

Northern Colorado Model Railroad Club

DISPATCH

October 2009

Volume 8 Number 10



Fall colors in the Rockies

Photo by Bill Kepner

ON THE HEADEND

President's Report

by John S. Atkinson

A Home for the Club's Layout

Last month we ran a request for a new home for the club's traveling layout. Roger Michaels generously offered the use of his garage. We will have to build a small storage rack to minimize the floor space the layout takes up, but now we have a ground level place to store the layout. We won't have to lift the layout up to an attic.

I want to take this opportunity to thank Chuck Hagemeister (and Pearl) for allowing us to store the layout in their garage for the past few years.

Sign Painter Needed

The club owns three Crossbucks that we use to identify the homes that are on our layout tours. Those signs need to be repainted. As I understand it, one has our very old logo for the layout we had way back in Don's hobbies, another has the old NMRA logo on it, and the last needs general refurbishment. If you are interested in helping out please contact Roger Michaels or John Atkinson.

Upcoming events

The board has decided to support two events in the near future. We will take the club's layout to the Boulder Model Railroad Club's show to be held Saturday December 12th and Sunday December 13th. Watch this space for further details as we get closer to the show.

In 2010 we will also be participating in the Rails in the Rockies show in Estes Park on Saturday February 13, and Sunday February 14. Again we will need help for this show. Watch for further announcements and sign-up sheets.

Elections

Elections are coming up soon. We will announce the candidates at the October 22nd club meeting. We will also take nominations from the floor, but PLEASE make sure your nominee is willing to run.

If you are planning to be out of town for the election at the November 19th club meeting you can ask for an absentee ballot so that your vote counts. Please contact John Atkinson,

Darwin Vender Pol, Ed Hurtubis, or any board member to request an absentee ballot. All absentee ballots must be RECEIVED by the start of the November club meeting – Thursday November 19th at 7:00PM.

Thanks, and see you at the meeting

From the Editor

Jeffrey Andreski was interviewed on a recent ModelRailcast show promoting the Teen Association of Model Railroaders. What is a podcast? For those of us who listen to a "radio" to hear current the news and weather reports, a podcast is essentially a pre-recorded audio program, not unlike you use to hear on the radio. But instead of being broadcast from a radio station, it is available for download from a web site.

Jeffrey's interview can be accessed by going to

<http://modelrailcast.com/MrcBlog/Show79.asp>

It's about an hour into the show, but you can fast-forward to his spot. **I**

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SPECIAL FEATURE

George Booth's New Great Western Rwy

Article and photos by George Booth

As some of you may remember, former club member George Booth moved to Grants Pass, Oregon this past summer after both he and his wife, Karla, retired. After taking care of the necessary house things, it was time to start planning the new railroad.

The Building

The new layout will be housed in a dedicated stand-alone 32'x24' building with a 10' ceiling height. This is being designed as a garage/workshop to enhance future house sales with an 8' garage door, two windows and an exterior door. It will be temperature controlled with a simple motel-style window HVAC unit.



The shop will be dry walled and painted before layout construction starts. This finish will be preserved for the future - any backdrops for the railroad will be loosely attached to the drywall to prevent damage. It will also be carpeted with industrial-strength carpet.

Power outlets will be added around the room for convenience. Each outlet will have a live section and a wall-switch controlled section so that all power to the layout can be turned off at one place. Outlets will be added to the ceiling to support layout lighting and will be controlled by a separate wall switch. Three standard light fixtures will be controlled by a third wall switch for overall room lighting.

The Plan

The track plan represents the northern section of the Great Western Railway in the 1960s with tracks from Loveland to Windsor, Johnstown and Milliken. Tracks from Johnstown to Longmont and tracks from Windsor to Eaton are represented by staging yards to generate required traffic.

A loop of track around the perimeter of the layout represents the Colorado and Southern Railway and the Union Pacific Railroad with no fidelity to the prototype. The C&S/UP tracks exist to provide live car interchanges at various points and to provide a continuous exhibition running layout for all my existing equipment not destined to be used on the GW.

Most of the layout is on a single level with a height of 48" above the floor. A second level for the Johnstown area is at 64" above the floor. A helix joins the two levels.

The Operators

The layout is designed for casual short line style opera-



tions based on GW prototype practices. There will be no dispatcher, timetables or train orders. Trains are made up in the Loveland yard and run to the other towns to switch as needed.

The prototype supported extensive beet campaigns in the fall and general merchandise handling at other times of the year. The model will have general freight run during one cycle and beet operations during a second cycle. These may be either in the same operating session or during alternating sessions.

The railroad can be run by a single person by making up trains in Loveland and taking them to the various towns. An unattended C&S or UP train can circulate as background activity.

A two man crew is the minimum required for an operating session. The Loveland yardmaster will classify trains, interchange with the C&S and switch Loveland yard. A road crew will take town locals to the various towns or run a single local through all the towns.

Construction

A phased approach will be used to build the layout. Loveland yard will be built first, then Windsor, track between Loveland and Windsor then the upper level. This allows the garage door to be used to bring in supplies as well as allowing wood-working activities to be done outside in good weather. It also provides the most amount of working room as construction progresses.

Loveland Yard and Beet Factory

Loveland Yard models a majority of the prototype Loveland yard with some slight compression and track realignment to fit the space. The factory buildings and sugar silos will be imposing structures that will divide the yard into two operating areas – the main yard and the beet yard. The main yard is where most of the action is but the beet yard will provide amusement with the 0-4-0 “dinky” switching beet loads into the wet hopper two at a time.

Traffic for much of the GWR will be generated from the C&S interchange tracks. Traffic can be static on the tracks or moved on or off via the C&S local operator.

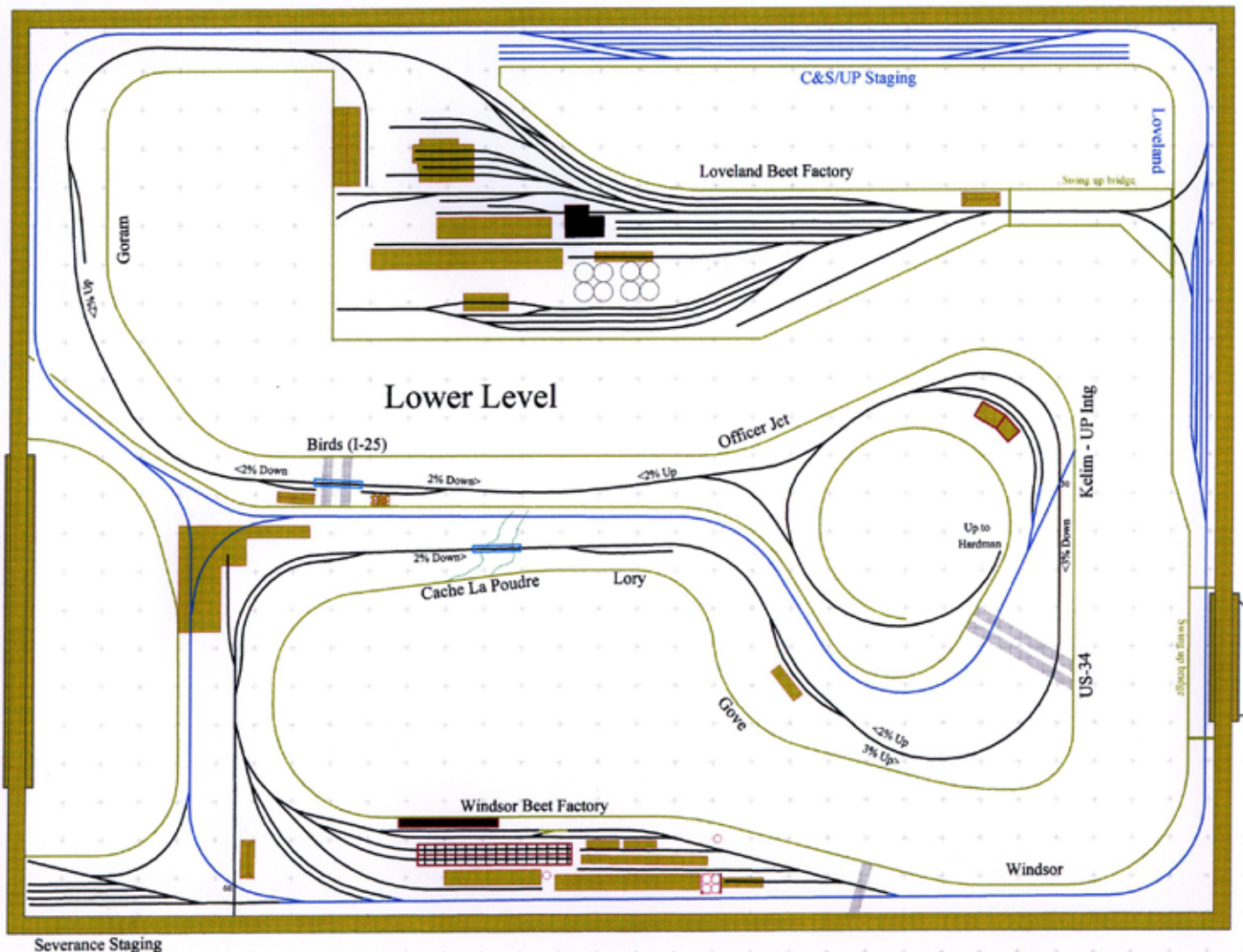
Goram/Birds

The mainline heads east to Goram with a stock chute. This is an unpopulated rural area in the 1960s.

Birds marks the overpass of the newly completed (1965) I-25 freeway. A single interesting grain elevator stands guard over the new single track girder bridge. This was a passing siding before the bridge was built but the GW could only afford a single track bridge. The other end of the siding can service a small produce warehouse.

Officer Junction

The mainline splits at Officer Junction to head northeast to Windsor and southeast to Johnstown. A third track creates a wye to allow trains to go to and from any of the towns. A storage siding on the south side of Officer is not modeled.



Kelim / UP Interchange

The GW crosses the UP Greeley branch just past US 34. The live interchange tracks at the Kelim warehouse provide additional traffic for the GW. The model crossing is not oriented correctly due to space concerns but provides all the attributes of the prototype.

Gove/Lorey

Gove supports a lone grain elevator. The tracks here are on a downgrade heading to the Poudre River crossing between Gove and Lorey. Lorey has a beet dump.

Windsor Beet Factory

Windsor has small beet factory modeled relatively accurately after the prototype. The key attribute of the Windsor factory is the trestle-like beet highline used to unload the beet cars.

The GW has a live interchange with the C&S at the east end of town. It also connects at the west end to provide a longer switching lead for the factory tracks. The wye at Windsor

has been reoriented due to space concerns.

Severance Staging

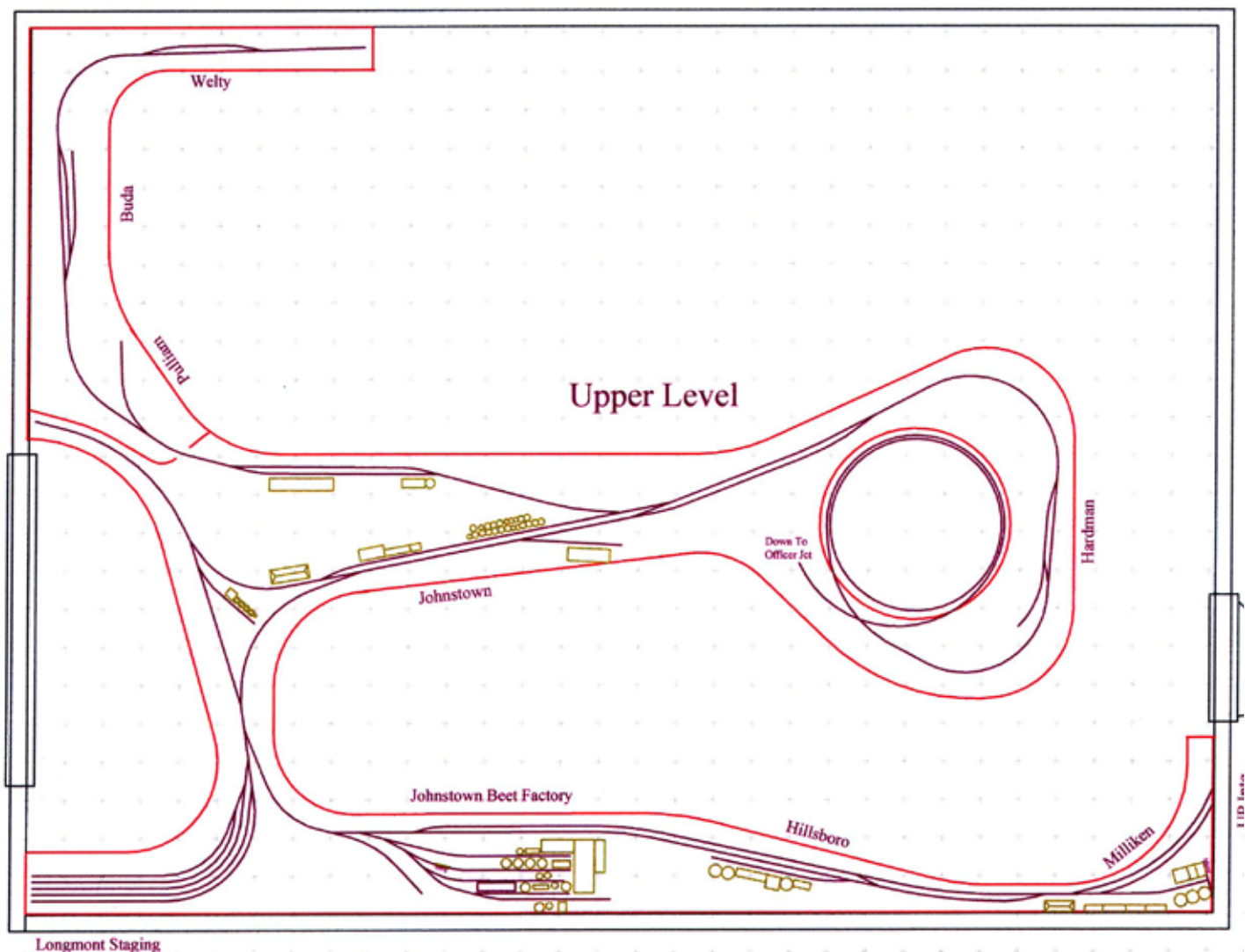
One leg of the Windsor wye ends in a staging area representing the Severance Branch to Eaton. The staging area provides mostly beet loads to the Windsor factory but also provides other traffic for the GW.

Lower Level- C&S/Union Pacific

The C&S and UP loop provides a place for non-GW trains to run for train shows and exhibitions. It also is used to move cars to and from the live interchange areas. The C&S run is mostly flat except where it dips down to go under Officer Junction and I-25 at Birds. Half of the line is mostly hidden behind scenery but is easily accessible.

Upper Level

The upper level is reached via a helix on one leg of Officer Junction. There are no significant locations between Officer



and Hardman so the helix does not defeat any switching opportunities.

Hardman

Hardman is a small siding at the top exit of the helix and has a beet dump and stock chute.

Johnstown

Downtown Johnstown is well represented on the top level. All the prototype industries are represented in the correct orientation. A key feature of Johnstown is the beet factory on the outskirts of town dedicated to producing MSG from the molasses residue of the other sugar factories.

A wye leads to the Longmont staging yard to supply appropriate traffic to the rest of the GW. This also allows the engines to turn for the return trip to Loveland and provides a run around for switching.

Hillsboro

The alfalfa pellet plant at Hillsboro is modeled on the line past the Johnstown beet factory.

Milliken

Just after Hillsboro is the town of Milliken. Milliken has a couple of grain elevators and some fictitious agricultural locations to provide a job for the Milliken local. The UP interchange models the real interchange with the north and south circle tracks.

Welty Branch

The Welty branch departs from the north side of Johnstown. The prototype has five beet dumps along the branch but only the beet dumps at Pulliam, Buda and Welty are modeled. The loaded beet hoppers all head to the Loveland factory. **T**

Editor's note. I hope many of you found George's planning exercise interesting. He would welcome any feedback you might have (forward to me). Having operated on his old layout for over 15 years, I can't wait for the first operating session on the new one. Anybody else ready for a road trip to Oregon?



George also built a $\frac{3}{4}'' = 1'$ model of the layout to visualize how the layout would look in 3-D.

Report from the National Narrow Gauge Convention

Article and photos by Mike Command

Since 1980, members of the narrow gauge model railroad-Sing community have gathered from around the world to take part in a narrow gauge convention. This year the 29th National Narrow Gauge Convention was held in Colorado Springs between September 16 and 19. I had the chance to attend this year's convention and hob knob with some of the best modelers (outside of Northern Colorado).



A downtown scene from Lowell Ross's HOn3 modular layout. Each structure has a completely detailed interior.



Highly detailed Dar's Machinery from Lowell Ross' HOn3 modular layout.

As in years past, this convention had a lot to offer and with all the activities seemed to be over in a flash. Typical activities included self guided layout tours, a wide variety of clinics, modeling contest, manufacturer's hall, modular layouts, and nearby attractions. It seemed as though I never had enough time to view the manufacturer's wares. (Thinking about it, this may be a good thing from a budget standpoint, hmm.) Along with these benefits of attending a convention are the intangible benefits of renewing friendships and making new friends. Attending a convention and being able to view some fantastic modeling helps to inspire my modeling and form ideas for my eventual layout. The following photographs are a small sampling from the convention that may help to inspire you.

Next year's narrow gauge convention will be held in St. Louis, MO where the first convention was held. You can go to this website (<http://30ngconvention.org>) to get a sneak peek as to what they have in store. It's not too early to start planning! **T**



Water tank and apartment building from an HOn3 modular layout.



A diorama that was entered into contest. Notice the amount of detail that goes into these superb models.



Downtown scene on Jim Schulz's layout.



Another diorama.



Jim Schulz's D&RGW K-27 #461.



A "T" boiler grinding up the grade on O J Riva's finely done On30 layout.



A busy scene on Jim Schulz's Coyote Creek & Rio Grande 5x9 On30 layout.

LAYOUT TOURS

Jack Heier's Jackson and Bangrr RR

Photos by Roger Michels, Bob Sobol, & Dave Zamzow. Article by Roger Michels.

There were two layout tours in September, and they were a joint effort between the Boulder Model Railroad Club and the NCMRC. Jack Heier's freelanced HO layout is 15'x34', and was started in 2004. For those of you have not seen this layout, you missed seeing Jack's highly detailed structures and scenery. While it appears that the layout is complete, it is not. Jack's goal is to super detail it. **I**



Photos - Top: Jack's period service station **Middle:** The Engineering Staff operates the Staging Yard Controls. **Bottom:** Ribbon cutting ceremony for the Jackson Memorial Tunnel.

Photos - Top: 1st Train through the portal to the staging yard. **Bottom:** A set of Rio Grande diesels are about to enter a sharp curve.

Jack Heier's Jackson and Bangrr RR (continued)



One of the detailed towns on the layout.

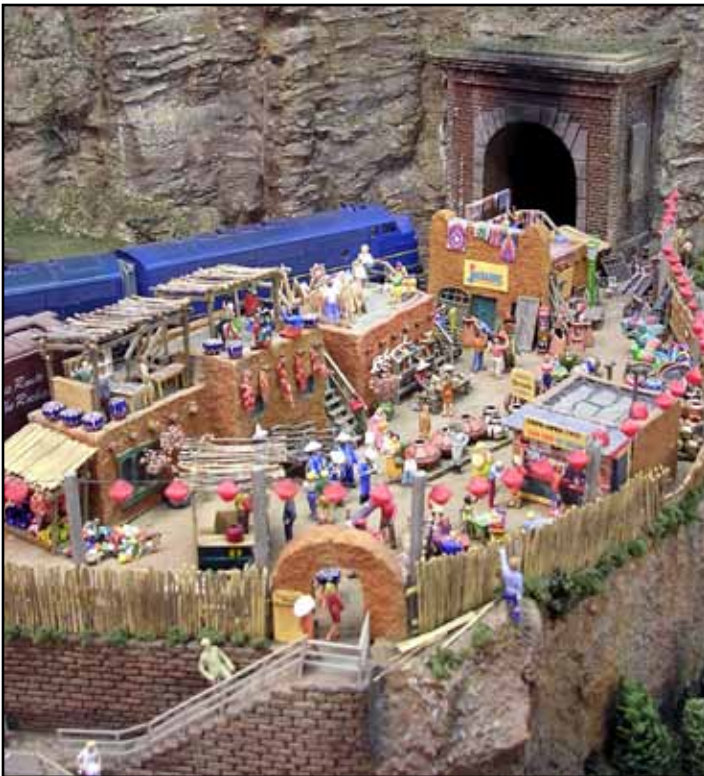


Steam still runs on the J&BRR.

Jack Rice's Columbia & Western RR

Photos by Dave Zamzow and Roger Michels. Article by Roger Michels.

Jack Rice was our host for the other September tour. Jack's freelanced HO scale Columbia & Western/Missouri & Colorado Pacific is based on the prototype Bevier & Southern, a 13 mile Missouri coal-hauling road using some of the town names. However, he moved the locale to Colorado. Jack and his wife Cindy are skilled artists and craftsmen as evidenced by Cindy's painting of the background and Jack's super detailed structures and scenery. But it is Jack's whimsical scenes that set this layout from all the rest. **I**



Photographs from Jack Rice's layout: **Left:** Passing Jackalope. **Above:** A nice Mallet sits in the siding. **Next Page Top:** Doodlebug at Arapaho Station. **Next Page Bottom:** Switch job at Jack's yard.



Meet Jack Rice

Jack has been in the hobby for over fifty six years. He became hooked on the hobby in 1953 while on tour with the Ted Weems band. He saw a friend's circle of track with a Mantua shifter on a table, and that's all it took.

Jack's favorite aspects of the hobby are scenery and structure building, and he has won many contests over the years. Jack says "Cindy is multi-talented in backdrop painting, gardening, reading, knitting, sewing, and camping."

His advice to new modelers is-Just do it. Sounds familiar doesn't it? His future goals for the layout is to add scenery and structure details, and to keep it maintained so that it operates without problems.

Jack was born in Shelbina, Missouri where both he and Dave Trussel went to school. Dave was a first grader when Jack was a senior in high school. While they did not know each other, Jack's dad worked for Dave's uncle's lumber company for several years. Jack is a professional trombone player, having traveled in 49 states as a member of some of the most well known orchestras-Hal McIntyre, Jimmy Palmer, Ted Weems, Ralph Marterie, Johnny Long, Maynard Ferguson, and Tommy Dorsey. In 1963 he quit playing in the bands, and went to work in the camera department of the Denver Dry Goods Co. The following year he moved to Fort Collins to manage Fishback Camera and then Western Camera. When he isn't busy playing his horn, working on his layout, or taking pictures, he likes to listen to big band, jazz, symphonic, and opera. Oh, and he and Cindy somehow find time to go camping. **I**

Right Top: Many folks have visited his layout over the years, including this delegation from the Boulder Club. **Below:** Mt. Stoogemore is one of the signature scenes on the railroad. The editor's son remembers visiting the layout when he was 6 or so, and 8 years later, he remembered this scene perfectly!



Meet Jack Heier

Jack Heier has been in the hobby for over 53 years. Jack retired in 2004 from Bechtel Engineering, and was living in Las Vegas at that time. His favorite aspects of the hobby are scenery and design, and his layout surely show those skills and talents. Jack's free time is not all spent on model railroading as he is an avid golfer. His advice for new modelers-There are no limits-Just do it.

The Jackson and Bangrr is a freelance railroad. Jackson engine facilities service BNSF, Denver and Rio Grande, Missouri Pacific, and Union Pacific motive power. The Hanover yard is the main distribution point for the following towns: Jackson, North Ridge, Hanover, Benson, and Linn, which are located in Missouri. Train routing is from Spirit Lake, Iowa to the yards at South Park Arkansas and points south to Mount Ida, Ark and Miami, OK.

Time Period: "pick a year".**I**



CLUB NEWS & REPORTS

Contest

By Paul Overmyer

The September contest was Art and Photography. There were 4 categories: Prototype photo, model photo, original art work and composite photo. The results were:

Prototype photo:

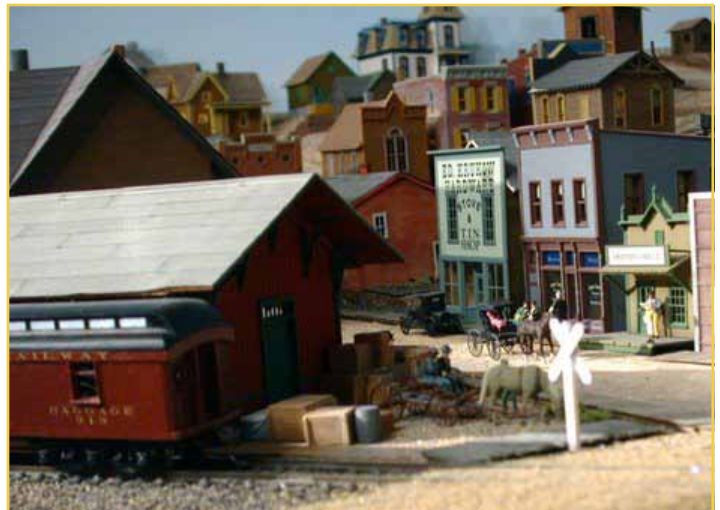
1st place Rick Inglis Triple Header Steamers
2nd place Jeff Andreski Track Grinder



Above: Rick Inglis won 1st place in the prototype category with this photograph of a triple header on the Old Patagonian Express in Argentina. **Left:** Jeffrey Andreski's 2nd place photo of a track grinder in Loveland. **Right Top:** In the model category, Jeffrey also took 1st place with this nicely composed photo. **Right Bottom:** Rick Inglis took 2nd place in the model category.

Model photo:

1st place Jeff Andreski ACL Diesel
2nd place Rick Inglis Town Scene & Baggage Car



Composite photo:

1st - Jeffrey Andreski Herzog Track Maintenance Car
2nd - Kevin O'Neill Ghost Train

2nd - Rick Inglis Colorado Midland Engine # 39

(With 40 ballots cast and a spreadsheet that carries the score to 3 decimal places, we had an exact tie for 2nd place in this category)



In the Composite category, Jeffrey Andreski combined the prototype photo of a Herzog maintenance of way train with a scene on his layout

Art Work:

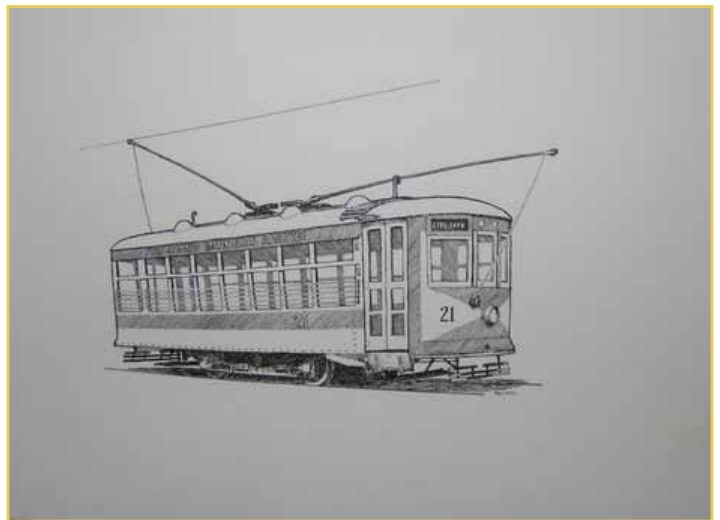
- 1st - Mike Michaelson Steamer & Water Tank-acrylic
- 2nd - Roger Smith Fort Collins Trolley-pen & ink



Mike Michaelson's Acrylic of a narrow gauge K-37 blasting out of Chama.



Kevin O'Neill tied for second place with this Ghost Train.



Roger Smith's pen and ink of Fort Collins Municipal Railway #21



Rick Inglis had the identical score with his photo of Colorado Midland engine #39 at Leadville.

This contest is separate from the modeling contests and points do not add to the overall standings. Current point standings are in the September Dispatch. There is no contest in October (Greeley). The November contest is Diorama Scene-maximum size 10,000 scale square feet. **I**

Layout Tours

By Roger Michels

The October Layout Tour features Darwin Vander Pol's redesigned Penn Central RR. This will be on October 24 from 1-4 PM. Darwin's address is 1236 W. 45th St. in Loveland, just off of Taft Ave (See page 16 for map).

Darwin describes the layout changes as follows: *For those who have seen my layout before, it may look the same, but it is really almost entirely new. The only thing saved from my previous layout is the lower level staging yard, with everything else new, and I hope, improved!*

Why the change? Well, for me, the purpose of my layout is for operating, and there were some weaknesses that I wanted to address. First, I only had eight staging tracks in the old layout, and that wasn't enough. The mainline was too short, and being a continuous loop, it didn't provide an "off the layout one way and then back". And the last thing was the old branch line to the coal facility was too close to the yard—it didn't give the feel of "going somewhere".

The big question was how to address these issues, given the room was only 13 by 21 feet, and I wasn't going to be able to expand. The only room I had was vertical, so now the layout is a total of four levels. The top and bottom levels each have eight staging tracks, with an automatic return loop to provide out and back operation. And the middle two levels are completely double-decked to give more running distance.

At this point, the layout's mainline and staging tracks are all in place, and almost all of the branch line tracks are in except for one area. There is no scenery, but I hope to start that soon, as well as begin operations after a little more work on the way-bills and establishing the trains to run during a session.

So come on by and see the progress I've made, and how I was able to cram in almost 5 scale miles of mainline, sixteen staging tracks, and two branch lines in less than 300 square feet. But don't have a big lunch before you come by—you just might get stuck! See you on Saturday, the 24th I.

Membership

By Rich Wilson

There were no visitors at the General meeting Thursday, September 24, 2009. There are no new members that joined the club this month.

We have 154 regular "paid up" members, including 4 "Junior" members and 35 family "paid up" members, for a total of 189 members plus 3 "Honorary" members and one Honorary "LIFE" member.

Our attendance at the September meeting in Fort Collins was 55. I

Programs and Clinics

By Gene Fusco, Program Chairman

The September meeting's program was presented by Darwin VanderPol and Dave Zamzow on Decoder Pro. Decoder pro is a free software program that allows for programming your DCC decoders using your computer. Dave and Darwin gave an overview of the features and basic usage of this software.

In October, Bill Kepner will present "Ski Train to Winter Park", a 40 minute slide show which will cover the Rio Grande Ski Train from 1984 to 2009. This presentation was presented at the Rio Grande Modeling and Historical Society Convention in Denver last month. I

Treasurer's Report, 9/03/2009 – 09/30/2009

By Roger Smith, Treasurer

Beginning Balance	\$5,138.84
EXPENSES	
Publicity & Advertising	-100.00
Rent	-50.00
Newsletter Expenses	-64.86
TOTAL EXPENSES	-214.86
Ending Balance	\$4,921.98



Watch out for the Abdominal Snowman!

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T I M E T A B L E

OCTOBER MEETING: Thursday, October 22, 2009, 7 PM, Greeley Freight Station Museum 680 10th Street, Greeley, CO.

PROGRAM: Bill Kepner - Ski Train 1984-2009.
NO CONTEST

LAYOUT TOUR: Darwin Vander Pol's Penn Central RR.

BOARD MEETING: Thursday, October 29, 2009, 7 PM, Pulliam Building, Room 1, Loveland, CO

DISPATCH PUBLICATION DEADLINE

5:00 PM Monday, November 7, 2009. E-mail articles and pictures to drgw0579@comcast.net



Map for Darwin VanderPol's Layout tour at 1236 W. 45th St in North Loveland.

The **Dispatch** is the official publication of the Northern Colorado Model Railroad Club (NCMRC). It is published monthly to keep the membership informed of all meetings and activities of the club, to recognize achievements of club members in the hobby of model railroading, and to encourage all members in the personal practice of the many aspects of the hobby.

PLEASE NOTE: If you are currently receiving your newsletter via the US Postal Service and you have an e-mail address, we'd really appreciate it if you would be willing to switch to electronic delivery! You'll get your copy faster, and it will help to keep the club's costs down! Please e-mail any of the club officers and let us know. Thanks!

COMING EVENTS

DATE, TIME	EVENT	LOCATION	PROGRAM/CLINIC/CONTEST
October 22 7 PM	Club Meeting	Greeley Freight Station Museum	Ski Train Program/no contest
October 24 1-4 PM	Layout Tour	Darwin Vander Pol	
October 29 7 PM	Board Meeting	Loveland - Pulliam Building	
November 7-8	Great Train Expo	National Western Complex Denver	
November 19 7 PM	Club Meeting	Loveland - Pulliam Building	Dioramas Contest
December 12-13	Boulder Model Railroad Club Show - Longmont		Club Layout
February 13-14	Rails in the Rockies	Estes Park	Club Layout