

PROMONTORY POST

NORTHERN UTAH DIVISION - NMRA

Sep/Oct 2013

Volume 1 Number 5

MEETING HIGHLIGHTS

Fun, Learning, and Fellowship. That is the battle cry of the Northern Utah Division, Rocky Mountain Region, National Model Railroad Association. Our intrepid leader started the fun by welcoming all those who came to the meeting and going over upcoming events.



The fellowship was evident as each attendee was welcomed especially Dale Angell, who just moved back into the area. Dale models in narrow gauge, at the moment undecided (or as he put it quite elastic) in the choice of scale. We also welcomed back Rex Baily and his lovely wife Debbie and Anthony from Lehi. We told Anthony, since this was his third time in a row, we needed to find him a job.

Before we jumped into Ken Abel's Trees Clinic, Jack Chase, USRM Membership volunteer and Division board member, presented the plan crafted by Stan Jennings, Division Treasurer, Steve Moore, USRM Marketing volunteer, and himself whereby the Division and USRM was to be combined into one organization. More on that later. A vote was taken and all twenty-one members in attendance voted unanimously to adopt the plan. We are now NUD-RMR-NMRA.



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

SHOW AND TELL



Actually, before we got into the voting on the transition plan, we had a bit of show and tell. Al Badham brought in a piece of his layout that highlighted his skills in making some absolutely fantastic foreground trees. He has put together a DVD explaining his techniques. Said DVD is available for borrowing from our DVD library, and it is also for sale at The Train Shoppe. Al says it's not really that hard to build a decent looking tree, but it is tedious, but looking at the results, I would have to say that the effort is well worth it. Also presenting for show and

tell was Blaine Holbrook (who I misidentified as Blaine Jensen in last month's newsletter). Blaine showed a couple of samples of commercial trees that are available. Thanks for sharing guys.



Ken Berry, Superintendent, Northern Utah Division—NMRA

This month we celebrate the beginning of an exciting new era for the NMRA in Northern Utah!

The membership of the USRM held a formal vote and unanimously approved the blending of USRM activities with Division projects to create a powerhouse Division program.

The USRM will no longer function as a formal, separate organization, and the members that headed up the programs of the USRM will continue to provide their excellent service under the Division's flag. The newsletter's name will change from the Golden Spiker to the Promontory Post, which I think you will all agree is a good choice, and the Division's monthly meets will now be held at the Pioneer Valley Hospital on the third Saturday of the month from 3 pm to 5 pm, the same time and place that USRM met.

Division Business will occupy no more than the first 15 minutes of the monthly meeting, and a summary of the business portion of the meetings will be provided in the newsletter (like "minutes" only not as boring). A strong meet & greet function will be implemented to help make sure we all feel welcome and wanted at our meets.

The Division has adopted the USRM motto of **Fun, Learning & Fellowship** and *everyone* is welcome at all Division events and activities.

We are also wrapping up work on a new set of simplified bylaws that will be in line with NMRA best practices. If I am lucky, I will be able to post the text of those bylaws elsewhere in this issue! The proposed bylaws will:

- Comply with National and Regional bylaws
- Be clear and consistent in its wording
- Be published to all of the NMRA members in Northern Utah for review
- Be discussed by all of the NMRA members in Northern Utah
- Be voted on by all of the NMRA members in Northern Utah (that hold NMRA voting privileges!)
- Be the final version of bylaws adopted by our Division, so we will **all** need to take part in the discussion and make sure that we are **all** of one mind about them before we vote to adopt them!

The main features of the new bylaws are listed here:

- The Board of Directors will have seven (7) elected members: (1) Superintendent; (1) Personnel Clerk (Formerly Assistant Superintendent); (1) Financial Clerk (Treasurer); and (4) Directors-at-Large

- A new Division Support Team will be formed to manage the programs and activities of the Division. The same Division members who brought so much of their enthusiasm and energy to USRM programs will now be working their magic under the auspices of the Office of the Division Superintendent! The Division Support Team will meet once a month, one hour prior to the start of the scheduled monthly Division meeting. The following Coordinator positions will be filled by those members who currently hold them and vacant positions will be filled by appointment:

- * Meetings
- * Clinics
- * Publications (Editor)
- * Division Operations Group
- * Division Communications (Website, Emails, Online Groups, etc)
- * Tours and Trips
- * Marketing and Publicity
- * Library (DVDs, Books, etc)
- * Achievement Program

In addition, I propose that we agree to immediately cease any and all "personal politics" (in any form) and let **any** hard feelings we may have toward **any** of our members (past or present) pass into history, even if we have good cause for those hard feelings!!

Let us show by our words and our actions that we are *serious* when we say "everyone is welcome" and we are all about the "fun, learning, and fellowship"!!

Though it may take a few days for us to process these changes and eliminate our old feelings and misunderstandings about each other, we need to let bygones be bygones and come together as an amicable association of railroad modelers, even if we disagree from time to time about how to do some things!

This is quite a lot to digest at one sitting, so if we have questions or need clarification, please do not hesitate to email me at superintendent@nu-nmra.org or post on the Division Yahoo Group or new Facebook page.

Remember to Keep It Fun and Model Something!!

Cheers!

Ken

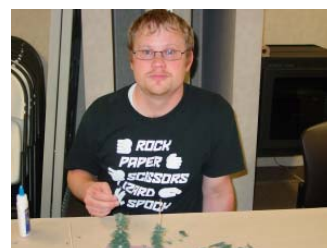
A quick reminder:

PAY YOUR NMRA DUES.

We have lost a lot of members in past months who did not renew in time. Don't miss out on all the great camaraderie, fun, and learning that this being a member of the Northern Utah Division has to offer.

THE MONTHLY CLINIC

The clinic this month was presented by the ever able Ken Abel. Thanks to Woodland Scenics who donated much of the materials used, he taught us all a quick and easy way to make some presentable pine trees. Granted they were not of the same caliber as Al Badhan's trees mentioned earlier. But, the results we all were able to achieve were good enough to find a home on our layouts. Our videographer, Randy Jones, should have a DVD cut by the next meeting so you can either refresh your memory or check out what you missed by being somewhere else today.



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.

Oct 19, 2013 – The Strange and Unusual

Do you have the desire to model something prototypical, yet out of the ordinary? As a special treat for the Northern Utah Division—NMRA, **Warren Johnson** will present photos and narrative of some of the weird and wonderful railroad equipment he has seen and photographed over the years.

Nov 16, 2013 – Basic Layout Wiring

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

Dec 21, 2013 – Scenery Design

Rob Spangler's clinic will be about designing scenery, backdrops and fascia for your layout. Learn how to adapt shapes and colors for use in your model scenes.

We will cover building landforms, painting, ground cover, shrubs and trees.

Some of the basics have been covered in earlier clinics, and this one will build on what you've already learned.

Jan 18, 2014 – Basic Electronics

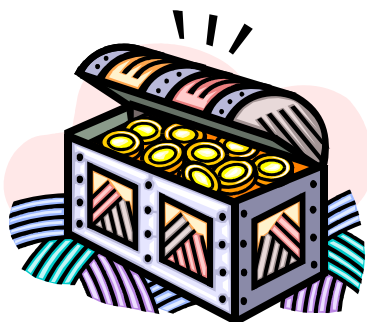
Come get wired with Peter as we learn the basics of electronics (non-DCC). Learn about basic electrical and electronic components, circuits, soldering, accessory wiring, and more. There will be a special section on using a volt/test meter. Test your skills by wiring your own mini circuit!

Contact peteralieber@gmail.com if you have a clinic you could share or a clinic idea you would like to see.

TREASURER'S REPORT

Stan Jennings

As of September 26, 2013, there is \$5330.25 in the account. We have at least \$479.50 from vendors to deposit and at least \$35.00 from Polygamy Porter cars for deposit. The deposits will be made shortly after the newsletter deadline.



INTERCHANGE POINT

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

Rocky Mountain Express

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

XVI Annual Santa Fe Model Train Show

- Oct 10th thru 13th
- Santa Fe County Fairgrounds
- www.santafemodelrailroadclub.org/

Wasatch Rails 2013

- Nov 1st, 2nd, & 3rd
- Utah State Fair Park
- Want to be a part of this great program? Contact Stan Jennings at: RJenn24103@aol.com

Boulder Model Railroad Club Train Show

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

THE CLUB CAR

Ken Berry

I spoke with Fred Voelcker recently about his modeling interest in Narrow Gauge railroading. Naturally, we spent a good deal of time talking about his ideas for developing a layout theme, and whether or not there was any local interest in modeling NG. I promised Fred that I would ask around to see if there were any "Narrow Minded" modelers in Northern Utah interested in his project.

Fred has a spare bedroom just begging to be filled with a narrow gauge layout, and he also has some goodies and pieces to get started.

He has invited every Narrow Minded modeler in our Division to get together at his place in Grantsville to bounce around some ideas for the space, work up a layout plan, and start work on the project as a new, informal modeling group.

I suspect that there are quite a few "Narrow Minded Modelers" in Northern Utah, and this sounds like a terrific opportunity to meet in a comfortable environment to work on building a layout.

As an added wrinkle, our Division would be interested in helping to bring a new Utah-themed HOn3 layout to the local show circuit, including our own show, and this sounds like it may be a good solution!

So if you are Narrow Minded, interested in modeling anything Utah, or just want to have some fun working on a layout with some easy going modelers, drop me a line at superintendent@nu-nmra.org and tell me to put you in touch with Fred, our local Narrow Gauge Agitator!

Fred assures me that the environment will be fun and friendly, everyone is welcome, and no matter what part of a layout you like working on, there is room for you in the group!



WASATCH RAILS 2013 SHOW SUMMARY

Stan Jennings

Unless you have been part of planning an event, it is hard to realize how much work goes into any event. Wasatch Rails 2013 is no exception. Below is a brief summary of tasks in progress and those needing more help.

Tickets -- Tickets are available online. Let people know!! The public will save!!

Have them go to -- <http://wasatchrails.com>

Jack Chase has taken on the job of rounding up and scheduling ticket table workers. This is important for any show; if you can help, please let Jack know.

Mini-flyers -- Bob Walter is handling the Salt Lake area, Ken Meiser the Ogden area and Hank Kendall the Provo/Orem area. These three are primarily covering the area hobby shops. Please take many mini-flyers to distribute to others, family, friends, coworkers, friendly businesses, etc. Wasatch Rails 2013 mini-flyers will be available at the Hostlers auction, Hostler meetings, Division meetings or contact Stan Jennings.

Mark Sultan will be our announcer all three days. If you have been to a recent Hostler Festival you know his announcing is great!

Boy Scout Merit Badge program -- Fred Baney and Jim Wanless are heading up this activity. Please spread the word, it is a great place for the boys to do their railroad-ing merit badge work.

Layouts -- We know many are coming, presently we only have paperwork for three -- The Hostlers and Wasatch N-scale. Other clubs and groups, please return your paperwork!!

Vendors -- We have about 70% of the tables committed or very likely committed. As we move closer to the show, we are receiving more requests and payments.

Contests -- We will have NMRA judging. However, due to several factors, we probably will not have the public or Utah Railroads contests. If you want to jump in to head up the contests, we would welcome your help.

Groupon -- The show committee and others have had significant discussions about using Groupon for ticket sales and to spread the word about the show. The consensus is we need to do more research, so probably not this year.

Saturday Evening Dinner -- Promontory Chapter, NRHS,



president Greg Butters will be the after dinner speaker. Prior to his recent return the United States, he spent nineteen years building businesses in China. Because he can speak Chinese, he was able to go where few non-Chinese could; he spent time visiting railroads and was able to fire several steam locomotives. His talk will not be just about railroads; his family was raised in China and over the years he has seen the dramatic change in China.

The cost for the dinner will remain at a very reasonable \$5.00 per person with a 60 person limit. Meal tickets will be available at the show.

Marketing -- A lot is going on. To keep it brief, (listed alphabetically) Alan Anderson, Tyson Brooks and Steve Moore are doing tremendous work. Anything you can do to supplement their work is greatly appreciated.



Jim Wanlass & Geoff Carter

Want to see what an operating session looks like? Check out this little blurb from Jim Wanlass:

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

<http://youtu.be/sKKgNBtUaaQ>

The extended video with more than 10 extra minutes is at:

<http://youtu.be/OF2BKdRyDUI>

Viewer Reviews:

Fantastic video. I love it. Seeing Rob's layout from the "engine" makes you appreciate how great it is.

Thanks, Jim & Rob.

Regards---Jack

The next DOG Session will be Oct 26th at Quintin Foster's N-scale layout. It's going to be a new experience as the scale is smaller and Quintin runs his trains using switch lists. Sign up early because the crew is smaller and will fill up faster. You can sign up via email:

jack.r.chase@gmail.com

What Just Happened?

Geoff Carter

The big picture? The USRM and the Northern Utah Division just combined forces, resources, talents, and programs.

Why? For some of us, too many of our Saturdays were dedicated to trains, much to the consternation of our spouses and children and its corresponding negative impact on the quality of family life. Another reason was the need to reduce the overlapping of activities which sapped at the strength and resources of both organizations. Not to mention the “mad scramble” the USRM had to go through each year to maintain 100% NMRA status to keep the insurance policy in force with the handicap of not being able to use the official NMRA rosters. Combining forces provides a solid model railroad based structure for the Division.

The downside to this is that the USRM identity will be lost. It’s reputation for quality programs: clinics, layout tours, and training programs will be at stake. There is the possibility, if we let it, for the old Division politics to rear its ugly head again. We, as a group of adult railroad modelers are determined to not let that happen. This is a new Division, and what happened in the past will remain in the past and will only be used as a training tool and example of what not to do in the present and future.

What’s the plan? We will retain the name Northern Utah Division. But, what about the Wasatch Division, where did it go, you may ask. For a variety of legal reasons our organization must be registered with the State of Utah and renewed from time to time. The Wasatch Division was “involuntarily dissolved” by the state on June 1, 1987 for non-renewal—long before anyone in the recent past administrations came on scene. On legal advice, and in order to distance ourselves from any problems associated with the old name, and since we had to refile all the paperwork anyway, a new name was chosen.

The Division will adopt the USRM motto, “Fun, Learning, and Fellowship”. If it’s not fun (and nasty politics is not fun) then we won’t do it. We will provide an opportunity for us newbies and so-so modelers to learn from the expertise which abound around us. And we will promote fellowship among all our members and visitors no matter what their race, religion, national origin, gender, ethnicity, railroad, scale, or level of modeling skills. You like to play with trains, so do we, therefore by default

we are friends.

We will adopt new, simplified, legible, sensible, and workable bylaws that call for elected executives (Superintendent, Assistant Superintendent, and Treasurer), an appointed Secretary, and a board made up of volunteer chairpersons. These will include an Activities Coordinator who will organize meetings, clinics, trips, and prototype activities; a Newsletter Editor & Publisher; Division Operations Group Coordinator, who facilitates crew calls with the many operating layouts along the Wasatch Front; a Division Communications Coordinator, who oversees, web pages, Facebook pages, Yahoo Groups and the like; a Layout Tours Coordinator; a Membership Coordinator; a Marketing Coordinator; a Librarian, who keeps tabs on the DVD Library and Print Media belonging to the Division; and an Achievement Program Coordinator.

Who will man all these volunteer posts? At the present anyone in the USRM or the Division filling these responsibilities will carry over into the new organization. In the case where there is someone in both organizations who have similar responsibilities, they will work together as co-chairpersons for that function. The presently elected officials will continue at their posts until the end of their terms in office.

Division meetings will typically be held at the Pioneer Valley Hospital on the third Saturday of the month, unless otherwise announced. Division business will take up the first 15 minutes of the meetings and then a vote, if needed will be taken and we move on to the fun stuff that brought us to the meeting in the first place. We will also institute a strong meet and greet program so new and returning members feel welcome and part of the group.

Newsletter Name: Ah yes, the name. The immediate past Division Newsletter was called the *Golden Spiker*. One reason for not continuing to use this name is because Promontory Chapter, NRHS already uses the name *Golden Spike* for their newsletter, a bit too close for proper branding. Another reason is the name *Golden Spiker* conjures up images of a bunch of high school pranksters at a school dance or a star volleyball player. After the vote to combine the USRM with the Division passed, the consensus of opinion was that we continue to use the name *Promontory Post*. But, the real reason is because we have the beautiful masthead created by Rick Luther that we didn’t want to just throw in the trash. Additionally, the *Promontory Post* is uniquely Utah, connected with railroad history, and sounds like a news outlet; whereas *Golden Spiker* and *Gandy Dancer* does not. That’s my story and I’m sticking to it.



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 rail-road.modeler@gmail.com

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

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

Golden Spike Model Railroad Club—This club meets Saturday evenings from 7:00 to 11:00 PM at the former Children’s Museum of Utah (840 N 300 West, SLC) Contact Tim Smith 801-964-0915. You can find us on the web at: www.wasatchmedia.com/deepcreek/page3.html

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

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

Live Steam Railroaders—

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

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

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

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

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

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 utah-free-mo@aol.com. Find them on the web at: www.utahfree-mo.org/

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

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

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

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

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

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

Text in RED has not been verified. Help us keep this list updated with the latest info. Contact editor@nu-nmra.org

EXTRA BOARD

ROCKY MOUNTAIN EXPRESS

Stan Jennings

Clarke Planetarium is showing a great movie, Rocky Mountain Express, the story of building the Canadian Pacific across the Canadian Rockies, in the IMAX theater.

Why should you take the time to attend the movie? First, spectacular photography. The Canadian Rockies are spectacular, the photography captures all the spectacular beauty.

Second, the star of the movie is Canadian Pacific Number 2816, a 4-6-4 steam locomotive.

How good is the film? Recently we had a family train day with my son and three-year old granddaughter. She watched all of the forty minute movie without being distracted.

To ease parking, TRAX has a station right in front of the planetarium.

More About CPR 2816 "The Empress"

From the Rocky Mountain Express website

Locomotive 2816 is a class H1b Hudson-type locomotive built by Montreal Locomotive Works in December 1930. (Montreal Locomotive Works was owned by American Locomotive Company). The 2816 worked with the top passenger trains of the 1930s between Winnipeg and Calgary and subsequently in the Quebec-Windsor corridor. The locomotive regularly operated at speeds in excess of 70 miles an hour. After logging more than two million miles in active service, the 2816 made its final revenue run on May 26, 1960.

After a complete three-year rebuild, the resurrected locomotive 2816 re-entered active service in 2001 as the Empress, a roving ambassador for Canadian Pacific Railway. CPR Empress is now the only surviving H1b Hudson and one of only a handful of preserved and operating CPR steam locomotives in North America

MODELER'S MINUTE

Have you seen the latest **Cody's Office** in the latest Model Railroader online newsletter? His Modeling Tips section dealt with tools for layout planning. Anyway, featured in the piece was a product invented, produced, and sold by a good friend of ours... Steve Moore. See the video here: <http://mrr.trains.com/video/series/codys-office/2013/10/modelers-spotlight-video-inside-codys-office-for-october-2013> and learn more about this neat tool at: www.kissmethodinc.com

WWW.NORTHERNUTAHNMRA.ORG

*The superior man thinks
always of virtue;
the common man thinks of
comfort.*
Confucius



The model railroader thinks of trains

OUR VOLUNTEERS

Northern Utah Division Leadership:

Elected Officials:

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

The Executive Committee is made up of the following:

- Achievement Program..... Mark Evans, 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

Turbines of the Union Pacific

Fred Baney

Introduction

The west is big country, spanned by large railroads handling big trains. The name of the game is horsepower—the ability to move heavy trains at fast speeds. For the Union Pacific, these demands have meant a continual search for the biggest and best motive power available.

During the steam era, UP developed the unique three cylinder 9000 Class 4-12-2 steam locomotive; was the first railroad to use the large “Challenger” type; and the only railroad to own and operate the world’s largest steam locomotive, the 4000 Class 4-8-8-4 “Big Boys”.

Added to this is one of the most unusual, but significant, chapters in the history of motive power for the Union Pacific. It received the first American steam turbine electric locomotive and was the only US railroad to own a fleet of gas turbine electric locomotives.

Steam Turbine



In December 1938, General Electric outshopped America’s first Steam Turbine Electric locomotives, two identical 2500 HP passenger units, for the Union Pacific in an effort to match General Motors Electro-Motive Division’s new diesels. Almost two years had been spent by GE and UP engineers in designing and building the new type locomotive. The two-unit experiment was lauded as the “replacement for steam” and the “successor of the diesel”. Styled like the first “City of Denver” diesels, the external appearance was unlike the common steam locomotive. Numbered 1 and 2 and designed to run nose to tail they were tested at GE’s plant and test track at Erie, PA at speeds up to 75mph. They were further tested on the New York Central with regular passenger trains for ten days.

The units were delivered to the Union Pacific at Omaha under their own power on April 4, 1939. They were used for the power for the special train for Cecil B DeMille’s premier of his movie “Union Pacific” from Los

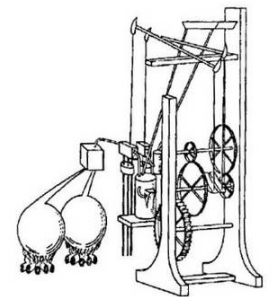
Angeles to Omaha and then toured the country for three months. The units never did enter regular service on the UP. On June 17, 1939, they departed east for Council Bluffs, their tests a failure, never to return to the UP. The two units were returned to GE, where they were used by the Great Northern during 1943. By late 1943, the wheel treads were well worn and one boiler was defective. At that time the locomotives were retired, the traction motors and generators were removed, and the rest of units scrapped.

Specifications

America’s first steam turbine electric locomotive wheel arrangement was 2-C-C-2 with a wheelbase of 78’ 8”, with a driving wheel diameter of 44”. Each unit weighed 548,000 pounds, fully loaded. It had a starting tractive effort of 86,500 pounds. Total length was 90’ 10”. It was the first steam powered locomotive to have dynamic brakes. One of the most unusual features was the large air-cooled condensing systems, which allowed it to run 500 miles between water stops.

Gas Turbine Engine

In 1791, John Barber, an English coalmaster and inventor, conceived the idea of compressing air, then heating it by directly burning fuel in it to produce hot compressed air, which could be harnessed to do work. The technology of the day kept the idea from production.



Sketch from Barber’s patent

The modern jet aircraft engine is a prime example of the gas turbine principle. But, instead of developing thrust via the exhaust necessary for flight, the gas turbine designed for locomotives used the rotational spin of the turbine to drive shafts that in turn drive an electrical generator.

In 1946, General Electric established a research project to develop a gas turbine specifically designed for railroad use. GE had a solid background in gas turbine research dating back to 1904. Combining with the American Locomotive Company, the first American built gas turbine locomotive was completed in 1948.

The gas turbine engine was developed at GE Schenectady Works. The initial design was rated at 4500hp and was designed to use Bunker “C” fuel oil, a heavy oil product of the refining process. It has to be heated by steam generators on board the locomotive to a temperature of 110 degrees to flow properly to the engine.

To be continued in the next issue—ED



Layout Tour!

Sat., Oct. 12, 2013
1:00 pm - 5:00 pm

Bob Lewis' "Green River WY sub of UP"

LOCATION: 5830 S Jordan Canal Rd, Taylorsville, UT

Contact: Bob Lewis, phone: 385-252-0902, email: robert5830@comcast.net

Bob Lewis' 25 x 40 foot HO layout is a subdivision of the Union Pacific set in the soda ash mining area of the Green River in Wyoming. The layout features a soda ash mine and chemical plant with main-line operation and switching at several points. There is hidden staging, a large helix and signaling all representing a modern, 1980 to present, time frame.

RULES AND INFORMATION: The layout area can accommodate 8 to 10 visitors at one time. Access is through the front door and down the stairs to the basement. Parking is the big issue here. The house is located on a multi family driveway and there is very limited capacity in the driveway. Some additional parking is available in a grass field at the end of the driveway which can be a problem if it's wet. There is no handicapped accessibility. Children need to be well behaved and respectful. A bathroom is available. There is no smoking permitted inside. Stay as long as you like being sensitive to the number of visitors that can be accommodated in the layout area. Questions are welcomed.



CARPPOOL: Up to individuals. Arrange through Yahoo groups or on an individual basis.

ETIQUETTE: When visiting a layout, please do not touch the equipment. Never criticize and be mindful of children.

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