout that are just "passing through", there will be trains that serve local industries setting out loads and picking up empties (or setting out empties and picking up loads), there will be one or more yards where local loads are sent on their merry way to other cities farther along the line and where distant loads have arrived for local delivery.

In the prototype world, individual businesses determine what they need to ship by rail and when their shipment should arrive at its destination, or what they need to have delivered by rail and when they need it sitting at their dock. The railroads have staff devoted to processing these orders and getting the right equipment to the right place at the right time.

In our model world, this activity must be simulated. I was surprised to learn how much work goes into setting up an operating session. First you have to balance the "workload" with the number of crew at the session. Too many jobs for too few operators means the session is clogged with trains going nowhere, and too few jobs for too many operators just isn't fun at all.

There are a number of software packages available that will generate a list of freight and passenger traffic for an operations layout, or you could go old school and write them out yourself, but either way the traffic list provides the "lineup" of rolling stock for an operating session, and these must all be placed on the layout or assembled in the fiddle yards in advance.

Fiddle yards are an interesting place. I always thought that they were a device to allow a solo operator to enjoy their layout without stopping to fuss with creating a new train, but they really are the heart of an operating layout. This is where all the rolling stock is set out in the proper order for the next train to enter the scene and where trains go to be put away when they've made their run. In practical terms, the Fiddle Yard is "the rest of the world" sending us trains and taking the traffic we generate to its final destination.

(Continued on page 10)

Standard Operating Procedures *continued*

(Continued from page 9)

Dispatchers have the task of keeping all the trains running on schedule and making sure the line is clear for you when you get there with your train. This can be with a control board and signal system; by radio communication with each crew; by telephone at each depot, station, or tower; by telegraph (!); or by the “seat of your pants”. Each of these methods of train control provides a unique flavor to the operations experience.

Hostlers get the locomotives ready and connected to your train, often programming the controller to the train on DCC layouts. In some cases this is done in the Fiddle Yard, in some cases it is done by the Yard Supervisor, and in other cases there is a Crew dedicated to the task.

Yard Crew make sure the cars in the yard are classified and ready to go on time. This is often considered the most fun job of any operations layout, as the action is continuous from start to finish, but it also takes a bit of skill to keep from gumming up the works, and that’s where experience comes into play - *so get some!*

Road Crew drive the “through trains” across the layout. This is a pretty simple job, but I had so much fun driving my two trains from end to end that I am *still* smiling from that experience, over a week later! It is like a long, slow rail fanning experience, but keep your eye on those lights - blow through a red or operate without orders and the Railroad Police will hunt you down! It isn’t always a gravy run. I had three derailments, picked up a string at a siding, and had my close encounter with the Railroad Police! (oops)

The different jobs associated with operating a model railroad all combine to provide an unforgettable experience, a symphony of activity that is unique in our hobby and something that I hope each one of us will be able to experience soon!

Next time: *A layout can be one of three basic types: loop, point-to-point, or hybrid (combining both loop and point-to-point). Each offers a unique operating challenges and opportunities, and each can provide tremendous enjoyment and satisfaction. The trick is knowing the differences among them and being mentally prepared for what you will experience when you arrive at the session.*

Modeler’s Minute ~ being a brief collection of modeling tips, hints, and kinks

Accomplished modeler Fred Baney offered this tip during his weathering with chalk clinic and it bears repeating here:

When you are getting ready to weather your models with chalk, give the model a quick spray of Dullcote and let it dry thoroughly, at least 24 hours. The Dullcote will seal the model and provide some “tooth” so the chalk will have something to adhere to!

Submit your favorite tip, hint, or kink, by email to: editor@nmrawastatch.org



September Delivery!!

Bought Yours?

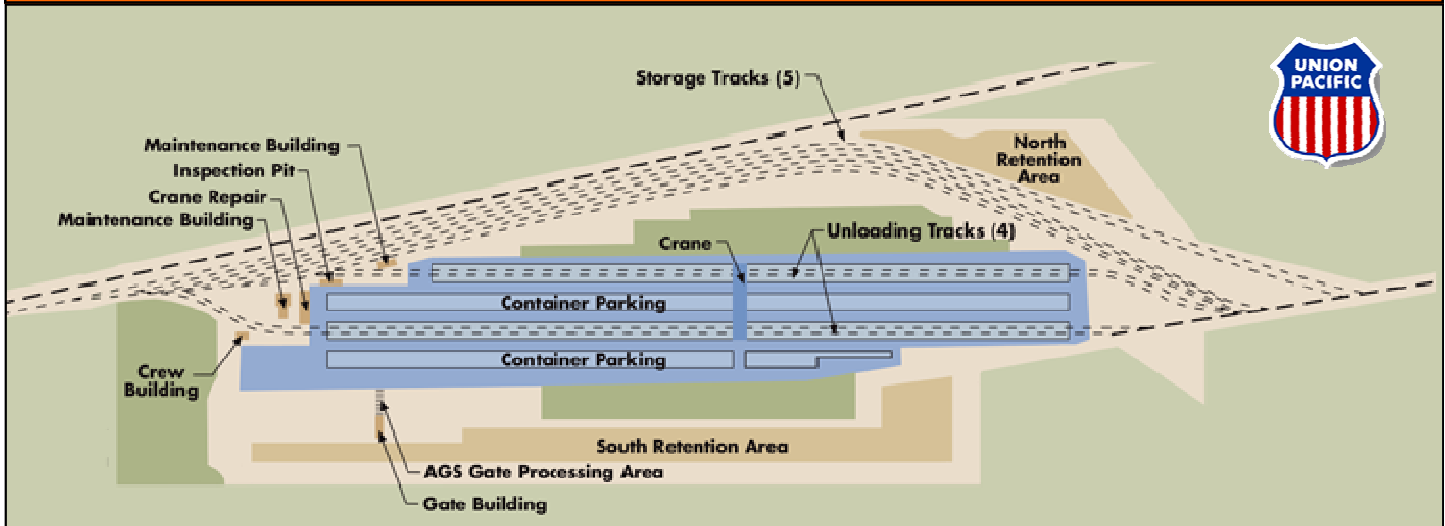
A \$40 check to “Northern Utah Division NMRA” will get one! Add \$5 if you need us to mail it to you. Send your payment to:

NU-NMRA CUSTOM CAR
772 N Main #268

Members in Utah County pay \$35 per car until July 31st - we have not yet been able to get to an OT&W meet for car sales.

An Unusual Tour of an Uncommon Facility:

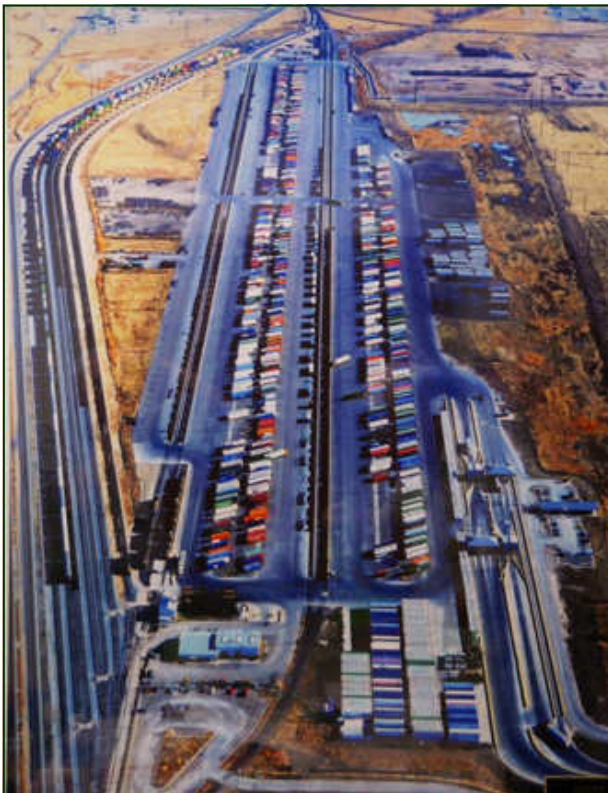
the Union Pacific Intermodal Facility in Salt Lake City, Utah



Wednesday, the 26th of June 2013, members of the Northern Utah division of the NMRA had a unique opportunity to tour one of the Union Pacific's active railroad facilities, their Salt Lake City Intermodal Center, as guests of the Salt Lake chapter of the American Production and Inventory Control Society (APICS).

This facility is *State-of-the-Art* and will be the blueprint of any future upgrades to other UP Intermodal facilities in the United States. The first thing I noticed was all the containers, the three cranes, and the non-stop flow of trucks in and out of the facility.

From a shipper's perspective, the greatest part of this facility is the automated truck verification and authorization system that cuts the average time a truck spends at the gate from an average of 4 minutes (240 seconds) down to an average of 60 seconds!!



This remarkable system channels all incoming traffic into a single access portal, and *requires* trucks to drive a minimum of 15 mph through the scanning station. This building has a kazillion cameras that photograph the entire truck, scans for identifying marks, brings up account and driver information, and scans for damaged equipment by comparing current photos with archived photos taken when the equipment last left the facility.

After passing through the scan tunnel, the road diverges into three lanes where a truck pulls up to an ATM style kiosk, punches an access code into the keypad, and has their thumbprint scanned. The system validates their authorization and lifts the gate. The driver takes their receipt and locates the bay number printed on it, drives to that bay, and hooks up to their container frame. Leaving the facility requires a similar process at the exit gate.

Now about the modeling: this facility is **huge!** 240 acres, capable of unloading 60 double-stack container cars on four tracks, with a handy yard to hold 90 more double-stacks. Containers are parked "shopping mall" style in 1,155 angled spaces, making it easier for trucks to back up and hook up. As I recall, the container spaces were about 30%-40% occupied. Loading tracks are in pairs, separated by a ribbon of concrete for storing the containers and allowing truck access. The cranes were spectacular, and only one was on duty during our tour (a light day, I guess). Stacked around the perimeter of facility were frames and containers awaiting assignment. Near the east end of the facility were the local switching locomotives, beat up old timers, and a snow plow I didn't notice that we pegged as 1920's vintage equipment. The facility is surrounded by "industrial weed" desert-scaping.

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Unusual Tour, Uncommon Facility *continued*

(Continued from page 11)

Operationally, a reasonably steady stream of trucks flowing into, through, and out of the facility is appropriate, with an interesting line of rag-tag trucks alongside the container train, waiting for the crane to pull their container directly from the train and deposit it onto their privately owned frames, many of which were of a noticeably heavy duty construction. Management were the only Union Pacific employees on site; the rest of the staff worked for the contractor company. Trains arrived on a schedule and for the two hours we were there only a mixed freight train passed the facility on the outer track. Up to twelve hostlers and two cranes work the facility during peak traffic.

This facility could be modeled with a single pair of unloading tracks, one crane, two hostlers, a single row of container parking, a handful of diesel trucks, and half a dozen container cars. Stacks of frames and containers placed neatly in rows along the perimeter, a single ragged but reliable locomotive for switching duties, and your best tumbleweed farm for scenery should complete the scene.

Containers and frames should be varied and weathered, and reasonably heavy markings where the diesel trucks traverse the property should be included, similar in appearance to the tire patterns at a race track.

Enjoy the following pictures taken during our tour. Special thanks to Steve Moore for (a) binging his camera, and (b) remembering to actually take pictures!! All photographs are provided courtesy of Steve Moore.



From the Bench

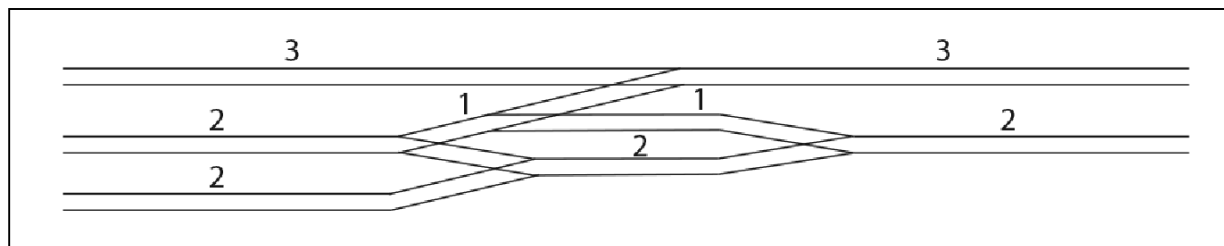


My Portable Timesaver

Jim Wanlass shares his latest project

Many people have seen or operated on what is known as a “Timesaver” or as some jokingly call it “time waster.” The first time I saw one was at my first NMRA National Convention in San Jose, CA in 2000. It was the original Timesaver built by John Allen. I watched others operate it while waiting for my tour bus. I also took video (<http://JamestownTrains.com/video>) of the late Allan Fenton, a regular operator on John Allen’s Gorre and Daphetied Railroad, explain how the “game” worked. It was always meant to be a game only but many have incorporated some form of it into their layouts, including me! Three years later I attended a Coast Division meeting of the PCR where they had built one that folded up. The original one I had seen was now in a museum. For my first try ever I did it in less than 7 minutes. When you do it in less than seven minutes you move up from 5 cars to 6 cars, in other words, they make it harder. The guy officiating said he had never seen anyone do it in under seven minutes on their first try! I earned two certificates that day and was hooked!

Fast forward to 2013. I had always wanted to build one so finally decided it was time! I made mine using 40’ cars. If you design your own, choose which cars you will use and stick with that size. Each siding and track area should hold a certain number of cars. See the diagram. You can make it for use with passenger cars but then don’t use short freight cars on it. I made mine so it will be as short as possible with wings that fold up so when closed it is 10” x 30” and 3.5” thick. All five turnouts are in the middle section, hand built. I build my own turnouts (and I build them for others) so I modified two of the #4 Wyes to be a little shorter. I used the turnouts and their templates with ME flex track to lay everything out to make sure it all fit within the middle section. I also made sure the sidings on the wings were long enough to have the correct number of cars of cars but no more.



Car Capacities of Each Leg of the Timesaver *Drawing by the Author*

The easiest way to build your own is to use store bought turnouts on a straight board. The key is to use 3 wye turnouts and two straight ones to help make it more compact. The most important factor though is only having space for the correct number of cars per space. This frustrates the operator but is part of the game. You know two cars will fit in that siding but then forget the loco has to go there too so it can do a run-around!

My center section is 30” and each wing is 15”. If you use standard sized wyes then the center may need to be a little longer. You would then need to adjust the wings to match. (Each by one half of what you made the center.) I soldered feeder wires down from each section of track. The frogs are unpowered but I could power them if needed. The turnouts are attached to a slide switch to help keep the points tight to the stock rail. If I needed to power the frogs I would use the contacts from the slide switch. That was my plan but re-

(Continued on page 14)

From the Bench *continued*

(Continued from page 13)

alized I didn't need to power the frogs with the switching loco I was using. I used 1x2 lumber for the frame with slots cut on my table saw for quarter inch plywood. I made a base for the track to go on and a second piece of plywood that covers the wiring underneath that is removable in case I need to access the wires. I have an on-center off-on switch to power the loco. It is wired to a removable plug to a power pack. The idea is you set a constant speed so that every time it is run no one has an advantage with a different speed. The switch is left and right and if you let go it goes back to center and is off.



At 2 minutes 25 seconds, Geoff Carter is off to a good start on Jim's Portable Timesaver!

I like the look of the track directly on the plywood. I thought about using magnets under the plywood for uncoupling but decided against it. I read an article about using cylindrical magnets and I got them to work, mostly. With a little more testing from others, I think I will probably just use a pick like most of the railroads I've operated on.

Now I have something I have always wanted: Something very portable that can be taken to Train Shows, Club Meetings, Merit Badge Clinics and anywhere else I might think of. So often at these places we get to see really cool things but never "play" with them. It is the "hands-on" part of this hobby that is really fun and now I can more easily share that part with more people!

Contact Jim with your questions and comments about his Portable Timesaver at: jim@jamestowntrains.com
Or for more information, visit his website at: <http://JamestownTrains.com/timesaver>

National Convention News

Update from the Peachtree Express 2013 NMRA Convention

Joe Gelmini – Peachtree Express Convention Chairman

A special note on our tours: While we are offering tours to please every taste, we cannot afford to operate tours that fail to meet minimum break-even levels. If enough people don't show interest by the cut-off date, we have no alternative other than to cancel.

The Atlanta Convention Committee has been hard at work for the last several years preparing a great schedule of events for your enjoyment and education. There is truly something for everyone. For the rail-oriented group:

- Choose from over 200 clinics covering a wide array of topics, including sessions covering basic to advanced topics - even "Modeling with the Masters" clinics!
- Over 60 outstanding layouts in all scales will open their doors for your touring pleasure.

(Continued on page 15)

National Convention News *continued*

(Continued from page 14)

- The silent auction will be filled with bargains in all scales as well as books and railroadiana.
- The model celebration and contest is shaping up to be one of the best, so bring what you've been working on to just show it off, or have it evaluated for AP points.
- A Company Store will feature our unique HO and N scale convention cars, numerous items of logo apparel, and many other rail-related goodies.
- The convention banquet will feature professional family-friendly entertainment in the side splitting "Lucy and Desi tribute show", along with Door Prizes.
- The National Train Show is shaping up to be one of the best. All the major manufacturers and vendors will be there, plus modular layouts in all scales.



Atlanta is rich in railroad heritage and we plan to highlight many local attractions. Prototype tours include:

- Visits to CSX Tilford and Hulsey yards and CSX railfanning (pending CSX confirmation).
- The unique operations of short line Georgia Northeastern
- NS intermodal operations and railfanning
- Metro Atlanta Rapid Transit (MARTA) heavy rail maintenance facility
- A ride over the famed L&N "Hook & Eye" route on our very own charter train
- Re-living the Great Locomotive Chase featuring a professional Civil War historian and visits to many of the actual locations where the civil war skirmishes occurred. You'll also be up close and personal with the actual "General" locomotive.

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PEACHTREE EXPRESS	78th ANNUAL NMRA NATIONAL CONVENTION	
ATLANTA, GEORGIA July 14 - 20 For information and registration: nmra2013.org		



National Convention News *continued*

(Continued from page 15)

- A look into the future of transportation takes you to American Maglev's test facility and a ride on their prototype maglev train.
- Airplane buffs will not want to miss the tour to the Delta Museum, which is now planned to include a look at the Delta World Ops Center and training simulators.
- Opportunities to visit Atlanta's two premier rail museums--Southern Museum of Locomotive History and Southeastern Railway Museum.

Atlanta is a great family fun location, so bring the family. General Interest Tours include:

- An extensive array of non-rail clinics, a special ladies luncheon, an "open early-close late" hospitality suite, continuation of the Project Linus quilting activities, evening movie events featuring "Gone With the Wind" and other southern-flavor classics.
- A special evening at Stone Mountain Park to enjoy all the attractions and culminating in the fabulous Laser & Fireworks Spectacular.
- Tours to the Georgia Aquarium, CNN Center, World of Coke, Atlanta Botanical Gardens, Atlanta Cyclorama, Carter Library, Martin Luther King birthplace and others.

Our convention venue is convenient and affordable:

- Located outside of downtown Atlanta, The Renaissance Waverly is the convention hotel. Your \$139.00 convention rate includes FREE parking and the hotel is directly connected to the Galleria Centre, site of the rail clinics and tour departures.
- You'll enjoy air-conditioned comfort throughout the entire Waverly/Galleria complex.
- The complex also features a covered walkway to Cumberland Mall, home to 140 stores and numerous restaurants.

For additional convention details, visit: www.nmra2013.org

Your Opinion Matters!

Our Division is where all the principles of the NMRA come to life, and your opinion matters here! Answering our survey is always easy, just send your responses by email to: superintendent@nmrawasatch.org.

This month we put the final touches on our "Monthly Meet" format and we need your help putting together a terrific program:

- (1) Will you join us on monthly "day trips" to areas of railroading interest or significance?
- (2) If not, is the reason something we can work around (cost, travel, etc)? Otherwise skip to #3.
- (3) What types of railfan trips are you interested in making?

a - Active facilities

c - Historic locations

e - Archives

g - Riding the Rails

b - Active rail lines

d - Museums

f - Ghost Towns

- (4) Do you have a vehicle that comfortably holds 4 or more adults that you are willing to drive occasionally if gasoline expenses are shared among the riders?

- (5) How much time will you be able to spend on our road-trips?

2 hours

4 hours

6 hours

8 hours

Thank you for taking the time to help us make our Division more fun!

~ Ken Berry, Chief Survey Engineer



the Club Car

Color Country Model Railroad Club – This multi-scale club is located in the Southern Utah Division in St. George, Utah. Contact Dave Merrill by email at: professordavemerrill@gmail.com

Color Country T-Trak Club - This N Scale club, located in the Southern Utah Division in St. George, Utah, uses the T-Trak modular system. Contact the club by email at: ColorCountryTTrak@gmail.com

Golden Spike American Flyer Train Club – This S scale club meets the third Friday of each month at various club member homes. Their newsletter contains the time and place. Call Jim Buckley by phone at: (801) 252-1921 or by email at: jamesbuckley7@comcast.com

Golden Spike Model Railroad Club – This club meets Saturday Evenings from 7:00 pm to 11:00 pm, at the Children's Museum of Utah (840 N 300 West, SLC). Contact Tim Smith by phone at (801) 964-0915 for more information.

Great Basin Lego Train Club – Adult fans of LEGO. Meeting times and club info is posted on their website. Contact Reed Cowan by email at: gbltc@aol.com

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 by USPS mail at: 752 W 4375 South, Riverdale, UT 84405 or by phone at: (801) 394-4952.

O Scale 3 Guys – An O and On3 scale club. Visit their layout in MRS Hobbies (9425 S 700 East, Sandy). Contact Alan Badham by USPS mail at 3061 Bonnie Brea Ave, Salt Lake City, UT 84124 or by phone at: (801) 278-1004

Ophir, Tintic and Western – This 100% NMRA club models in HO and N and meets at the SCERA Theater Boardroom (745 South State Street, Orem) at 7:00 pm on the 3rd Thursday of every month. Contact Larry Carter by email at larrycarter@msn.com or by phone at (801) 446-8161

Railway & Locomotive Historical Society (Golden Spike Chapter) – An historically oriented group of researchers and preservationists, the Golden Spike chapter of the R&LHS meets at Ogden Station and is presently in the midst of a 20+ year restoration project of the D&RGW #223.

South Weber Model Railroad Club – This 1-1/2" club runs trains every 3rd Saturday & Sunday at South Weber Canyon Meadows Park. I-84 exit #85, two blocks south, two blocks east.

Trackers – This HO/HOn3 club meets at the Tooele Railroad Museum (35 N Broadway, Tooele) on Saturdays from 12:00 noon to 4:00 pm (from Memorial Day to Labor Day) or as weather permits (during Winter). Contact Cindy Meiser by phone at: (801) 966-7411 or by USPS mail at: 512 Crockett Drive Kearns, Utah 84118

Utah Free-MO – A travelling HO Modular group conforming to the Free-MO standard. Contact Allen Carter by email at: Utahfreemo@aol.com

Utah Garden Railway Society – A "G scale" group dedicated to the art of Garden Railways. Contact Lynn Stringham, President (UGRS) by USPS mail at: 4464 S 4100 West, West Haven, UT 84401

Utah Large Scale Society – A G scale group that meets in various member's homes. Contact Stan White by phone at: (801) 546-4085 or by USPS mail at: 920 N 1550 East, Layton, UT 84040

Utah Society of Railroad Modelers – This multi-scale club meets monthly and carries the motto, "Fun, Learning & Fellowship". Contact Steve Moore by email at: kiss@kissmethodinc.com

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 (Club President) by email at: webmaster@utahtca.com

Wasatch N Scale Model Railroad Club - Contact Bob Gerald by phone at: (801) 864-0174

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

American Civil War Railroad Modelers of Northern Utah – An "all-scale" 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 by email at: railroad.modeler@gmail.com

**Don't see your club listed here? Do we need to update our information?
Send an email to editor@nmrawasatch.org with the particulars!**

