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Coronavirus Update

**PLEASE READ:
IMPORTANT
MESSAGE**

**The April Monthly Event at the
Redwood Recreation center has been cancelled!**

PLEASE USE THE UPDATED LINK BELOW

Current restrictions due to the Coronavirus pandemic have obviously disrupted our club activities, including our regular meeting and clinics, as well as the Pizza Box program. We are setting up a Zoom solution that will allow us to maintain meetings and clinics while we weather the current crisis. We anticipate that even after the crisis is past and we resume regular physical meetings, we may decide to maintain the on-line meeting infrastructure because that will allow us to record our meetings. Members who cannot attend would then have the opportunity to view the recordings at a later date.

This clinic will be broadcast on our NEW private **Zoom** channel. Please click the blue button below on Saturday to view the clinic. Follow the on-line instructions if you have not attended a Zoom meeting before.

**CLICK HERE
JOIN & VIEW THE CLINIC**

Meeting ID: 824 0172 8544

Passcode: 446946

Saturday, April 17, 2021 10:00 AM - 2 hours

Jim Wanlass, MMR

Superintendent, Northern Utah Division, NMRA

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Learn Something New

CLINIC SCHEDULE

You can always find links to our previous recorded live video clinics on our website.
Click the link below to go directly to the website.

<https://www.northernutahnmra.org/monthly-events/past-clinics/>

**April
17th
10:00 AM - Noon**

Live On-line Presentation

How to make Decals

Presented by Charlie Treft

Charlie is doing this clinic to learn a new skill in Model Railroading. This idea is a great way for modelers to do a clinic presentation while learning something new and helping the rest of us.

**May
15th
10:00 AM - Noon**

Live On-line Presentation

Layout Wiring Part 2

Presented by Kevin Anderson

This will be a continuation of the February Clinic that Kevin gave with more information and covering more than the basics.

**June
19th
10:00 AM - Noon**

Live On-line Hands-on

How to Build a Quick & Easy Fleet of Track Cleaning Cars

By Jim Wanlass

Whether you need one or a fleet of track cleaning cars, this method is quick and easy. The hardest part is gathering the materials which will be provided for you. In this Virtual, Hands-on Clinic, follow along by building your own. If you would like the materials mailed to you, send your address to me jamestowntrains@gmail.com and they will be sent the old fashioned way, through the mail, a week or two before the clinic. Let me also know which scale you will building it in. You need to provide your own boxcar, drill and epoxy.



As the Clinic Coordinator I look at what this requires and realize we all can contribute to our clinics. I started with a sheet of plywood with my father back when I was a child and since then have done so much, especially in the last few years. We all have skills and experiences that we can share. Being retired from the Education profession also has shown me that what I have done in the past can help someone else looking for an answer. I will call upon all of you to share what you have learned, because we all have a love of trains.

Charlie Treft
cptreft@yahoo.com
801-543-0186

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Thoughts from the Superintendent

TRAINS OF THOUGHT

It has seemed so long that we have been restricted in how we meet and what we do and now suddenly there is an abundance of activities. For so many Saturdays I have had one or two things on my to-do list for the day and this last Saturday I had 11! No, I didn't get to all of them but that's O.K.

We don't know when we will meet in person yet but I'm looking forward to it. Through our Zoom meetings, where we can interact with each other, I'm glad we've been able to keep in touch. Also, I've seen many of you at the Train Show at the University Mall in Orem. You can see my niece having fun running one of my trains in this month's selfie. It will be open through the 17th so come see it if you haven't yet. Shows like this allow us to interact with the public and it's fun to see others interested in model railroading! It's been fun to have family, friends and co-workers come see and appreciate what we do so that we can enjoy the journey together!

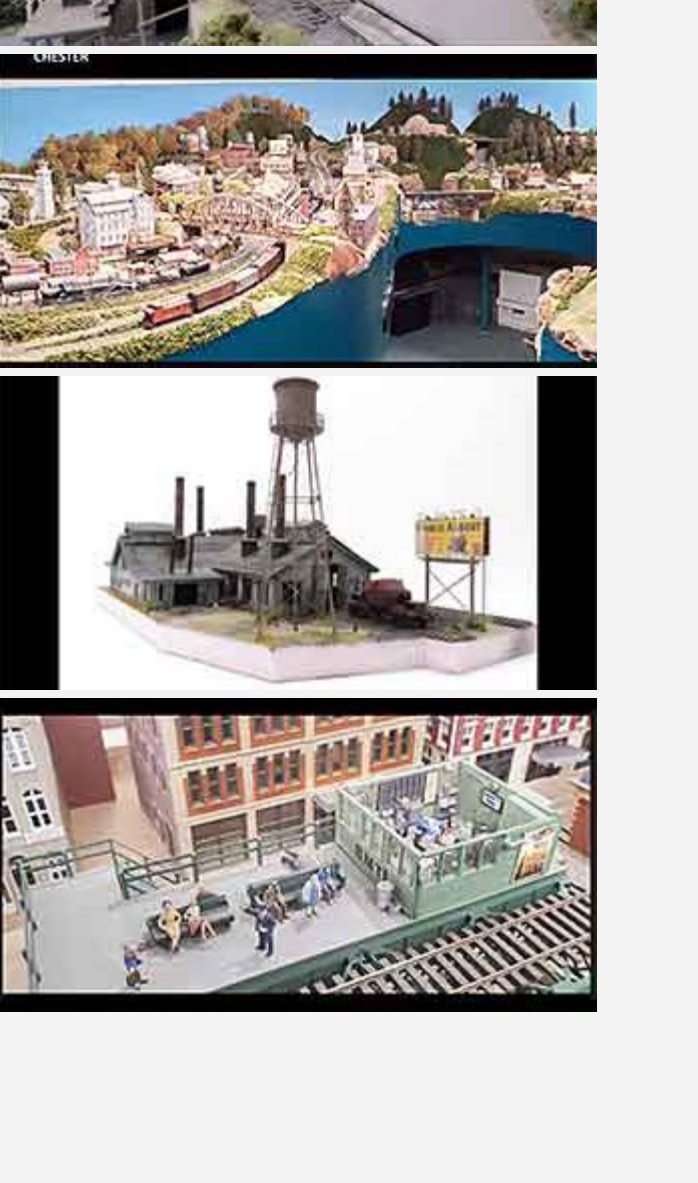
Jim Wanlass, MMR #585

Superintendent

Northern Utah Division of the NMRA

jamestowntrains@gmail.com

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What Happened Last Month

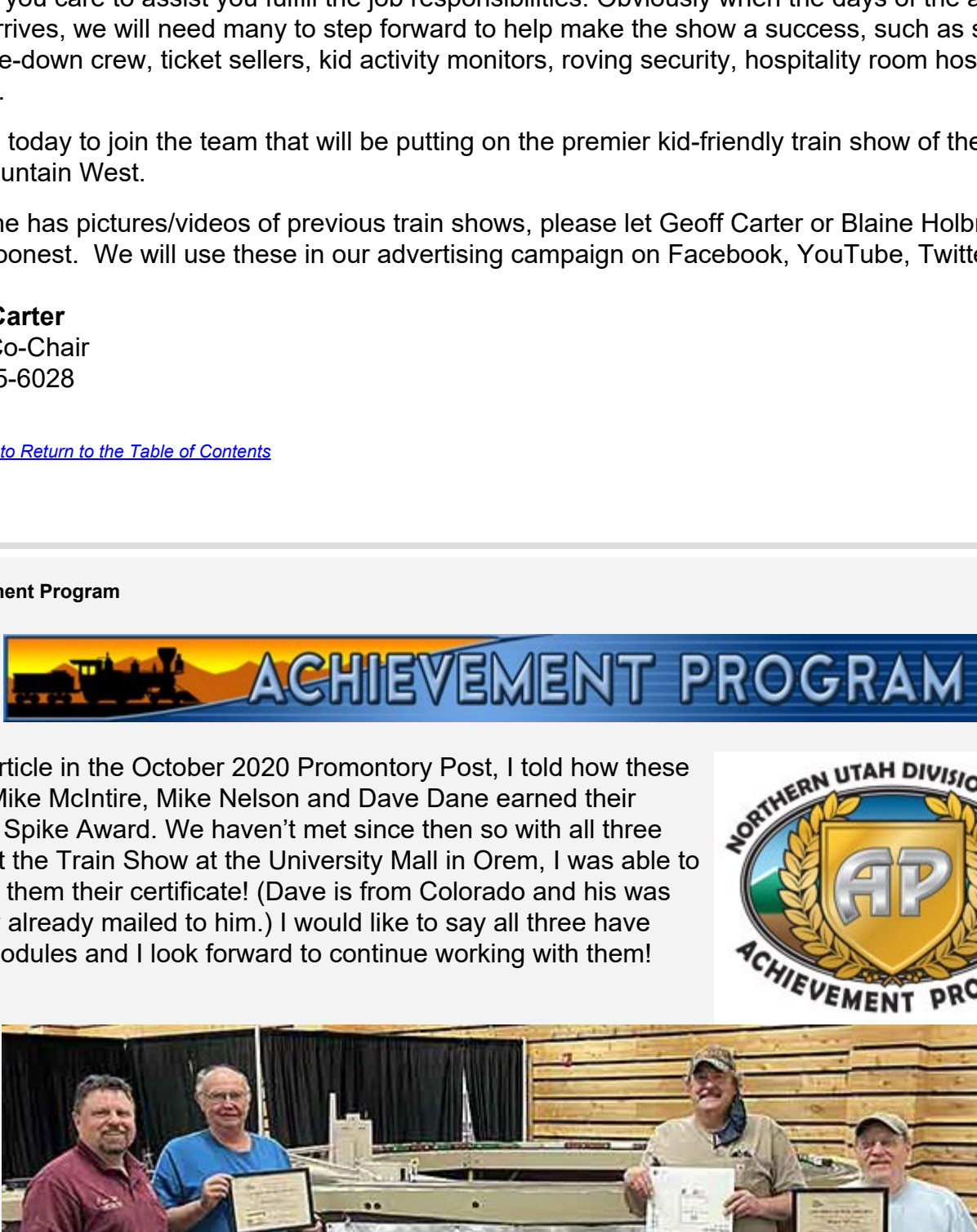
EVENT HIGHLIGHTS

Virtual Layout Tour

Presented by Frank Baker

We enjoyed a virtual tour of the Superintendent of the Arizona Division, Frank Baker's layout the Morristown & Erie RR-Western Division. It is 18' x 33.6' in a special building next to his house in Scottsdale, Arizona. He is known as the "bird guy" because most of his structures have birds on them. Speaking of structures, some people won't bring a structure if they know he is bringing one to the contest room! He has been heard to say, "the devil is in the details." The amount of detail and the quality of his scratch-built structures is simply amazing. To view the informative video of this clinic, click on the link below and look for the March 20, 2021 clinic.

March - Northern Utah Division Clinic



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2021 Intermountain Train Expo

INTERMOUNTAIN TRAIN EXPO



The Northern Utah Division of the NMRA will be hosting its annual train show on Nov 5th, 6th, and 7th this year (Covid-19 permitting). We have acquired the Legacy Event Center, in Farmington, Buildings 1, 2, and 3 for a total of 22,695 square feet for layouts, vendors, exhibitors, and kid's activities. That works out to 47% of the space we had at Mountain America Expo Center, in Sandy, but at 35% of the cost (not to mention many of the things we had to pay extra for at Sandy are included in the price of the rent in Farmington).

We are asking you to put your volunteer spirit in high gear and step up to help us with one of the following committees:

- Show Co-Chair
- Facilities
- Layouts
- Vendors
- Marketing/Advertisment
- Hospitality
- Volunteer Coordinator

We need help in these areas today to get things organized and moving. We also need ideas to make the show even better even though it will be smaller. These jobs should not take more than an hour or two each week for now, but more as we get closer to the show dates. You are free to ask anyone you care to assist you fulfill the job responsibilities. Obviously when the days of the actual show arrives, we will need many to step forward to help make the show a success, such as set-up and take-down crew, ticket sellers, kid activity monitors, roving security, hospitality room host(ess), and etc.

Call me today to join the team that will be putting on the premier kid-friendly train show of the Intermountain West.

If anyone has pictures/videos of previous train shows, please let Geoff Carter or Blaine Holbrook know soonest. We will use these in our advertising campaign on Facebook, YouTube, Twitter, etc.

Geoff Carter

Show Co-Chair

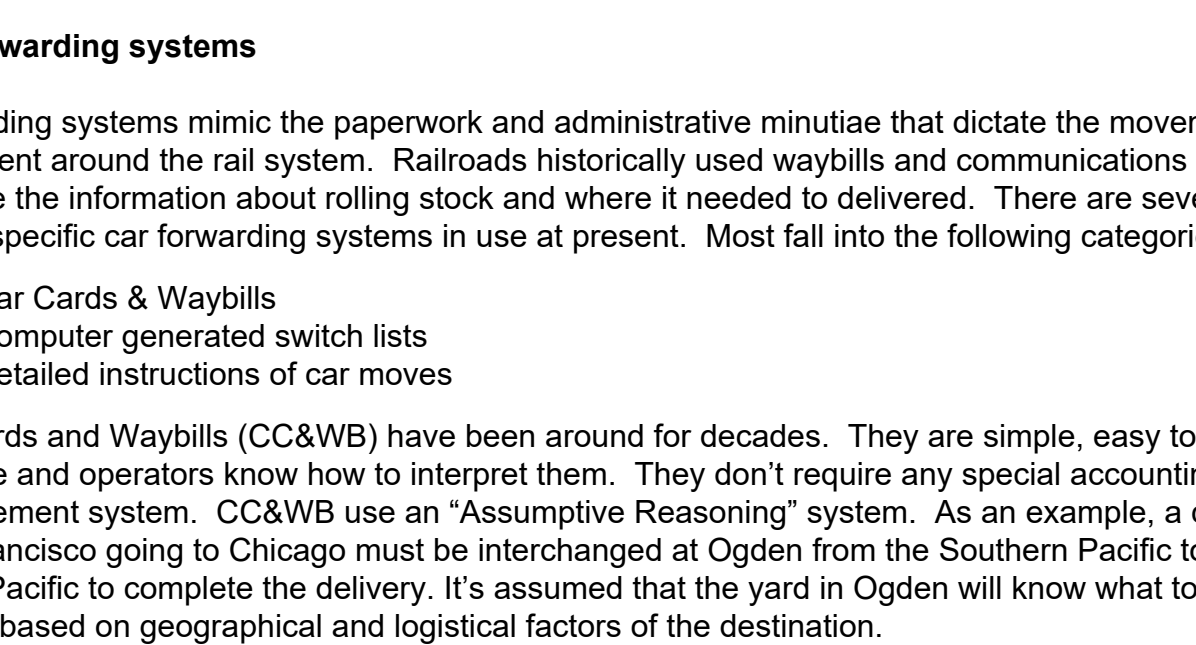
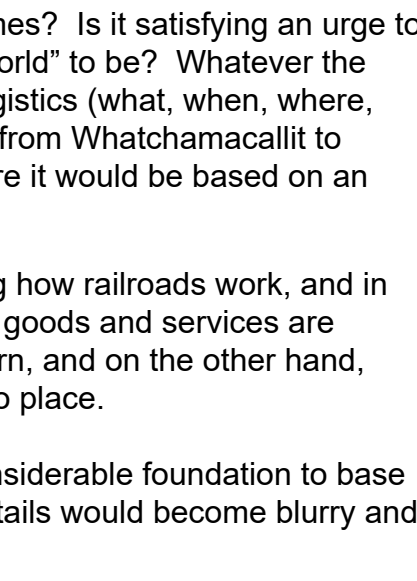
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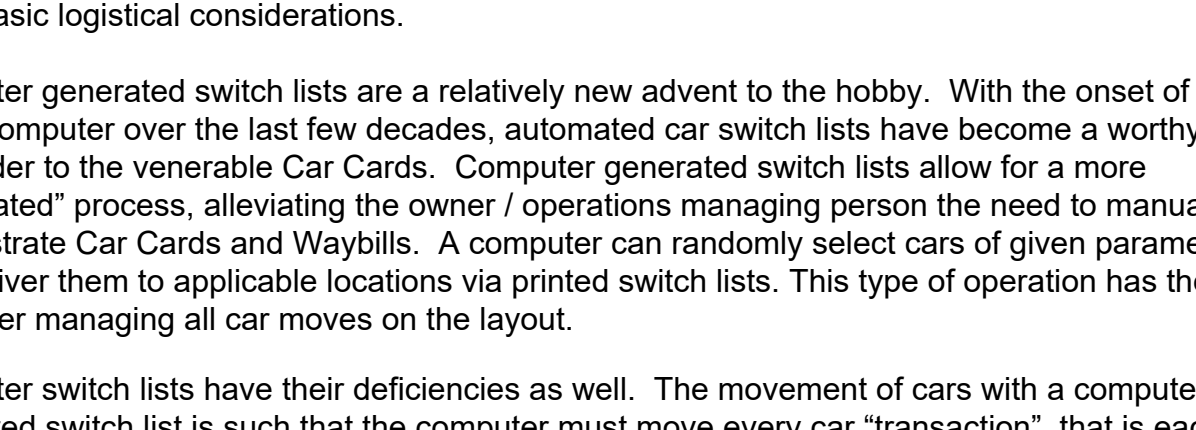
Achievement Program

ACHIEVEMENT PROGRAM

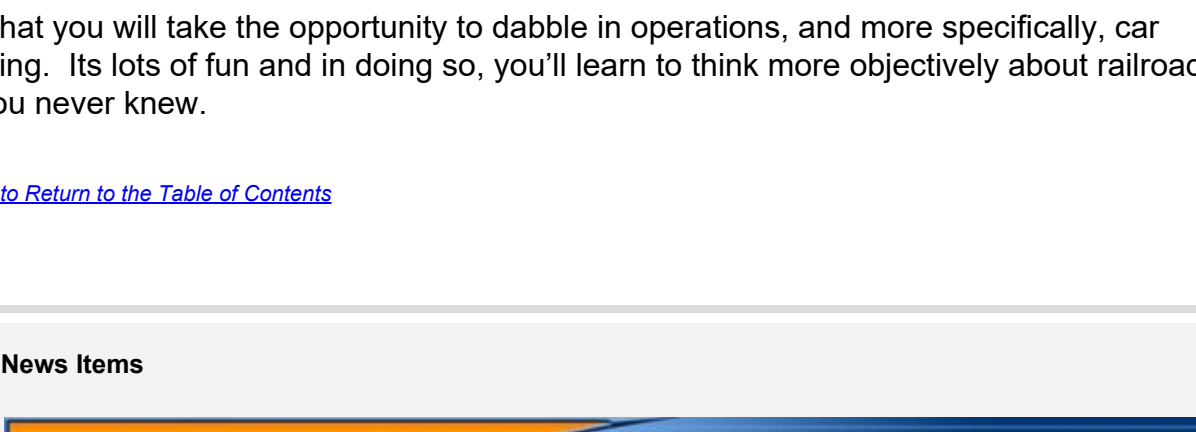
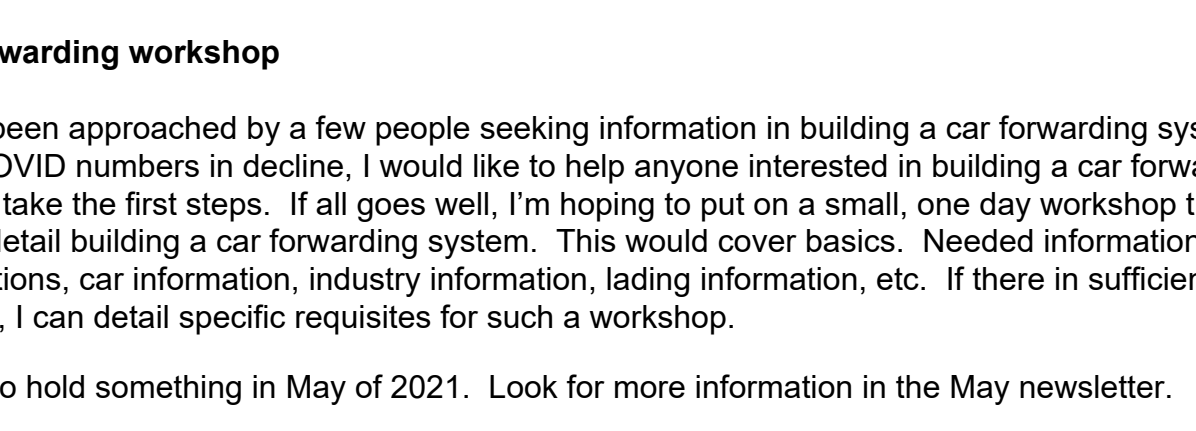
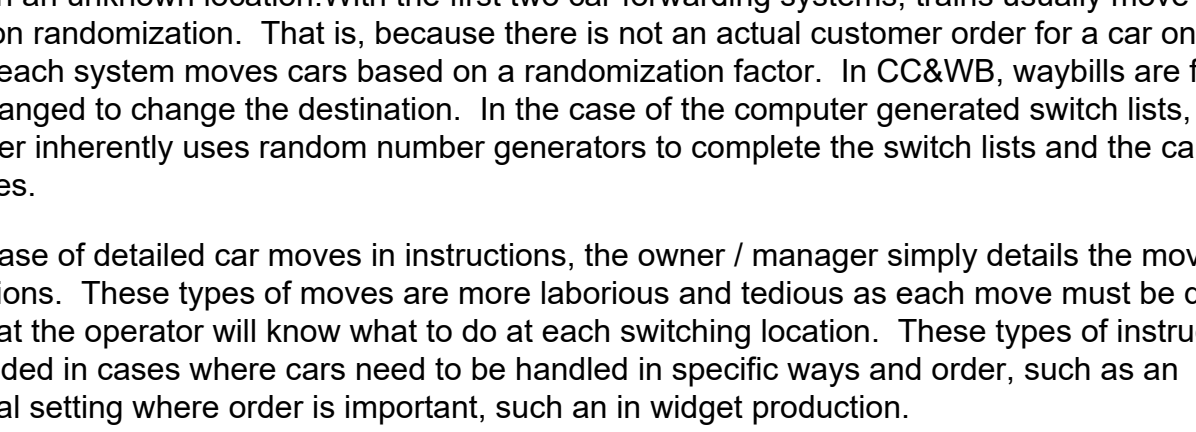
In my article in the October 2020 Promontory Post, I told how these three, Mike McIntire, Mike Nelson and Dave Dane earned their Golden Spike Award. We haven't met since then so with all three being at the Train Show at the University Mall in Orem, I was able to present them their certificate! (Dave is from Colorado and his was actually already mailed to him.) I would like to say all three have great modules and I look forward to continue working with them!



Another thing I was able to do this last month is see the Sanpete Valley Railway in Mount Pleasant. Although the trains weren't running yet, we did get to see the track layout and the beautiful steam locomotive as well as the incredible shop it was built in. Talk about scratch-building a locomotive!



There are so many aspects of model railroading! I love them all! You can choose to focus on one specific area or work on many different things. At home my layout is better suited for shorter trains but on the Free-mo layout I have some long trains that are really fun to run. I also have some short, interesting trains. I probably run the most variety on those modules and to me it's lots of fun.



Whatever it is you choose to do, have fun doing it! Let me know how I can help, be it at home, at a show or wherever and that way we can enjoy the journey together!

Jim Wanlass, MMR #585

AP Chairman

Northern Utah Division of the NMRA

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The operations conundrum

ON THE EXTRA BOARD

The operations conundrum

By Daland Speirs

Anyone that knows me can tell you that I have little interest in "chasing tail" (no, not that tail...). That is, I bore quickly with trains (mine or otherwise) doing "Roundy-round" running. My foray into the model railroad hobby had the usual check-list checks: Join a club; Run on a NMRA-standard modular layout; embark on a battle of wits with one or more traditionalists (more on this in a bit); Chase down perpetual electrical follies; flare tempers with a know-it-all... Lather; Rinse and repeat...

Okay. Maybe not exactly in that order, but you get the picture...

It would be foolish not mentioning that I've had great experiences in clubs, traditional modular layouts, and train shows, but with one fundamental aspect lacking through it all... Operations. With my embarking into the Free-mo modular world, there is renewed hope that at long last, operations in a modular setting will once again be possible.

I am sure that some would consider me an "operations savant". It should be no surprise that Operations, and everything that support it is what I live for in this hobby. A veteran in the hobby once told me "think of my model railroad like a miniature transportation system." They paraphrased, to think about model railroading with the aforementioned statement in mind adds another dimension to an already diverse and dynamic replication to a hobby with a prototypical analogue.

What is our aim in participating in the hobby? Is it ruminating past times? Is it satisfying an urge to vicariously create a "what if" scenario of what we believe a "perfect world" to be? Whatever the reasons, those ideas could likely render down into some aspect of logistics (what, when, where, why, and how). Could the idea that your freelance railroad that went from Whatchamacallit to Thingamajig be based on a more water level route? If so, chances are it would be based on an operational consideration.

Speaking for myself, operations are fundamental in my understanding how railroads work, and in that, how our country, and in larger part, our worldwide distribution of goods and services are moved. On one hand, I find it fascinating that there is so much to learn, and on the other hand, alarming that more people don't know how "stuff" moves from place to place.

Without belaboring the point, operations have provided me with a considerable foundation to base my activity in the hobby. Without it, the objective of trains and the details would become blurry and not a focal point of the industry that we model.

Car forwarding systems

Forwarding systems mimic the paperwork and administrative minutiae that dictate the movement of equipment around the rail system. Railroads historically used waybills and communications systems to move the information about rolling stock and where it needed to be delivered. There are several model specific car forwarding systems in use at present. Most fall into the following categories:

- Car Cards & Waybills
- Computer generated switch lists
- Detailed instructions of car moves

Car Cards and Waybills (CC&WB) have been around for decades. They are simple, easy to manage and operators know how to interpret them. They don't require any special accounting or management system. CC&WB use an "Assumptive Reasoning" system. As an example, a car in San Francisco going to Chicago must be interchanged at Ogden from the Southern Pacific to the Union Pacific to complete the delivery. It's assumed that the yard in Ogden will know what to do with the car based on geographical and logistical factors of the destination.

CC&WB have a few drawbacks; any layout owner will tell you about missing car cards. Some operators don't move car cards with the cars or they otherwise get confused. Cards will wear and get "dog-eared" after a while, also showing signs of dirt and smudges. In all, CC&WB is an easy way to go for any modeler, provided they have a rudimentary understanding of car forwarding and other basic logistical considerations.

Computer generated switch lists are a relatively new advent to the hobby. With the onset of the home computer over the last few decades, automated car switch lists have become a worthy contender to the venerable Car Cards. Computer generated switch lists allow for a more "automated" process, alleviating the owner / operations managing person the need to manually administrate Car Cards and Waybills. A computer can randomly select cars of given parameters and deliver them to applicable locations via printed switch lists. This type of operation has the computer managing all car moves on the layout.

Computer switch lists have their deficiencies as well. The movement of cars with a computer generated switch list is such that the computer must move every car "transaction", that is each move from one interchange location to another. This is sometimes called "cradle to grave" car forwarding. The computer must account for each movement, where CC&WB systems use the aforementioned "Assumptive Reasoning" of movement. Other issues surround lost cars that must be reported to the computer switch list software, such that it doesn't continue to "move" cars that either don't exist or maintain an unknown location. With the first two car forwarding systems, trains usually move cars based on randomization. That is, because there is not an actual customer order for a car on our layout, each system moves cars based on a randomization factor. In CC&WB, waybills are flipped or exchanged to change the destination. In the case of the computer generated switch lists, the computer inherently uses random number generators to complete the switch lists and the car deliveries.

In the case of detailed car moves in instructions, the owner / manager simply details the moves in instructions. These types of moves are more laborious and tedious as each move must be detailed such that the operator will know what to do at each switching location. These types of instructions are needed in cases where cars need to be handled in specific ways and order, such as an industrial setting where order is important, such as in widget production.

Car forwarding workshop

I have been approached by a few people seeking information in building a car forwarding system. With COVID numbers in decline, I would like to help anyone interested in building a car forwarding system take the first steps. If all goes well, I'm hoping to put on a small, one day workshop that would detail building a car forwarding system. This would cover basics. Needed information such as locations, car information, industry information, lading information, etc. If there is sufficient interest, I can detail specific requisites for such a workshop.

I hope to hold something in May of 2021. Look for more information in the May newsletter.

I hope that you will take the opportunity to dabble in operations, and more specifically, car forwarding. Its lots of fun and in doing so, you'll learn to think more objectively about railroads in ways you never knew.

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Division News Items

DIVISION NEWS ITEMS

OT&W Display

The OT&W is planning a model railroad display in one of the empty stores at the University Mall in Orem. We will be displaying our N-Rail, T-Track displays. Running Geoff Carter's HO Scale timesaver puzzle. Running the NUD project layout and selling raffle tickets for it. Mike Nelson and a few HO FREE-MO friends will be displaying a few of those modules. The Wasatch N Scale club will also be present to display their magnificent modules. There will be plenty to enjoy!

When: April 4th - 17th

Times: Monday through Friday from 5:00PM - 9:00PM / Saturday 10:00AM - 9:00PM

Where: University Mall, Orem, Utah - 575 E University Parkway

Admission Price: FREE!!

Show Photos

