

DESERT MODELER

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Second issue

Continuing from where we left off last month.

AP interest grows

Last month's issue increased interest in the AP program. Several folks have asked for evaluations and expressed interest in the AP committee.

The committee ...

is a collection of members who are interested in furthering the program. Thus far, it has been a loosely organized function. I will be working on a bit more structure going forward.

The committee promotes and supports the AP program.

Part of the program is teaching folks how to see and evaluate models. One way to learn is to volunteer to judge at division meets and regional conventions. And, you get points toward your Volunteer certificate.

Let me know if you would like to join us.

Weathering & details



Some folks love weathering, some hate it. It is part of a *detailed* model. Here's why.

Any structure or piece of rolling stock in the real world feels the effects of its environment. Freshly out of the wash rack, a locomotive will pick up road grime on the trucks in a few miles. Structures get rain and dust on them.

Recognition

In August, Arizona was the only division in the PSR to have members receive AP awards:

Paul Buhrke earned his Golden Spike and Chief Dispatcher. He is working on more certificates toward his MMR.

Jeff Liedl completed the Structures certificate that he started when he was in the Lone Star Region.

Completing a journey that started with his Golden Spike in 1990, John Lovely was awarded his Structures certificate in August. This completed his Master Model Railroader. John was awarded MMR certificate #662. Some of John's work was in 7-½ inch gauge (ride on), including Cars and Motive Power. Few of us actually have to machine the cylinders of our models, as he did.

In September, Frank Baker completes his 3rd year as Director, qualifying for his Official certificate. He needs Civil for his MMR. I have it on good authority that he will be finishing that soon.

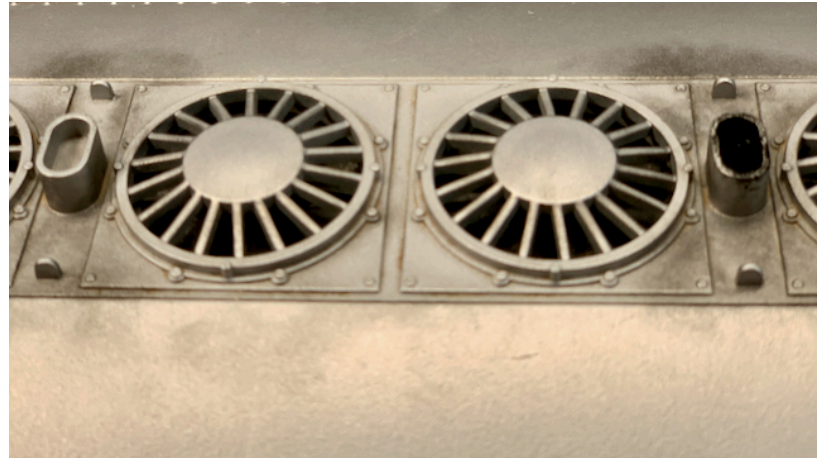
Other folks have recently expressed interest in the program at various levels.

There is another member who submitted his Golden Spike in August and, I believe, will be earning his MMR soon.

It is refreshing to see so much AP interest.

I was doing some light weathering on my G-scale F7A. The truck photos show the before and after. Just a light wash of black paint makes details pop on the trucks without making them look unloved. A bit of rust on the wheels will finish the look.

This LGB locomotive was "factory weathered" with a bit of black on the roof around the exhaust stacks and fan grills. But they missed a very important item.



The stack on the left is as it came. I added a bit of black paint to the one on the right. It looks like a diesel exhaust and seems endless, whereas the one on the left looks fake and plugged. That same trick can be used on chimneys.

So, *some* weathering is appropriate for any model that is other than freshly painted or built.

Faded or dusty siding makes sense up to about 2 scale feet of the roof overhang. Not much rain hits the top of the walls. Rain hitting the ground will throw up dirt onto the lower foot or so of a structure.

There is always debris around structures: papers, tumbleweeds, leaves - especially in the fall. No, you don't have to make it look like a third world dump, but the extra work will earn points and can make your final structure more believable.

September tip:

I was told when I started my MMR journey, "One of the things you will learn is how to recover from your mistakes." Yup, one of the most important things to learn!