Spur Line

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Fall Meet - Arizona Division, PSR, NMRA

Saturday, November 9th, 2013 - Tucson , Arizona

More info and schedule on page ; map on back page

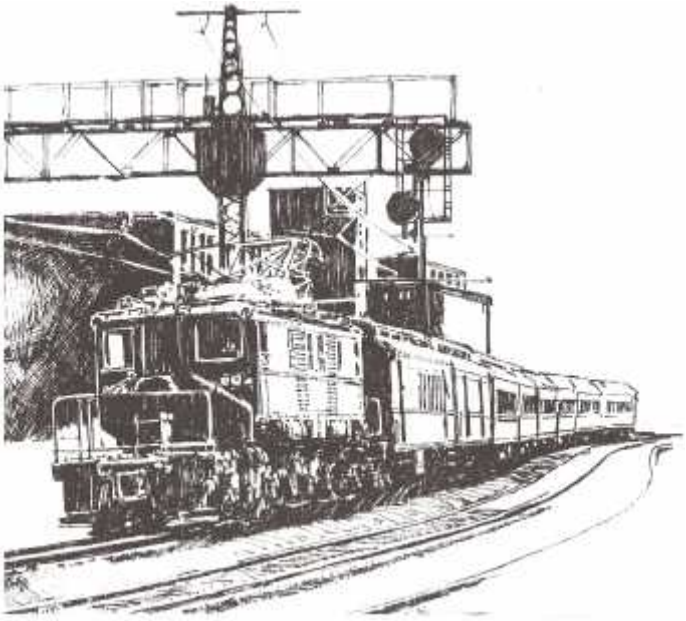
The Spur Line is the official publication of the Arizona Division of the Pacific Southwest Region of the National Model Railroad Association®.

In This Issue:

Page 3 / From the Editor
Page 5 / Roster
Page 6 / Fall Meet Agenda
Page 7 / From the Director
Page 8 / From the Superintendent
Page 9 / Chief /Clerk & Paymaster
Page 10 / From the Contest Room
Page 11 / From the Contest Assistant
Page 14 / Larry Manny Award
Page 15 / Achievement Program
Page 16 / Contest Results
Page 17 / Best in Show
Page 18 / Photos of Contest Results
Page 23 / Railettes
Page 24 / Derailed by Lenny Smith
Page 25 / NMRA 2013 National Convention Winner
Page 26 / Coming Events
Page 28 / 2013 PSR Convention
Page 28 / T-Trak at Seachrist School—Jim Tuck
Page 32 / Arizona Clubs
Page 35 / Arizona Club News
- Page 35 / Wyoming Division / Cornville
- Page 47 / Yuma Model Railroaders / Yuma
- Page 51 / Scottsdale Model Railroad Historical Society / Scottsdale
- Page 55 / Silvercreek Railroaders / Show Low
- Page 60 / Gilbert Model Railroad Club / Gilbert
- Page 63 / Pebblecreek Model Railroad Club / Goodyear
- Page 67 / West Valley Railroad Historical Society
- Page 72 / The Southern Arizona Society of Model Engineers / Tucson

Page 76 / Buy / Sell or Trade
Page 79 / Hobby Shops
Page 83 / Directions to Meet / TUCSON

From the Editor - Frank Baker



Well, Summer is finally over. It's kind of a funny statement really, because for those of us that moved from back East or the Mid-West, that would mean that winter was on its way and you would be staying inside and work on your railroad. We are blessed with a lovely winter and a hot summer, but we still can play trains inside or outside all of the year long.

Lots of railroad activities to report on. The Flagstaff meet was cool. No pun intended. Excellent clinics. Kudos to Jim Tuck and his students as you will read about later in this edition. This is a great idea and something that should be expanded upon by other members around the state.

I have made some changes in the newsletter again. We have 18 clubs in Arizona and other than the club listing here in the newsletter, there is little known about them. So, I have asked each club to write a column about their respective club. Well, as you will see, it's more than a column, but I think that you will enjoy their stories. This will be an ongoing series from now on. Hopefully, we will have increased interest in visiting these clubs in the future.

Lenny Smith has a great story to tell about his "Secret Sauce" that really works for him on his engines.

The Railettes are making some changes. Janet has enlisted some helpers for the Tucson and Flagstaff meets. We will be seeing Janet only at the Sun City meet in the spring. More inside…

Our new contest chairperson, Chuck Hammond, did a fine job officiating at the meet in Flagstaff. More from Chuck in his column.

A "Popular Contest" build project was discussed in Flagstaff with the folks running the contest room and several members have taken up the cause. For those of you who did not receive the election mailer and want to participate in the contest, there will be several the kits on sale at the Tucson Meet. This is an 'open' build contest using the basic components from a City Classics kit and your imagination. Presentation and popular vote judging will take place at the Spring Meet in Sun City.

Well, that's a brief insight what is on the inside. Enjoy the issue and remember that this is your publication, so let me know if there is something that you want to know about.

SPUR LINE NEWSLETTER

The "SPUR LINE" is the official publication of the Arizona Division, Pacific Southwest Region , National Model Railroad Association (NMRA), and is published three times a year in Scottsdale, Arizona. The "SPUR LINE' is available to all members of the NMRA who live in Arizona.

RESPONSIBILITY: Except for official reports, all opinions are those of the authors, and do not necessarily represent those of the Arizona Division or its parent organizations.

SUBMISSIONS: Contributions of articles on any railroad or model railroading topic of interest to the membership are welcome. There is no compensation, but published articles can be credited to the NMRA Author Achievement Certificate. If you are interested in submitting articles, event information, or other information of interest to the members of the Division, please follow these guidelines:

1. Preferred method is by email to the Spurline editor with the submission attached as a word text document.
2. Keep in mind that submissions may be edited for length or formatting, or not used, at the discretion of the editor.
3. Submission deadlines for publication are**: December 1st., April 1st. and July 1st**.

Thousands of negatives still need

your positive support.

So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

If you haven't contributed to the Diamond Club, do it now:

Silver Level – Contribute $75 and receive a silver 75th Anniversary commemorative pin and have your name listed in *NMRA Magazine*.

Gold Level – Contribute $750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

Diamond Level – Contribute $7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRA's 75th Anniversary commemorative painting, and have your name and photo printed in *NMRA Magazine*.

Make a contribution that will make a difference for decades.
Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.

1935 NMRA 2010

nmra.org

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Contest Chairman - Chuck Hammond	(623) 518-2544	*ContestChair@AzDiv-nmra.org*
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Summer Meet - Arizona Division, PSR, NMRA

Saturday, November 9th, 2013 - Tucson, Arizona

Depot

St. Odilia Catholic Church
7570 N. Paseo Del Norte, Tucson, Arizona
(Map on last page) *Meet Contact: Richard Dick (520)790-5356*

Registration

Bring your membership card
$7.00 - Coffee Provided; FREE - If you join the NMRA at Registration.
$3.00 - If NMRA member under 21 years of age.(*Bring your membership card.*)
FREE - Non-member joining the NMRA and PSR at registration

Schedule

9:00 am - Registration opens. Enter contests until noon.
10:00 am - Meet Begins with Welcome and Introductions
10:05 am - CLINIC: Prototype Operations of a Class 1 railroad—Mike Bording
11:00 am - Business Meeting and door prize drawings
11:45 am - Break for lunch at a restaurant of your choice
1:00 pm - CLINIC: NMRA standards for locomotives and rolling stock—R.B.Trombley MMR
2:00 pm - CLINIC:: Building Electronic Circuits for Model Railroads—Tom Fava
3:00 pm - CLINIC: Painting / Weathering plastic buildings—Frank Baker
3:30 pm - Announce contest winners, door prize drawings.
4:00 / 4:15 pm - Meet Ends

ARIZONA DIVISION WEBSITE: www.AzDiv-nmra.org

Contests

A complete line up of NMRA contests is planned. We are including Levity, Favorite Train and the ever popular photo contest. The Favorite Train subject will be " **MOVING FREIGHT"** with a maximum of ten cars / locomotives, The Levity category will be "**WELL CARS**" **.** Bring your favorite model for the popular vote Favorite model contest and share it with other attendees. You must be a member of the NMRA to enter contests. Bring your unfinished models, projects and show them in ***Lenny's Challenge***!

Give our contests a try. You may win an award!

Swap Meet: Tables will be available at 8:30 AM after the sellers' registration is paid. AZ Division Swap Tables are free for members with a quality donation to the door prize collection. Swap Tables for non-members is $10.00 with a quality donation of a door prize.

Railettes: A fun & exciting project activity is planned for the ladies. We promise that you are going to laugh and have a good time making it. Come join in on the fun!

**** WANTED ****

Good quality model kits, tools, RR equipment, etc.
for door prizes at the November 9th meet in Tucson.

DIRECT FROM THE DIRECTOR – *DAVID IRICK*

The Arizona Division held another successful meeting in Flagstaff this past June, we always enjoy heading up north to escape the heat in the valley. Jim Tuck and friends again did a commendable job in hosting us for the day. I and many others were extremely impressed with Jim Tuck and the Sechrist Elementary School T-Track Club presentation. You can read more about the club and T-Track in other sections of this newsletter. I believe that this is a concept that we should think about spreading thought the hobby.

Election time is here. Have you voted yet? Remember your vote counts and you can't complain if you have not voted. Support the Division and vote.

The 2013 Pacific Southwest Region convention is in San Bernardino, CA. September 25th – 29th 2013. I will be there representing the Arizona Division, you should plan on attending, regions conventions are always a lot of fun. Check out the website on the Region web page. Next year the Regional convention will be in San Diego and in 2015 it will be in Scottsdale, AZ. That's right it is our turn in 2015. We have secured a hotel and will be calling for volunteers in mid 2014. If you are interested in helping, give me a call, we will be happy to find you something to do.

Lastly, I want to provide you will more opportunities to share in the fun of model railroading with your fellow NMRA members. My latest idea is to host an event every month. OK don't fall out of your chair. I am suggesting small informal gatherings. So far we are scheduling an open house, at an individual's home in the east valley in November, and a club layout open house in December in Glendale. Details have not been worked out yet so stay tuned for more information.

This is the ground rules that we are setting:

- **The host home must be a NMRA member.**
- **The host club must be a 100% NMRA club.**
- **Members attending must be NMRA members and their immediate family members only.**
- **All attendees must wear name tags for identification.**
- **Attendance is free to NMRA members and immediate family members only.**
- **The host may sell food and soft drinks.**
- **If you want to bring a friend, purchase a $10 trial membership for them.**

Why the rules? Insurance. If we are allowing people to enter your home we are responsible. I am sure that we all would like to know who is walking around our house. Our insurance coverage rules must be obeyed.

If other clubs or individuals wish to participate please contact me. How about Yuma, Tucson, Prescott, Payson, Flagstaff? This is open to anyone who is a NMRA member or 100% NMRA club in our state. Small get together to show off your layout and enjoy fellowship is what we are promoting. The agenda is up to the host, you plan the half day event. We are modeling this program after the San Diego Division monthly meetings program. The San Diego Division hosts an event every month on the 2nd weekend. Let's see if we can get something moving in Arizona.

From the Superintendent—Alan Vincent

Wow, the year has flown by and we are on the verge of another year passing into Division History! If you were not able to join us for the Division Meet in Flagstaff in June, I for one can say you really missed out! Besides the welcome relief of the cool pines and mountain air, those in attendance were treated to some great clinics and some superb contest entries in the Contest Room. I know everyone was taking it easy on our new Contest Chairman Chuck Hammond, and I want to thank him personally for the great job he did. He was not alone in making the day smooth, and I know he was grateful for the assistance of both Alan Barnes and out going Contest Chair Dave Irick. A big thanks is also due the division members who judged the contest models, your time and effort is always a huge help in making the Division Meet a success.

One of the most enjoyable presentations was the Clinic given by our outgoing Chief Clerk & Paymaster, Jim Tuck! His work with the kids on the T-Trak Modules and Layout was fantastic, and having a question and answer session with some of the students involved, especially Miss Megan was wonderful! Jim, it cannot be overstated how much you and your assistant Phred Salazar brought your love and passion for our hobby to there students. They had fun, learned many interesting facts about railroading, and best of all got to be hands on in the construction and scenery of their own T-Trak Module. When put together, they made a wonderful layout that they were each able to take pride in, and experience the fun of Model Railroading first hand!

Dave Nash and Curtis Deibel's clinic was on making desert plants. What a wonderful presentation and a quick way to make Ocotillo and other desert vegetation. Well done!

I learned a lot about custom decals from the information presented by Stan Cedarleaf. It was very informative and its nice to know we have such talented members in the Division if a project needs that special touch only Custom Decals can add! Thank you Stan for sharing your years of expertise with us.

We are now getting ready to share our models and time yet again at the Division Meet in Tucson in November. I always look forward to closing out my modeling year there, and seeing some of you who we missed in Phoenix in the Spring, and Flagstaff in the Summer! So I hope you will put this last Division Meet on your schedule and join us there for a day of fun and friendship, it is very much worth the time and the drive. At the Annual Business Meeting we will be presenting the Division Member of the Year, introducing you to the new Division Treasurer, and possibly Division Superintendent...(have mixed feelings on that one...but if the Bell wants to go to a new home, I will pass it on, haven't had any luck giving it away as a door prize!). Even with the possible changes we will still have a great and growing Division, and I have so enjoyed my first term as your Superintendent! Thank you for your kind support and patients these last two years! I'll see you November 9th in Tucson!

CHIEF CLERK & PAYMASTER REPORT

BY: JIM TUCK

59 attended the June meet in Flagstaff. The group included 48 NMRA members, 3 visitors (non-members), and 8 guests. Flagstaff had a record 90 degrees for the day of the meet, and we survived a non-air conditioned meeting room!

Eight guests were brought by Arizona Division members under Alan's competition. Each of the following division members has brought guest(s):

March 2012: Alan Barnes, Vernal Fosnight and Matt Furze
June 2012: Barry Bertani, Art Carlton and Alan Vincent
November 2012: Richard Dick
March 2013: Alan Vincent x 2
June 2013: Raymond Taylor, Jim Tuck x 6, and Jack Willits

So, the Chief Clerk & Paymaster is in the lead! We still have a few boxes of 2007 convention car kits. 12 Accurail kits for $50.00 is as good as it gets. I will mail for the cost of postage.

Account balance January 1, 2013	$4,488.52
INCOME	
Meet Registration	$1,116.00
NMRA Member Registration	$113.85
Company Store Sales	$438.50
Swap Meet Table Sales	$30.00
Spur Line Support	$0.00
Donations	$10.00
TOTAL INCOME	$1,708.50
EXPENSES	
Spur Line Distribution & Printing	$1,181.39
Meet Locations	$568.00
Meet Expenses	$258.05
Railette Expenses	$268.26
NMRA Member Registration	$113.85
Meet Equipment	$0.00
Miscellaneous	$20.95
TOTAL EXPENSES	$2,410.50
Account Balance March 13, 2013	$3,786.52

NOTE: $500 under Meet Location Expenses is a deposit for the 2015 regional convention and $68 is for the 2014 Sun City meet.

From the Contest Room / Flagstaff /Chuck Hammond

Flagstaff was my first opportunity to volunteer as your Contest Room Chairman for the Arizona Division of the PSR MNRA. I want to thank Alan Barnes and David Irick for their assistance in helping me through this first event, their guidance was appreciated.

I was told that Flagstaff was a smaller event and unfortunately this year's participation was even smaller than expected. The quality of modeling continues to be exceptional, but we only had 2 models entered in the judging contest. The popular vote category offered 2 photographs, 2 favorite train entries, 1 levity entry, and a single entry under favorite model. This was truly an opportunity to snag that first place or best of show award. Your next opportunity to showcase your work will be in November at the Tucson Meet.

Flagstaff was an excellent venue for the divisions summer meet. Hosted at the Seachrist Elementary School, participants enjoyed cool temperatures compared to the heat of Phoenix, Tucson, or Yuma and the fellowship that a meeting of model railroaders always promises. Besides the outstanding clinics that were offered, the conversation in the Contest Room is always lively as the modelers explain the techniques, skills, and resources used to make their kit or scratch built model unique. In addition to the insight gained by listening to the modelers talk about their project, entering a model in a judged event provides valuable feedback from the judges who focus on providing guidance on how to take our modeling work from one level to the next.

So now that I mentioned the great feedback offered by the judges to a contest entrant, I would like to acknowledge the individuals that helped out in the Flagstaff contest room. Terry Dorsett, Richard Petrina, Gene Tencate, Don Stewart and Dave Irick stepped in immediately to offer assistance in judging. Each gentleman took the time to review the NMRA judging criteria sheets and studied the entries closely prior to setting pen to paper. These men are dedicated to providing a fair unbiased evaluation of the work and offering constructive criticism that can be used to improve future modeling endeavors. I appreciated their help in making the presentation of an award a meaningful event for the modeler.

I would urge everyone interested in improving your modeling skills to volunteer as a judge at one of our Division events. As a judge you learn about the finer points of evaluating Construction, Detail, Conformity, Finishing/Lettering, and Scratchbuilt structures, motive power and rolling stock. The NMRA website has extensive material used by judges that define what each of the categories are and what key elements should be included or avoided on a model. Using this information can help the modeler use a critical eye while building their project to avoid making a construction mistake that is called out at the next operating session or judged event. In addition to the knowledge gained by reviewing the NMRA material, working as a judge puts you in close contact with some of the best modelers in the division. Just listening to them talk about the finer points of a model as they evaluate it, offers some great insight trying a new technique or avoiding a common pitfall. So at the next meet, get behind the scenes, improve your skills, and have some fun while helping identify the next best of show as a volunteer judge.

From the Contest Room / Flagstaff / cont.

While I know I will see many more of you at Tucson and Phoenix in the coming months, I hope you will consider heading up to Flagstaff next year with your photos, structures, rolling stock, and favorite trains. The venue is relaxed, the weather is perfect, the fellowship is lively, and the chance to gain a 1st place or best of show is right around the corner.

From the Contest Room / Flagstaff / alan barnes

The contest room was lightly populated, as is usual, for the summer meet. The models were of high quality. Chuck received an easy first meet as Contest Chairman, and did a great job.

As always a BIG thank you to the Judges. With only two models to be judged, we used only one Judge for each of the five categories. For some of the Judges this was their first solo experience. When I talked to some of them afterwards, they were very comfortable with the experi ence. We are fortunate in the Arizona Division to have a large group of dedicated and professional modelers willing to miss the clinics and pro vide quality and consistent evaluations of the entered models.

Frank Baker, Spurline Editor, has proposed that in the future, model railroad clubs in Arizona will be allowed space in the Spurline to tell the membership about the activities each club is undertaking. This can be a great opportunity for the clubs to expand their membership and for modelers to meet in between the normal meetings. Along these lines, I asked some of the attendees at the Flagstaff Meet, why they were not advertising / showcasing their club layouts with photographs in the photo contest. I think that even construction photographs, showing the methods employed, would be of interest to the meet attendees.

In one of the many discussions in the Contest Room, it was proposed that a creativity contest be tried. The idea is that a simple kit be purchased in bulk by the “contest sponsors” and provided to those interested, at a reasonable cost, to create a display of fixed size, allow maximum creativity of the participants. These displays would then be brought to the Sun City division meet and be judged by popular vote. Those wishing to have their display also entered in the judged contest, could do that as well. You all have received the special election and contest forms and I hope that you have voted and ordered your model for the Creative Build contest. I look forward to seeing dozens of wonderful models at the Sun City meet in the spring.

Congratulations To all entrants!

Keep on building those models

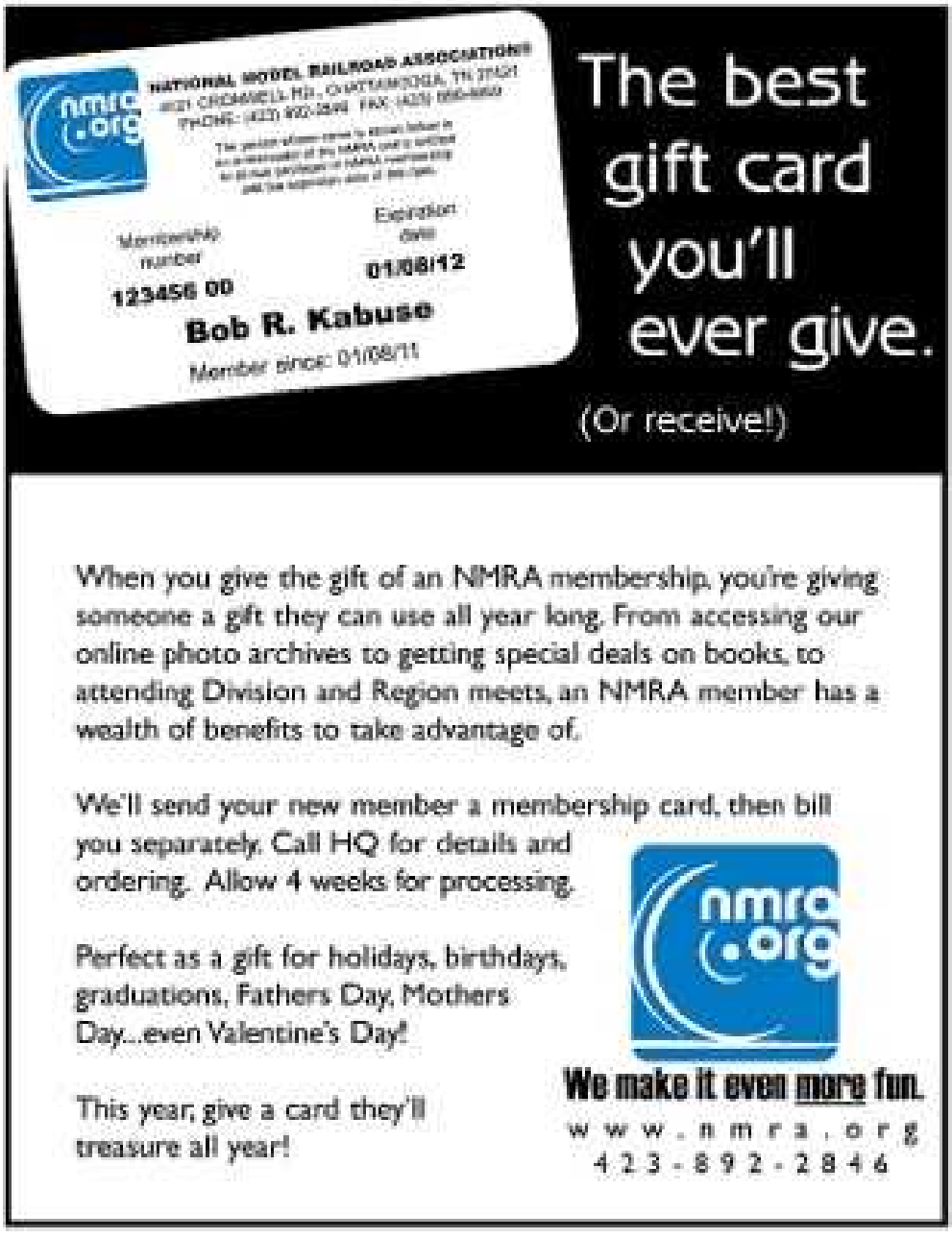
Make sure to bring your
models , photos, and Lenny’s Challenge entries
to Tucson , november 9th, 2013!!!

From the Contest Room / Tucson /alan Barnes (cont.)

I had many conversations with attendees, after viewing the superb models in the contest room, about bringing a model to the contest room and motivation. One entrant said he was motivated by the meet to bring a model. Some attendees said they just could not get started, or their motivation wavered. There are many activities competing for our time. It is very easy to just drop down in front of the TV.

The key may be to break the model building process down into small manageable chunks. Tonight do some background research. Tomorrow clean up the work bench. A day later review your materials and possibly go shopping. The point is to get started doing something. Try and make it more a routine to reward yourself with modeling time. Round Robins and clubs may keep you motivated between NMRA meets. You can always showcase your in-progress and completed models in the **Lenny's Challenge** area, with minimal paperwork and no competition. As always, I find model railroaders as very helpful and informative.

I enjoyed talking to you all, and look forward to seeing you at the next meet.



The Larry Manny Award / Allen gross

The Larry Manny Award for the Most Improved Modeler

There are few of us left in Model Railroading who knew and appreciated Larry Manny. He was a model railroader who never hesitated to help a fellow, and always had a good word for anyone's modeling effort, even when it did not necessarily deserve it! Larry believed in positive thinking, and liberally applied it to the Contest Room when he became Contest Chair for the Arizona Division. Members were pleased to participate in the contest, as Larry would go out of his way to answer questions and offer advice on improving each offering.

His advice was good, and often sought after, as Larry himself became a superior modeler. His "specialty" and first love of railroad modeling was scratchbuilt trackside structures (although he was more than wiling to lower himself to assembling a good kit!) The amazing thing about Larry's modeling was the progression of his skill level; starting, as we all do, with a pile of sticks and an xacto knife, he progressed to award winning models in just a few years. He brought that attitude and ability to the Contest Room, and, since he did not feel it was fair for the Chair to enter the contests, he compensated by applying his enthusiasm and knowledge to any modeler, and model, placed in front of him.

The Contests were becoming more and more popular, entries were increasing, and Larry was happily gathering his certificates for the Master Model Railroader award. He was good with judges and modelers alike, and the objectivity of the contest was applauded. All was going very well for the Arizona railroading community, especially the contests, when early one morning in February of 1992, while at his job, Larry was murdered. A random killing with no apparent reason. The Arizona Division lost a good friend, and fellow modelers lost a true resource. The greatest loss was to Larry's family.

Larry was respected and appreciated by the Division membership, and, in short time, the idea surfaced that some sort of memoriam would be a fine thing. Given Larry's penchant for scratchbuilding structures, and the memorable manner in which his model work had improved, an annual 'Most Improved Modeler' award was suggested, and would be awarded yearly to the person most improved in building structures.

The idea was presented to the membership, discussed, and passed unanimously. That was the beginning of the Larry Manny Award for Most Improved Modeler. To be more egalitarian, it was, two years after inception, changed to be the most overall improved modeler without reference to category, and no exclusivity to kit or scratchbuilt. Another few years passed, and the award was modified to be given on a two-year basis, rather than every year. This was to allow more input from the modeling community, giving a better feel for the competing individual's level of improvement. That is where the award has stayed to date.

So, the Larry Manny Award for the Most Improved Modeler is awarded every two years to any member of the Division, new or ancient, for any category of model, and for any time parameter. There is no specific physical format for the award (in the past it has been a simple wood plaque with engraved plates). The people in consideration for the award may nominate themselves, or any member of the Division may nominate any other member they think is worthy. The Contest Chair and a team of judges selected by him (or anyone he can somehow maneuver into service) make the decision based upon the presented evidence.

The Larry Manny Award / Allen gross / cont.

The participants for the award need only to present to the selection team, in person or in writing, or both, how they have improved over the two year period: increasing scores, increasing quality of the model, increasing complexity, and so on. The modeler does not have to participate in the contests to be considered. He or she just needs to show a steady improvement in result over a two-year period. Anyone who has not won the award previously may re-apply as many times as they wish. The Larry Manny Award became a very sought after goal.

This award serves a three-fold purpose in the Arizona Division. First, it recognizes and rewards someone who has put considerable effort into their modeling effort; second, it recognizes a fine past modeler who, in a short time, contributed much to our railroad community; and third, it motivates the current modeler to do better in his or her efforts to reproduce that miniature world we all love.

It is a Division tradition to give this award at the Fall Meet in Tucson, and should continue as an important part of the Division history. It is a simple award for a simple achievement: endeavor to be better each time you expend effort to create that next model. This award transcends our efforts to acknowledge Larry Manny; it is to urge us all to be better at what we do, be it model railroading, or life! Persevere!

A personal note: *Larry found interaction with model railroaders an interesting and growing part of his life, and that the hobby and people involved stimulated him to develop and hone heretofore untapped talents. He left many friends, all of whom would say they were better off for having known him.*

Allen Gross

UPDATE: The Contest Room committee will review the structure awards given over the past two years to determine the highest score given for a structure. The Larry Manny Award will be presented to the recipient at the Tucson Meet on November 9th, 2013.

The next Larry Manny award starts in the contest room at the Tucson Meet on November 9th 2013 and will be awarded at the Tucson Meet on November 14, 2015.

From the AP Chairman–Don Stewart

At the June Arizona Division Meeting, one Merit Award was earned by a member who entered a model in the contest. The modeler and his model was: **Frank Baker** **West Orange Tower**

There were only a few models entered in the contest. While this is disappointing, the judges always enjoy the models that are there. One thing you get from judging is some insight into the way models are constructed. You can always get some tip or idea toward improving your own modeling skills. One of the benefits of a group like the NMRA is the gathering of people to share ideas. The NMRA provides the venue and the agenda and the ideas just flow. Most of the experienced members are quite willing to share their methods and shortcuts to building better models. If you are new to the hobby or the NMRA, seek out these experienced members and ask their ideas and thoughts. They will generally be glad to share what they know.

The methods described in the contest sheets are a good way to start a conversation on this subject. Just judge, talk to the builder and you have a new way to build better models.

Here are the hints on the judging categories:

It is best to keep this to one page. A lot of writing takes time to read and there may be a lot of models to judge. It is helpful to write up your judging sheet **before** you get to the contest room so you do not forget anything. This also allows you to edit the words to keep them short and to the point.

Construction – Describe how you built everything.

Detalls – just list the details you added above the basics. Do not describe how you built the details, that part is in the Construction above.

Conformity – How well does the model match the real thing? A picture of the prototype is a big help in the score. Include it. If you are using something for your personal railroad, include photos of prototypes similar to the one you modeled. Show how the brake wheel is correct, that the car frame matches a prototype, that the sides are similar to something that you have a picture of the structure or car.

Finish and Lettering – Not too many words needed here. The model does the talking. Just describe how you painted, decaled and weathered the model.

Scratchbuilt – List what you built from scratch. Do not describe how you built the parts (again, that is in the construction portion above).

Building models is enjoyable, as you build more, your skills improve and the satisfaction gained also increases. **Enjoy your modeling!**

Contest Results - Flagstaff Division Meet

June 8, 2013

Best In Show

West Orange Tower – Frank Baker – Merit Award winner*

Structures — Kit

1st Place – **Oil Depot** – Nelson Steinmetz

Favorite Train

1st Place – **Work Train** – Nelson Steinmetz

2nd Place – **Way Freight** – Bill Winans

Levity

1st Place – **Rocky Mountain High** – Alan Barnes

Favorite Model

1st Place – **Rainbow Beverages** – Frank Baker

Photography

Prototype - Color

1st Place – **Repairs at Lava Tank** – Allen Greger

2nd Place – **Pinos Valley** – Allen Greger

Contest Room Judges

Terry Dorsett, Dave Irick, Richard Petrina, Gene Tencate, Don Stewart

Note:

1: Model scoring 87 ½ points receive a Merit Award.

2: In order for a model to receive 1st Place award it must receive a total of 76 points.

For more information on the Achievement Program

Check the NMRA website at: www.nmra.org/achievement

Congratulations!

Best in Show **- Frank Baker**

Merit Award Winner

Levity
1st place
Rocky Mountain High
Allen Barnes

Structures– Kit

Structures—Kit
1st place
Oil Depot
Nelson Steinmetz

Favorite Train

1st Place
Work Train
Nelson Steinmetz

2ndPlace
Way Freight
Bill Winans

Favorite Model
1st place
Rainbow Beverages
Frank Baker

Photography–Prototype Color

1st place
Repairs at Lava tank
Allen Greger

2nd place
Pinos Valley
Allen Greger

RAILETTES *BY: JANET SPOONER*

Hi Ladies,

Well, have I got some news for you... No, I think I'll talk about the meet in wonderfully cool Flagstaff first. There were 7 ladies who came up to the cool country to enjoy a day of gossip, er, serious discussion of important matters, friendship, laughter and just plain old fun. In the midst of this fun, we actually had time to make a lovely necklace and earring set. They were an original design and really came out looking great. (*On a personal note, Phyllis, I have lost your address. It is the midst of everything I brought back from Flag and I can't find it. My address is in this Spur LIne so please send my your address. I have had the earrings finished for almost 3 months and want to get them to you.)* After some time in the cool country, it was hard to come back to reality and hot Phoenix.

Now for the exciting news, 2 of the Railettes have volunteered to take over the meets in Tucson and Flagstaff and as a result I will only have to plan for 1 meet a year. The two lovely and talented ladies are Jill Reichard-Stewart and Deidre Hammond. Jill is the better half of Don Stewart, the Division's AP Chairperson. Deidre is the better half of Chuck Hammond who just become the Contest Chair. You could say he was railroaded into the job. You could say that but I wouldn't. These two wonderful ladies will each be doing one of the meets. Jill will be doing the one in the Flagstaff area, as she is a school teacher and it is easier for her to get ready for a meet in the summer when class is out. Deidre will be doing the Flagstaff area meet and I will be doing the meet in Phoenix. Both of these ladies are very capable and talented, so be ready to have a great time learning something new and exciting from them. Also be ready to be amazed. Thank you to both of these ladies. They will be bringing new ideas and approaches to the meets. Ladies, if you need any assistance let me know and I will be happy to do whatever I can. If any one else would like to step forward and teach us something new, just let me know. We are always open to new thoughts and ideas. It will be fun to attend a meet as a participant.

Our next meet is November in Tucson and I am looking forward to hearing what Diedre has planned. I know there will be laughter and a lively exchange of ideas. See you then and come to have fun.

"DERAILED" BY LENNIE SMITH

In my forty plus years of model railroading I have searched for that secret sauce that would make a locomotive run smooth. As many of you know, I have read countless articles in Model Railroader on keeping locomotive wheels clean and have tried about every one with no luck.

The Old God of model railroads JOHN ALLEN had the right idea of keeping your track clean, and he did. John had a track cleaner on every train and ran lots of trains every day and his locomotives and once and a while still stalled.

Then I tried Wahl's Clipper oil, UGH, not very good. I have tried every type of cleaner known to man and still no luck. I bought the Woodland Scenics wheel cleaner, KADEE wheel cleaner (works on most diesels but not geared steam.)

Then a friend, F.B. (KEEPING HIS NAME A SECRET) told me of a spray that his neighbor / train buddy uses. So trusting F.B., I bought a can and PRESTO IT WORKS. I have several old PFM shays and other geared engines that I had stopped using because they always stalling even after a tear down and cleaning. WELL, LET ME TELL YOU THIS, 19 geared engines are running like new after a short spray on each wheel sets. This "LENNYS SECRET SAUCE" even works just as good on diesels. **FOR ONLY ONE DOLLAR,CASH, I CAN TELL YOU WHAT IT IS……..**

Darn, Frank Baker said he would not print this unless I told what it is.....THE SECRET SAUCE IS .." DOXIT GOLD. It comes in a small spray can an I purchased it on Amazon.

Let me know your results.

Lennie

FOR MORE INFORMATION ON THE ACHIEVEMENT PROGRAM

CHECK THE NMRA WEBSITE AT: WWW.NMRA.ORG/ACHIEVEMENT

2013 NMRA NATIONAL CONVENTION

COOS BAY SKIDDER BY ALLEN GROSS,MMR

- 1st. Place ,Rolling Stock
- Best in Show(Gold Award)
- Bar mills Award (People's choice Award)
- Timber Times Award (Best Logging Model)

Congratulations allen

Coming events

Sept. 25—29, 2013—***PSR, NMRA 2013 Region Convention***—"Gateway to Cajon Pass" San Bernardino, Ca.

Oct. 12-13, 2013—***Scottsdale Annual Rail Fair***—McCormick—Stillman Railroad Park, Scottsdale, 10-5 PM.

Oct. 17—19, 2013—***ATRRM Annual Conference***—Association of Tourist Railroads & Railway Museums Convention—Historical Mission Inn, Riverside, Ca.

Nov. 2-3, 2013—***Fall Toy Train Show & Meet***—Tucson, Az.

Nov. 9, 2013, ***Arizona Division NMRA Fall Meet***—St. Odilia's Church, Tucson, Az.9 AM—4 PM

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Coming events

2013 PSR Convention, NMRA
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Layout Tours

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40+ Professional Clinicians from 5 different States (8 are MMRs)

Lots of Hands-On Clinics
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Swap Meet ~ Saturday Morning

Currently Talking to the Round House Gang to Hold theirs at the Hotel

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CEMEX Plant, Victorville

Raffle Prizes Include

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COMING EVENTS

2013 PSR Registration Form ~ San Bernardino, California ~ Hilton Hotel				
Name(s):				
Address & Phone:				
E-Mail Address:				
Item	**Price**	**Quantity**	**To-tal**	
Full Registration Includes Banquet ~ Meal Choices				
Chicken Parmigiana	$65.00			
Tri-Tip Steak	$65.00			
Vegetarian	$65.00			
Single Day Registration No Banquet	$30.00			
Non-Member 6 month Rail Pass	$9.95			
Railette Luncheon	$20.00			
Banquet Only ~ Spouse & Children ~ Meal Choices				
Chicken Parmigiana	$45.00			
Tri-Tip Steak	$45.00			
Vegetarian	$45.00			
HO Scale Kadee Convention Car	$24.95			
N Scale Convention Car	$18.00			
Convention Pin	$5.00			
Convention Patch	$6.00			
Convention Shirt No Pockets	$28.00			
Avail Sizes S M L XL 2X 3X 4X				**Circle Shirt Size(s)**
Convention Shirt with Pockets	$30.00			
Avail Sizes S M L XL 2X 3X 4X				**Circle Shirt Size(s)**
UP Hump Yard Bus Tour	$35.00			
Thur 9:00 am until about 1:00 pm				
Saturday Layout Bus Tour	$35.00			
10:00 am until 4:30 pm				
CEMEX Bus Tour	$35.00			
Fri. 9:00 am until about 2:30 pm				
Run-1 Engineer @ Orange Empire	$45.00			
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Make Check Payable to:	**The Cajon Division, Inc.**			
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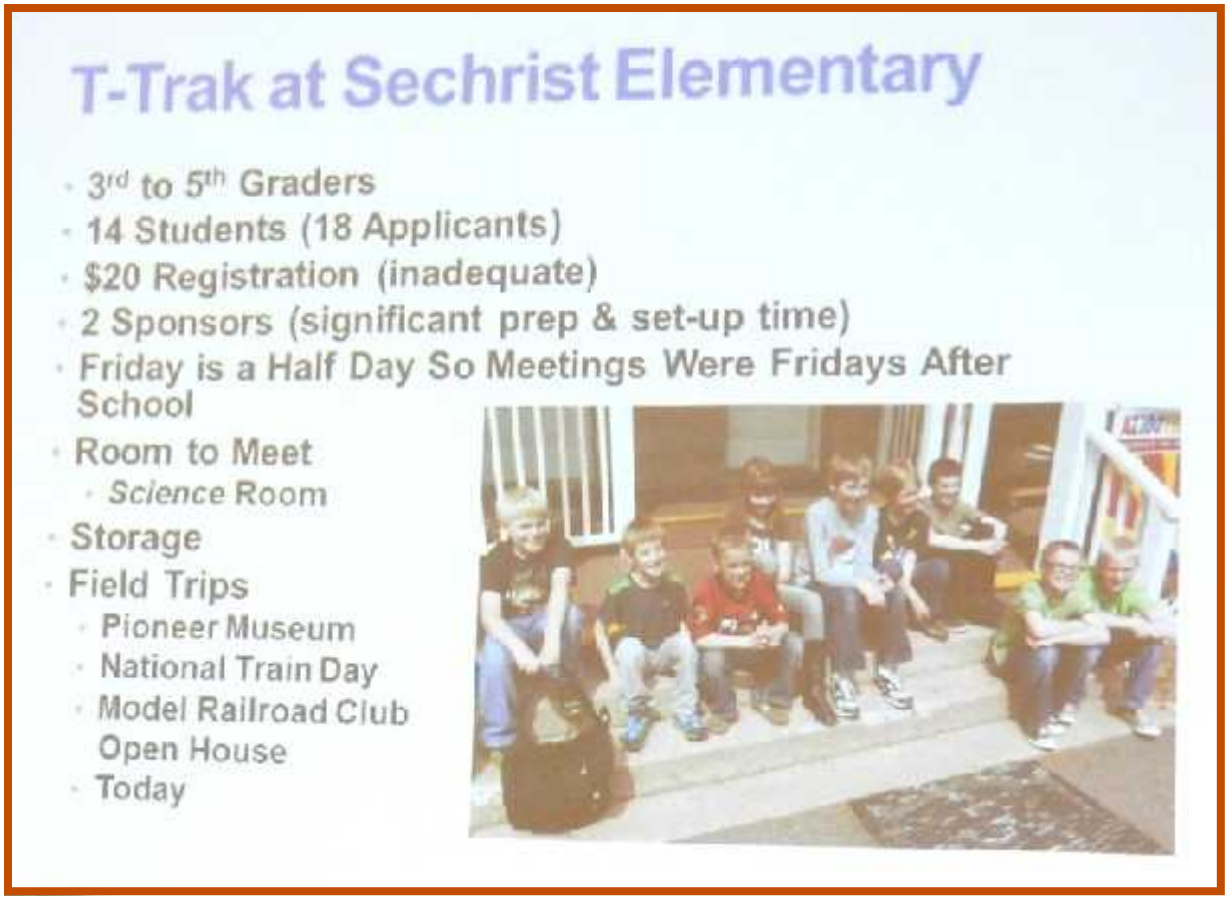
Web Address for Your Reference:	**Las Vegas, Nevada, 89131-4634**			
http://www.psrconvention.org				

T-TRAK IN FLAGSTAFF / By Jim Tuck
Sechrist Elementary School T-Trak Model Railroad Club Co-Sponsor



When retired Flagstaff teacher Phred Salazar asked if I wished to help start a model railroad club at the elementary school where I volunteer for his wife, the answer was easy. And, I knew that there was a system to meet our needs. I had partly built an N-Trak module some years ago, so, as a subscriber to the N-Trak Newsletter was well aware of *T-Trak*.

Soon after we sent notices to 3rd to 5th graders, we had 18 checks for the 10 spaces we anticipated. We decided we could handle 14, ending up with 12 boys and 2 girls. Meeting on Fridays after school for 1 ½ hours, we recently ended the semester with 14 student-made modules, coupled together with 4 sponsor-made corners, to fill two end-to-end 6-foot banquet tables. We have now shown the layout at Flagstaff's National Train Day, the Flagstaff Model Railroad Club's grand reopening, and plan a show-and-tell for the rest of the K-12 students attending our elementary school, and an exhibit at the NMRA Arizona Division Summer Meet in June.

Then the kids take their modules home, and we begin again with a new group for the fall semester.

Students worked independently, sharing ideas and techniques, with materials supplied by the sponsors. We ordered 16 straight and 4 corner modules and track and made the modules to assure solid fits. A local modeler provided N-Scale buildings he had earlier removed from his layout, so every module had a building. As with the module construction, we felt that it was stretching it to ask this age to construct model buildings. Engines and cars came from my personal collection, eBay and a local thrift shop.

We began with a meeting with parents with the unfinished modules connected and trains running to set the stage. Each meeting afterwards introduced module planning and various scenery materials. Students constructed hills of insulation, planned waterways, roads and the placement of trees and vegetation.

It seems that the students enjoyed themselves and learned some new skills, and—as we know there is a need for future model railroaders—sparked an interest in the hobby.

Some Lessons Learned:

- 10 students is ideal for 2 sponsors, in order to give enough one-on-one help
- One-hour sessions are adequate and still keep interest levels high
- Pre-built modules and buildings for this age were a good decision
- Water was very popular, with sponsor-cut depressions in the module top
- It's important to be sure that depressions and sides are well sealed
- Roads made of fine sandpaper were popular
- Students had great fun with a blender to reduce leaves and twigs to usable size
- Modules fit in cardboard soda cases that protect work tables during painting and decora
- Soda cases nest in a copy paper box, protecting any scenery and buildings on the modules
- Kato track connectors are critical for performance, so should be removed during the students' time painting, gluing and decorating.

Arizona Clubs

Cornville

Wyoming Division Model Railroad Club

Scales: HO
Contact: Verryl Fosnight (562) 458-9589 verrylf@gmail.com
On the Web: http://groups.yahoo.com/group/wyoming_division/

Flagstaff

Flagstaff Model Railroad Club

Scales: HO, HOn3, and N
Contact: Larry Gibbs (928) 779-2282
On the web: http://flagmrrc.org/

Gilbert

Gilbert Model Railroad Club

Scales: HO
Contact: Joe Padberg (480) 626-5289
On the web: www.gmrctrains.com

Glendale

West Valley Railroad Historical Society

Scales: HO
Contact: Jack Miller (623) 930-5596

Goodyear

Pebble Creek Model Railroad Club

Scales: HO and G
Contact: Bruce Petrarca (623) 935-4837
On the web: www.pcmrc.org

Phoenix

Grand Canyon State Model Railroaders

Scale: HO modular
Contact: Bob Gibbs (480) 968-1760
On the web: www.GCSMR.org

Arizona Clubs

Phoenix

Thunderbird Model Railroad Club
Scale: HO
Contact: Larry Platt
On the web: www.trainweb.org/tbird Website is: www.thunderbirdmodelrrclub.com

Ponderosa North
Scales: Round Robin
Contact: Matt Furze - mattfurze@cox.net
On the web: www.arizonarails.com/pncpage

Prescott

Central Arizona Model Railroad Club
Scales: Multiple
Contact: Steve Bumgardner (928) 775-3184
On the web: www.camrrc.com

Scottsdale

Scottsdale Model Railroad Historical Society
Scales: HO and HOn3
Contact: contact@scottsdalemrhs.org
On the web: www.scottsdalemrhs.org

Sun'N'Sand Model Railroad Club
Scale: N
Contact: Mark Vanacore (602) 410-1110
On the web: www.sun-n-sand.org

Sun City area

Sun City Model Railroad Club
Scale: HO
Contact: Bob Batt (623) 734-6377

Sun City West Model Railroad Club
Scales: HO and N
Contact: Bob Butler (623) 556-5179
On the web: http://www.scwclubs.com/ then select Model Railroad

Tucson

Arizona & Southwest Model Railroad Society / Tucson NTRAK

Scale: N

Contact: John Scott (520) 250-2800

On the web: http://home.comcast.net/~tucsonntrak

Rincon West Garden Railroad Club

Scale: G

Contact: John Lawrence - johnlaw1931@hotmail.com

Southern Arizona Society of Model Engineers (SASME)

Scales: HO and HOn3

Contact: Richard Dick (520) 790-5356

On the web: www.sasme.org

Show Low (NEW)

Silver Creek Railroaders

Scale:HO

Contact: John Rowlinson (602) 908-9962

Yuma

Yuma Model Railroaders

Scales: Multiple

Contact: Lee Stoermer (928) 344-9417

On the web: www.yumamodelrailroaders.org

ARIZONA CLUB NEWS

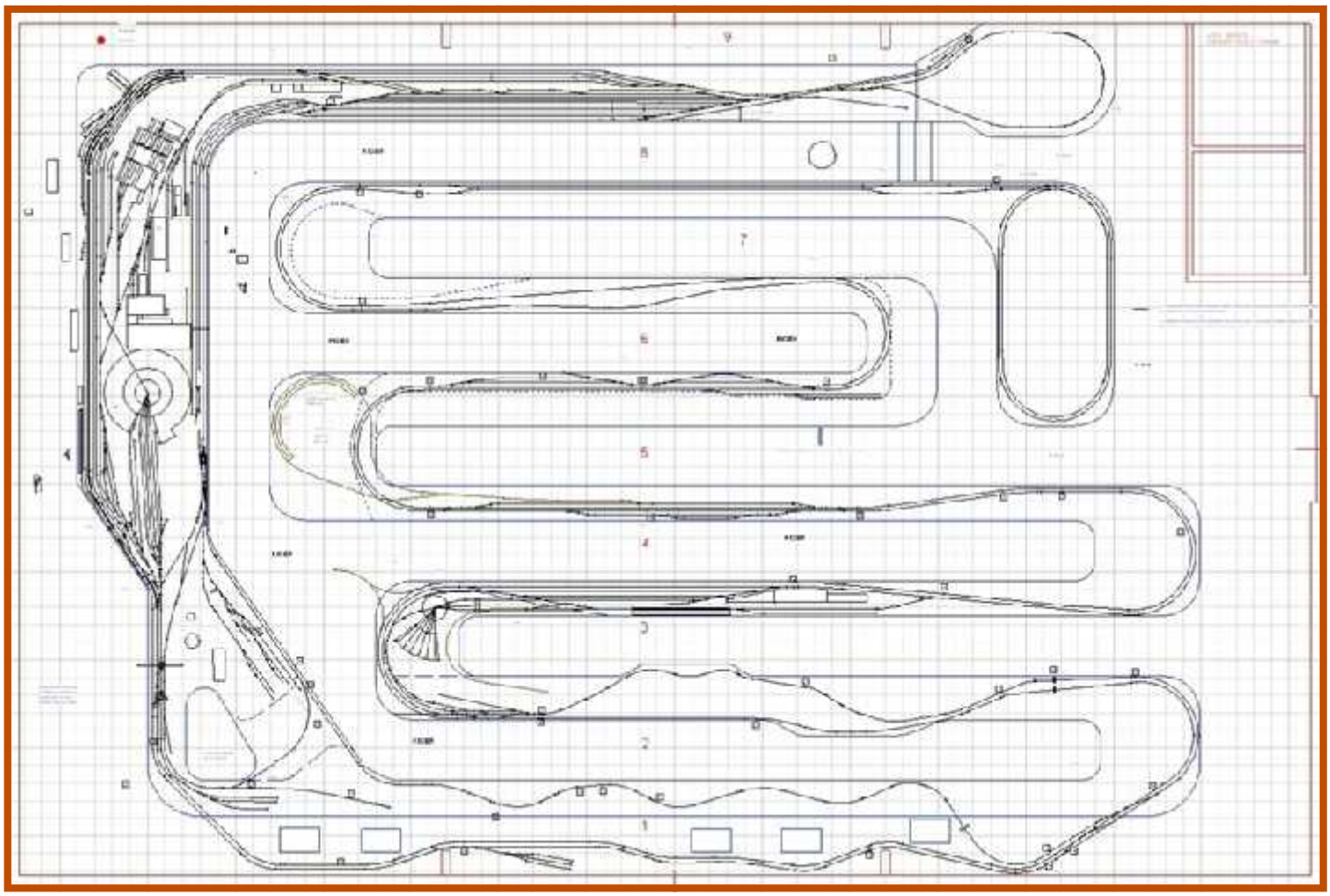
This is the beginning of a new section of our **Spur Line** newsletter. There are currently 18 clubs in Arizona and the following pages are provided to these clubs to post current information and activities about their clubs. If you are new to the Division, feel free to visit or join any of these fine clubs. A list of clubs precedes with club and contact information.

THE WYOMING DIVISION MODEL RAILROAD CLUB / Verryl Fosnight

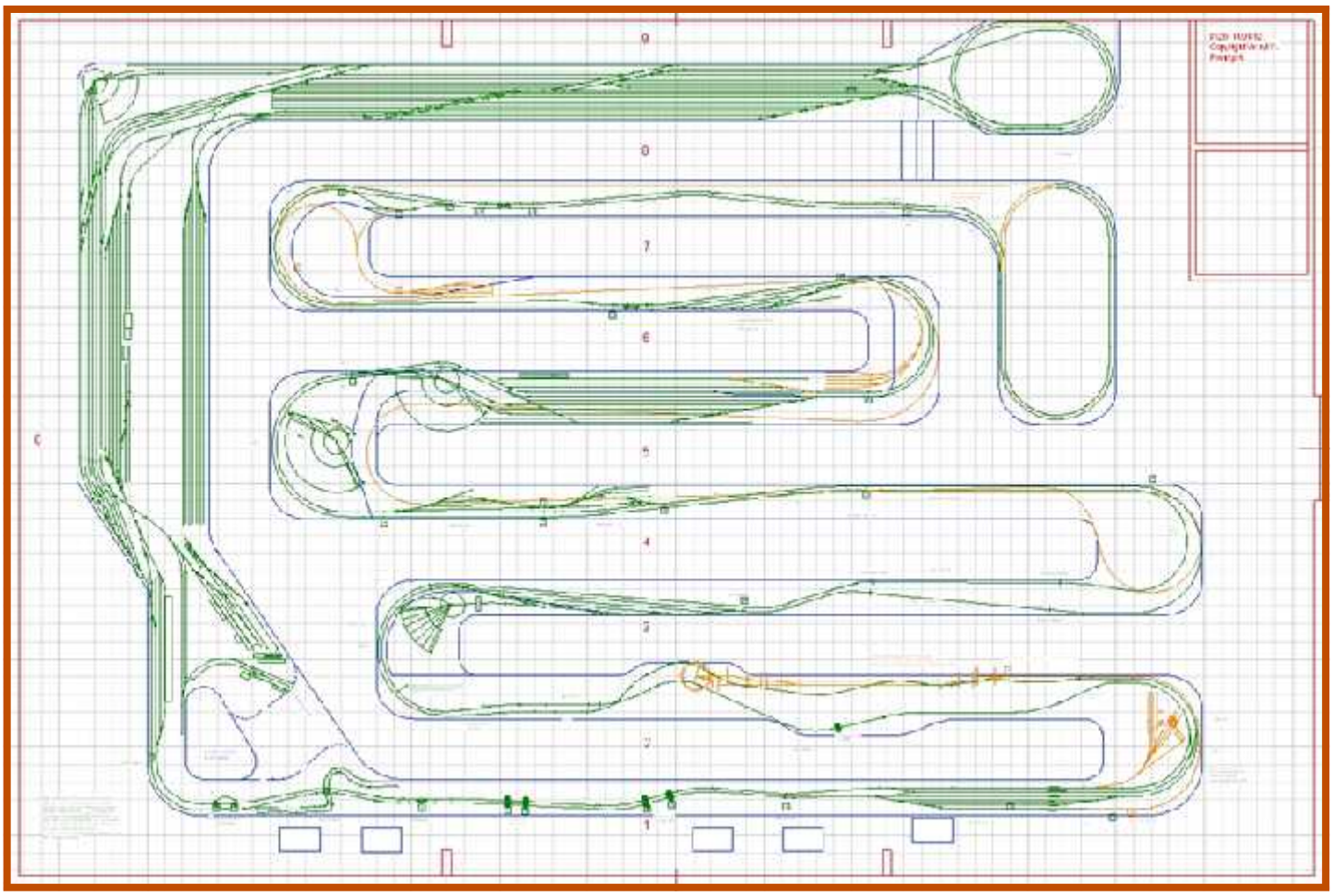
This article describes the Wyoming Division I am building in a 4,000 sq. foot building with a separate 1,100 sq. foot shop. It is in Cornville, AZ 17 miles from my home in Sedona, and I invite one and all to visit any time 9-4, Monday through Fridays. It is best to call first, because we might be at Home Depot. My cell phone is (562) 458-9589.

The *Spur Line* had an article about the Wyoming Division in its Summer, 2012 edition. This article is an update on progress since then.

The Wyoming Division models the Union Pacific in HO from Cheyenne to Ogden, 475 miles with a two level true mushroom steel framework bench work that will have about 750 feet of double main line track in HO, era 1957. The first two Figures show the upper and lower deck track plans.



THE WYOMING DIVISION MODEL RAILROAD CLUB



The next photo shows the interior of the building I built specifically for the Wyoming Division. The red lines outline the benches and aisles, which are 41 inches wide. The benches range from 24 to 34 inches wide, but Cheyenne (upper level) and Ogden (lower level) are a whopping 84 inches wide.

This 74” width for this one bench was felt necessary to model the entire Cheyenne yard from Tower A through the end of the freight yard. Cheyenne in the ‘50’s had one of the largest steam facilities in the world, and I wanted to model it. I will address the problem of the long reach to the center of this 74 inch bench below in the section on **Structures**.

THE WYOMING DIVISION MODEL RAILROAD CLUB

BUILDING FOR OPERATIONS

We are building the layout specifically for operations which will feature:

- Long, through freight trains (25 cars plus engine, tender and caboose)
- Long drag freight trains across the entire layout including LCL pickups and setouts at freight houses and numerous team tracks
- Local freight trains that will be confined around Cheyenne to Laramie (50 miles), Rock Springs-Green River to Granger (45 miles), and in Ogden and the vicinity
- Work trains as required
- Coal, iron ore, cement, trona (soda), and oil product trains from 2 coal mines, 1 iron ore mine, 1 cement plant, two trona mines, and two refineries, respectively
- Numerous large mills and packing plants will be served
- The Laramie Tie Treating Plant, the Granite rock quarry, and Dyno Nobel fertilizer will be modeled and have traffic
- PFE trains will run across the layout with a few stops in Wyoming (for icing in Ogden and in Laramie and to set out or pick up the occasional car)
- Stock trains will serve Utah and Wyoming and the packing plants
- A daily Park City, Utah local will run from Echo, Utah
- 6 named Passenger trains and a few mixed trains for local passenger service and local freight
- Helper service will be required up Sherman Hill from Cheyenne and up the Wasatch Moun tains out of Ogden.
- There are two lengths of main line track that require left hand running, so the correct current of running (left versus right) must be observed. These two areas are prototypical require ments due to grade differences in new and old tracks built years apart

Current planning for eventual operations includes 25 to 30 operators to act as dispatchers (2), Yardmasters (9 jobs, with Cheyenne, Green River, and Ogden requiring an assistant yardmaster), and running all the above trains. We are installing a 16 phone communication system to simulate prototype operations in 1957. There will be 8 phones connected from both the upper level and the lower level to two dispatchers, each with his own master phone to the 8 phones on his level.

We have had some rudimentary “operations” with 12 – 20 operators running trains over the com- pleted part of the layout, but we don’t have many industry tracks yet on which to spot cars for inter- mediate stops along the route.

11

THE WYOMING DIVISION MODEL RAILROAD CLUB

Eventually we will use my own Train Order/Switch List paperwork system that will

- Give orders to the train crew (engineer with or without a brakeman) as to where to stop next and
- What to do at that stop (water, coal, sand, loco change, LCL car set out or pick up, or regular pick ups or set outs)
- An inventory like a switch list that will tell him (or them) what pick ups and set outs to make
- The Train Order/Switch List Package will tell in fair detail what to do, but the train crew will have to decide how to do it after conference with each Yardmaster they come to.
- Thus I hope to eliminate the pervasive operations question, "Where the H.. is Hanna, Wyo?" or any other obscure town in Wyoming (which they all are)
- Eliminate car cards, both my making them, and operators' shuffling or dropping them, and their need to read them for details, which I find very hard to do when under the pressure of operations
- Besides the stress of using car cards on a layout new to me, I find that they invariably contain way too much information and are thus very hard to read, to say nothing about multiple styles of car card on the same layout, and the maddening "Where the H… is Blah Blah," which is probably a made up name anyway. In short, they are generally confusing, at least as usually implemented, unless you are very familiar with the layout.Eliminate time consuming and decidedly unfun set up by the owner and his crew (see 3rd bullet below)
- To be able to do LCL operations, which requires a car card to travel with the car (no other cars need individual car paperwork to travel with them), LCL cars will have a car card that the engineer takes with him to the next LCL location where he leaves both the car and the card. So assuming he has only one LCL car (and card) with him which he picked up at the last stop, he—with the cooperation of the yardmaster—need only pull the new-to-him car and card—with the cooperation of the current yardmaster—and set out his old car and card. So he has to deal with only 1 or two car cards at a time. All other paperwork (for regular pick ups and set outs) is just checking off or noting the last 4 car numbers of cars he deals with.
- The system will be self healing. If a car is missed, the next train deals with it. The next engineer working with the yardmaster should be able to figure out this orphan car should have been taken, and it can be added to the train now present.
- Set up for a session will be a breeze compared to moving all cars to their "starting places." Each session ends with each car at its proper starting place for the next session, so all the owner and home layout crew has to do is "take inventory" and make sure the proper number of cars are at each location or industry, and how many should be moved on to the next stop for each car type, and how many should be brought in and set out to reach that industry's car quota, however it is derived. And if more cars are needed for the train to do this work, the right cars need to be staged for it, either in staging or in a yard out on the layout. I have completed the *Yardmaster Instructions* for each of 9 yards
- The Layout will be well posted with signs to show which direction each location is ("Where the H.. is Hanna, Wyo?"—It's on the sign and schematics many places.)

THE WYOMING DIVISION MODEL RAILROAD CLUB

CONSTRUCTION TO DATE

We are building the layout in 3 phases. Each phase involves a new section of benches on which we build spline with cork roadbed then wire the track for NCE DCC radio operations. The benches are very sturdy and have steel frameworks made from 1½" square steel tubing welded to form uprights to hold a flat surface for each of the two mushroom levels. The next photo shows a typical bench end on, and this happens to be the two new benches of Phase II. The square tube steel legs are in a "F" shape with a second leg from the cross line down to the floor. It looks like this " " shape I found under the *Agency FB* character set of Windows. The steel has been painted with the same light yellow sealer that is used to seal the wood, but the open end of one of the 1½" square tubes can be seen on the left hand member. Of the two benches under construction in the foreground, the central aisle will eventually have a riser to reach the top level on either side of the aisle. The other two aisles, to the far right and far left will have no risers, so the lower level benches are worked from them.

Note that on the completed bench at the far left with spline and cork and track in place, there is a long thin door open on the lower level fascia. This is a wire chase that runs all around the layout for most of the DCC wiring, and in particular it is used for all of the DCC block protection circuit breakers. Not all the wiring goes in the chases, but we try to put anything that would need access, even occasional access, in a chase. The 10 AWG DCC main power buses and the 18 AWG feeders up to the tracks (and if used, any 14 AWG sub power busses) are generally not in the busses, but we solder all connections, so they are foolproof (we know how to solder). We also use brass bus bars mounted on a nylon holder to separate wiring from power district to district and from breaker district to district, to facilitate disconnecting a given section of the layout from the rest to isolate shorts.

I bought 4,000 each of 8 screw bus bars (2 together make a nifty terminal strip with no need for jumpers) and 1,000 24 inch T8 fluorescent lamps, and I have over ½ my supply left, so if you need to buy a lot, don't pay Home Depot prices—see me.

THE WYOMING DIVISION MODEL RAILROAD CLUB

As you can see from the photo, the design is a true mushroom design in that the odd numbered aisles (1 – 9 as shown in the track plan) are used only for access from the building floor to the lower level, and the even aisles (2 – 8 plus the aisle that connects those aisles) are only used for access to the upper level which is reached from a 17" tall riser. With a true mushroom an operator on one level cannot see the tracks or layout on the other level, because he is on a different aisle. Only the tracks to your right and to your left can be seen from any one aisle. Thus you have the feeling of being out in the countryside looking up or down the tracks. The downside is that no benches are backed up to a wall, that is, all wall space is aisle space, so a mushroom design takes a lot of floor space.

Construction of Phase I included staging which has over 551 feet of track in 5 roughly equal sections for A/D, west (beyond Ogden) Passenger staging, unit trains (PFE, soda, coal, iron ore), west (beyond Ogden) classification, and east (east of Cheyenne) staging. This is in 34 tracks each long enough for a 25 car train and locomotive/tender and caboose, or a 15 car passenger train and locos. Also during the Phase I construction we built a 4 track east-of-Cheyenne passenger staging yard to simulate destinations to Chicago, Kansas City, St. Louis, etc. (79 feet of track). The minimum track length for a yard track is 17 feet. Altogether we have room for the storage of 33 complete trains which can be ready to run at the beginning of an operating session, and that number leaves at least one free track in each staging section for runaround moves.

It is probably unrealistic to pack the staging so full at the start of or at ant time during an operating session, so we could easily have 20 - 24 trains ready at the start of a session in staging, and 2 more in Cheyenne and 2 in Ogden and one in Laramie and 1 or 2 in Green river. Thus a session could start with ample trains running and ready to run, so the Staging Yardmaster and his two assistants should not be overwhelmed at any one time during a session. In other words the session would start with trains ready to go in staging, in various yards, and even out on the layout.

The rest of Phase I construction consisted of 4 additional benches attached to the staging bench. On the upper level Phase I tracks run west out of Cheyenne up Sherman Hill and down into Laramie. On the lower level the tracks run out of Ogden up Weber Canyon crossing the Weber River 4 times, and on through Echo, and up the Echo Canyon to nearly Evanston, Wyoming. There are 7 Tunnels in this portion (UP # 4 – 10), all but 3 of which are double tunnels, one east and one for west bound traffic. Number 10 is a single track tunnel, and #5 and #6 are a pair, but numbered separately.

I indicated in the paragraph above that the tracks rise and lower as the prototype grades do, and a real and I think successful effort has been made to model those grades. The details are simple but too complicated to go into here, but the model grade runs from Cheyenne (=0) to +10.66 inches at Sherman. The model grade is 2.48% which is 1.6x the prototype 1.55%. This requires helpers to take our 25 car trains up the Hill. The model grade from Ogden up Weber Canyon and Echo Canyon (the Wasatch Mountains) is not so steep (about 2% model, 1.25% prototype), but we also need helpers with most locos, so following prototype practice, we use them Ogden to Evanston (UP cut off the helpers at Wasatch, Utah, but we go on to Evanston to use the turntable there.

Phase I is operational, and we have had the operations mentioned above on it.

THE WYOMING DIVISION MODEL RAILROAD CLUB

SCENERY

We also tested and have adopted the Bragdon Enterprises geodesic foam product for our scenery hills and plains after applying about 75 square feet of it on one bench. However, scenery is not a priority on the layout, and operations are, so we will defer any more scenery until the layout is more complete and we have wired it and checked the track work and DCC wiring completely. This small amount of scenery is shown in the next picture along with the insulation panels cut to support the next sheets of foam to be laid on it. In the foreground is Dale Junction, where the Harriman Cut-off (Track #3) joins tracks #1 and #2. #3 is 19 miles longer than #1 and it bypasses 50 feet of the Sherman summit, so it is the primary freight route up the Hill from Cheyenne. We modeled all 3 of the crossovers at Dale between #1 and #2, because we use them to change the current of running down into Laramie, as does the UP. The old right hand Track #2 is steeper up the Hill from Laramie (going east), so we follow UP procedures and take the steep #2 left hand (going west) down the hill. We return to right hand running just inside the Laramie yard limits.

Also shown in the picture is the eastern portal to the double tunnel #1, Hermosa Tunnel.

PHASE II CONSTRUCTION

Phase II is about 80% done. The benches, shown in the last photo and the next one are built, the main line tracks are laid on cork covered spline, and it has nearly completed wiring, and some testing has been done. Phase II includes the next two benches in line, that is Laramie to Hanna, Wyoming on the top and Alchem/Westvaco trona mines and yards to Evanston on the lower level, and they are shown in the next picture.

Phase I ended at the end of the straight section of bench not attached to the 180 degree curve in the next photo. That 180 degree end cap and the bench going away from it in the center and then coming back toward the camera on the left comprises Phase II. In the left foreground corner is the Main Helix. Laramie is in the center with the coal tower and the turntable. Across the aisle from Laramie is the beginning of the small yard of Hanna, Wyo where there were several coal mines, but none in production today. We will model Hanna #2 which stopped production in 1956, and so maybe our era should be 1956. But we'd miss the last gas turbine. Oh, well….

THE WYOMING DIVISION MODEL RAILROAD CLUB

HELICES

The layout has two helices, one that connects Cheyenne on the upper level down to staging below the Cheyenne freight yard, and the Main Helix shown above and two pictures below which will eventually be in the center of the layout to connect the two levels which is shown next. The Staging Helix is fixed in its final location and has 3½ turns of double track on a minimum 36 inch radius, and is oval in shape with 36 inch straight sides. The maximum grade is 1.45%. There are two turning loops, one for each bench level to turn passenger trains in staging so that, for example, an east bound train through Cheyenne can to "Chicago" and return with its locos pointed west. The other loop on the lower level (out of sight in the photo) does the same function for west bound trains through Ogden (to "LA" or the "Bay Area"). On top of it is the turning loop for the east bound passenger trains. After they pass through Cheyenne they are in staging headed for (pick it) North Platt and Chicago, or maybe Marysville, Kansas, and on to KC, St. Louis, and even to New Orleans.

THE WYOMING DIVISION MODEL RAILROAD CLUB

The double track Main Helix shown above is similar with 2 ¾ turns, a minimum 36 inch radius, and is oval in shape but with 84 inch straight sides which gives a maximum grade of 1.68%. It needs no turning loops. It is however not fixed in place. We built it on a 4x4 and 2x6 frame with 4 casters so it could be rolled to a new location and then jacked up and set on blocks for stability. The first location was at the end of the tracks of Phase I, and at that location it connected the incomplete layout for train running over the whole but incomplete layout. Thus, together the Staging Helix the Main Helix connected each end of the two layout levels to make a continuous loop, although we run point to point always.

OSL

I also designed in a route to Portland, Oregon via the old Oregon Short Line (OSL) from Granger, Wyoming just west of Green River. On the Wyoming Division, the OSL junctions with the mains and immediately becomes a hidden single track behind and angling down to run under some benches toward "Portland," which will be another staging yard under the main helix. The next photo shows the "mouse hole" that takes the OSL track under a mountain yet to be built, under the two mains (to be Aspen and Altamont Tunnels) and around the edge of the bench end cap on spline/cork roadbead to turn the track back toward where "Portland" will be. The incomplete staging yard of Portland is shown under the Main Helix in the last photo in the last section, and this explains why the helix is built suspended—so the 7 ft x 11 ft Portland may be removed like a giant drawer to be built, especially the wiring.

THE WYOMING DIVISION MODEL RAILROAD CLUB

MOVING THE MAIN HELIX

When we built Phase II, we jacked it up off the blocks where it was for Phase I and set it down on the casters and rolled it over to the end of the tracks of Phase II. Back up on blocks, it served the same purpose for testing as in Phase I. The attached photo above showing Portland Staging shows it at the end of the bench built in the Phase II construction. The red lines on the concrete floor are the locations of benches to be built for Phase III.

When we build Phase III, which will be the final 3 benches, we will move the Main Helix to its final place and block it up sturdily in place where it will remain as part of the completed layout. The final locations of both helices are the large "islands" at each end of the track plan shown above. We hope that Phase III will start in about 6 months, and be finished in another 9 months from today. Then after exhaustive testing and some test operation sessions, we will cover the wiring with geodesic foam and start scenery.

STRUCTURES

We have most of the major Cheyenne yard structures built as shown in the next picture. The main shop is a kit bash of 5 Cornerstone kits. The turntable is just out of the picture at the left and the small turntable and transfer table are at the right. The yellow panels are a few of 15 switch panels to control the Tortoise switch machines, making the 7 foot wide bench and other hard to reach places manageable for operations. Lenny Wyatt built them after drawing them on AutoCad. The large holes are 1 inch in diameter to allow an operator to reach into it and flip a rocker switch. Pushing the rocker switch away from you makes the points move away. The selected route is shown by green LED lights on the red track lines. If the through route lights up, it is because the points are set for through, and when the divergent route is selected, the other LED lights.

Our outstanding need is structures. It is hard to have operations without places to set out and pick up cars to and from, and even with the industry spurs in place, and about 75% of them are, it is hard for a new operator to know where XYZ industry is without a building with a sign to identify it.

CHEYENNE ROUND-HOUSE

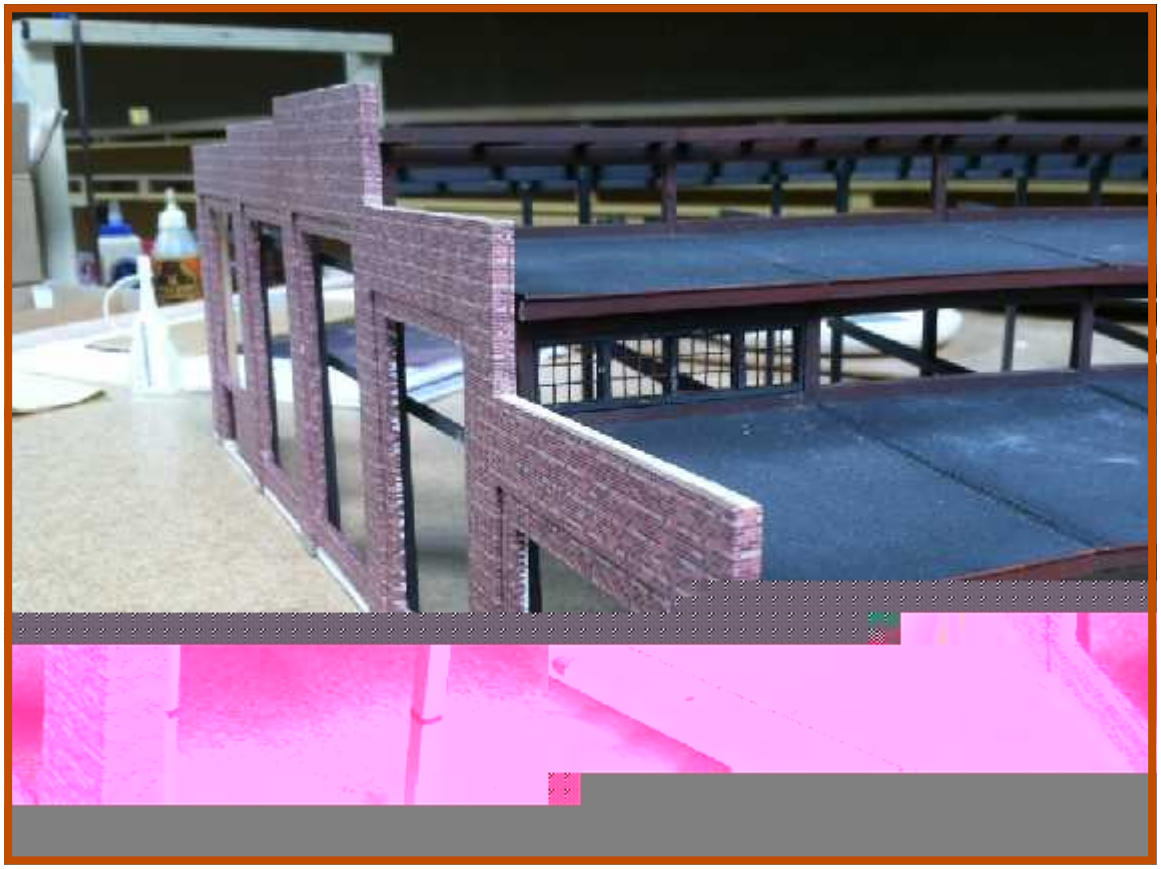
Lenny Wyatt has been scratch building the Passenger House of the Cheyenne roundhouse. The prototype had 20 stalls used for passenger locomotives only. The Freight House part of the round house was used only for freight steamers.

THE WYOMING DIVISION MODEL RAILROAD CLUB

The first attachment shows the scratch built version that Lenny is building. It has only 11 stalls, but covers the same angle as the prototype. Doing the entire 20 stalls would have necessitated increasing the outside (and inside) diameter of the house and moving it back from the turntable pit, or else making the stall tracks cross each other near the pit. Neither alternative was acceptable. We did not have the room for the larger diameter outside perimeter, and the crossing tracks would have to have been hand laid, and a real nightmare to build and maintain for operations.

Lenny drew the brick walls and the window frames on AutoCad. He printed out the brick walls on plain paper on an ink jet printer, and glued them to the flat walls made from 1.8" plywood. The brick support posts at the building corners and between sections were made by gluing a second layer of plywood to the wall and then wrapping the printed brick paper around the wall and each post. Using a great deal of care and more patience I could summon, he managed to get the crease of the folded paper exactly into the inner bent corners or around the outside corners with the pre printed brick lined up perfectly just as they would appear if make by brick layers.

The window frames were a size that we could not find commercially and some had a pattern of 4 - 5 - 4 vertical glass panes wide, but drawing them on AutoCad was pretty simple—hard, but simple. He then had them laser cut from plywood at a commercial shop in Phoenix.



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THE WYOMING DIVISION MODEL RAILROAD CLUB

SUMMARY

We started construction as the building was being completed just before Christmas, 2011, so we are making very good headway. Through Phase II, we have built 6 of the final 9 benches, laid 493 feet of double track main, 630 feet of staging, built the two helices and have the DCC wiring done to date and tested.

The track work performs beautifully, and makes operating a pleasure. The steel framework under the ½" plywood benches with ½" plywood sheer panels and spline/cork roadbed can be credited for that.

We now use 6 NCE boosters and probably will end up with 7. The DCC system works great after a lot of testing and fiddling. More of each will probably be needed for Phase III.

INVITATION

This is an open invitation to visit us anytime on the hours in the first paragraph of this article. Beyond that, if you are into Operations, or would like to give it a try, send me an email so I can put you on our list. A group of 25 or 30 operators from a small town like Sedona is a lot to ask. We will need visitors to operate with us.

Cornville

Wyoming Division Model Railroad Club

Scales: HO

Contact: Verryl Fosnight (562) 458-9589 verrylf@gmail.com

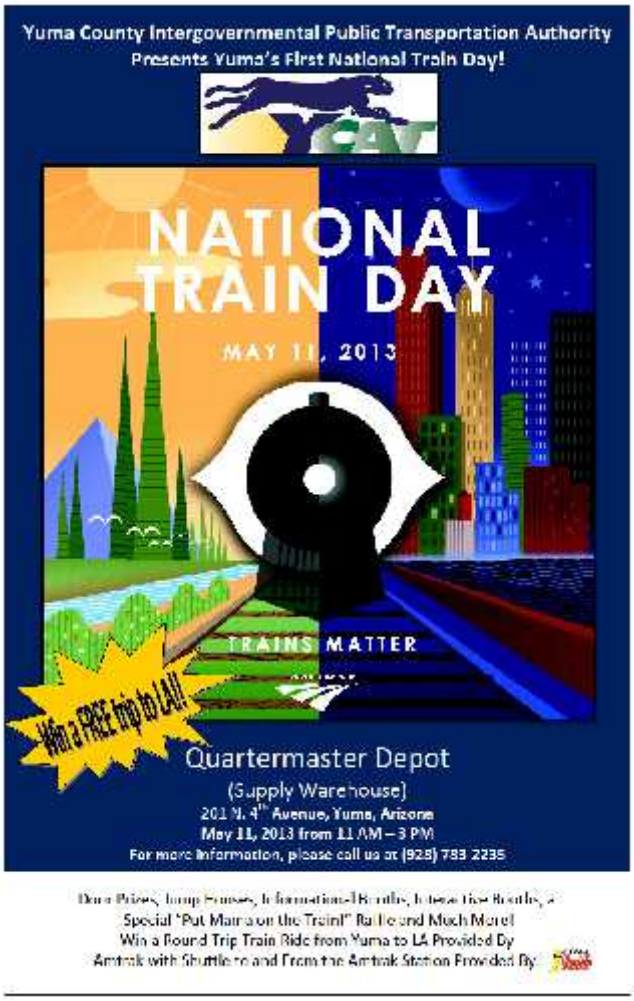
On the Web: http://groups.yahoo.com/group/wyoming_division/

YUMA MODEL RAILROADERS / Lee Stoermer

National Train Day, an annual event commemorating the completion of the first transcontinental rail line across America, has Amtrak as a sponsor promoting it since 2008. Having strong railroad related historical ties while being located along the second transcontinental rail line (and being the only all-season route) it was natural that it was an event that the Yuma Model Railroaders have wanted to share with the Yuma community.

For several years, after having seen all the activities occurring nationwide, we had discussed it internally on how to do this here in Yuma but our organization wasn't in a position to be able to pull the whole event together. Recently arrived to Yuma, Director for Yuma County Intergovernmental Public Transportation (YCIPT)/Yuma County Area Transit (YCAT), John Andoh, had personal experience with the NTD events from a previous work location and a personal interest in railroads, particularly passenger rail. YCIPT began organizing the event and in doing so contacted the Yuma Model Railroaders about participating. YCIPT handled organization, sponsorship and promotion while YMRR was tasked for model railroad displays, continued preparations of the historical railroad display room at the Yuma Quartermasters Depot and public presentations relating to the history of railroads in Yuma.

YMRR assembled a portion of their modular HO scale layout display. Modules from Tim Gililland, Stan Ramey, Lee Stoermer, John Dye and Myke Breussel, were joined in operations by Jim Currie and Ed Heikila. There were 12 modules that were able to be placed according to space set aside for our group of the 28 modules that we have available. Trains were set up, operated and changed out and were quite varied, including the ever popular appearances by Thomas the Tank Engine.



Friends of YMRR, Wendal and Betty Snydal, brought out their G Scale Union Pacific Big Boy along with a BNSF diesel train which impressed the visitors young and old alike, with its sheer size, site of the of smoke it would produce, sounds of bells and whistles and mass movements during operation. We would like to also offer our special thanks to Betty, a nationally recognized organization trained clown, for providing a special touch for all the kids and for the that extra special attention she gave to the World's Greatest Hobby raffle entries.

The Yuma Territorial Live Steamers were on site with a display showing some of their equipment and talking about their plans on construction in a permanent site here in the Yuma East Wetlands Park. Grading is done, track panels have been constructed in anticipation for assembly, which is slated to begin this fall once the weather cooperates and some of

YUMA MODEL RAILROADERS

their season members return to enjoy our cooler time of year.

It was estimated that we would expect 250 visitors, the goal was 300. Turns out that we had in excess of 440 visitors in the four hour period that we were open. Being the first time for this event in Yuma, we believe it was well received as we were given numerous compliments about the displays and presentation. Plans for next year's event have already begun to continue to build on that success.

YMRR : NTD Crew 2013

Back row-l-r; Alan B, Ed H, Jeff T, Tim, G, John D

front l-r; Lee S, Stan R

YMRR vice president Stan Ramey (behind background) speaking with some visitors.

YUMA MODEL RAILROADERS

Wendal has his G Scale display ready to go with a UP Big Boy and BNSF diesel train set.

Yuma Territorial Live Steamers display, showing some of their equipment.

YUMA MODEL RAILROADERS

YMRR Members Jeff, Ed, while a visitor is speaking with Tim.

Tim getting a train set up and ready for visitors.

An early visitor to the Yuma QMD gets a peek while we were just finished setting up and operating.

SCOTTSDALE MODEL RAILROAD HISTORICAL SOCIETY / Ed Steward

The Scottsdale Model Railroad Historical Society (SMRHS) is taking this opportunity to share the story of our new model railroad and some history of our organization and the McCormick-Stillman Railroad Park. This article is the first of a series of articles beginning with some history and background. In future issues, we will explore the details of the design process and building of our HO scale model railroad.

In 1965, the McCormick family donated a portion of their ranch to the city of Scottsdale for a park. The successful future of the park as a railroad park was cast in the early 1970's with two events. Guy Stillman, a McCormick family member, donated his 5/12th scale narrow gauge railroad equipment to Scottsdale for use in the park. Stillman along with others founded the Scottsdale Railroad and Mechanical Society to raise funds for the park. These events led the way for the October 4, 1975 public opening of the McCormick Railroad Park.

PARK GRAND OPENING - OCTOBER, 1975

In the mid 1970's, Stillman's 15 inch gauge Paradise & Pacific Railroad was joined by four clubs who found a new home and became active in expanding the railroad park. Three rooms in the old ranch bunk house were converted into layout rooms for N scale, HO scale and O gauge layouts. The fourth club began work outdoors on a 7-1/2 inch gauge railroad.

Over the years, railroad related equipment and buildings have been added to the park along with a museum and a beautiful carousel. The park's calendar has grown to include Rail Fair, Holiday Lights, Concerts and other special events. The mid-1990's saw the construction of the Stillman Station becoming the focal point for visitor arrival and information and a home for the park staff. In 1996, the park was renamed the McCormick -Stillman Railroad Park to honor the key role Guy Stillman played in creating the park. Stillman forged a unique and lasting partnership between the non-profit "Mechanical Society" and the City of Scottsdale which has allowed the park to become a world class destination.

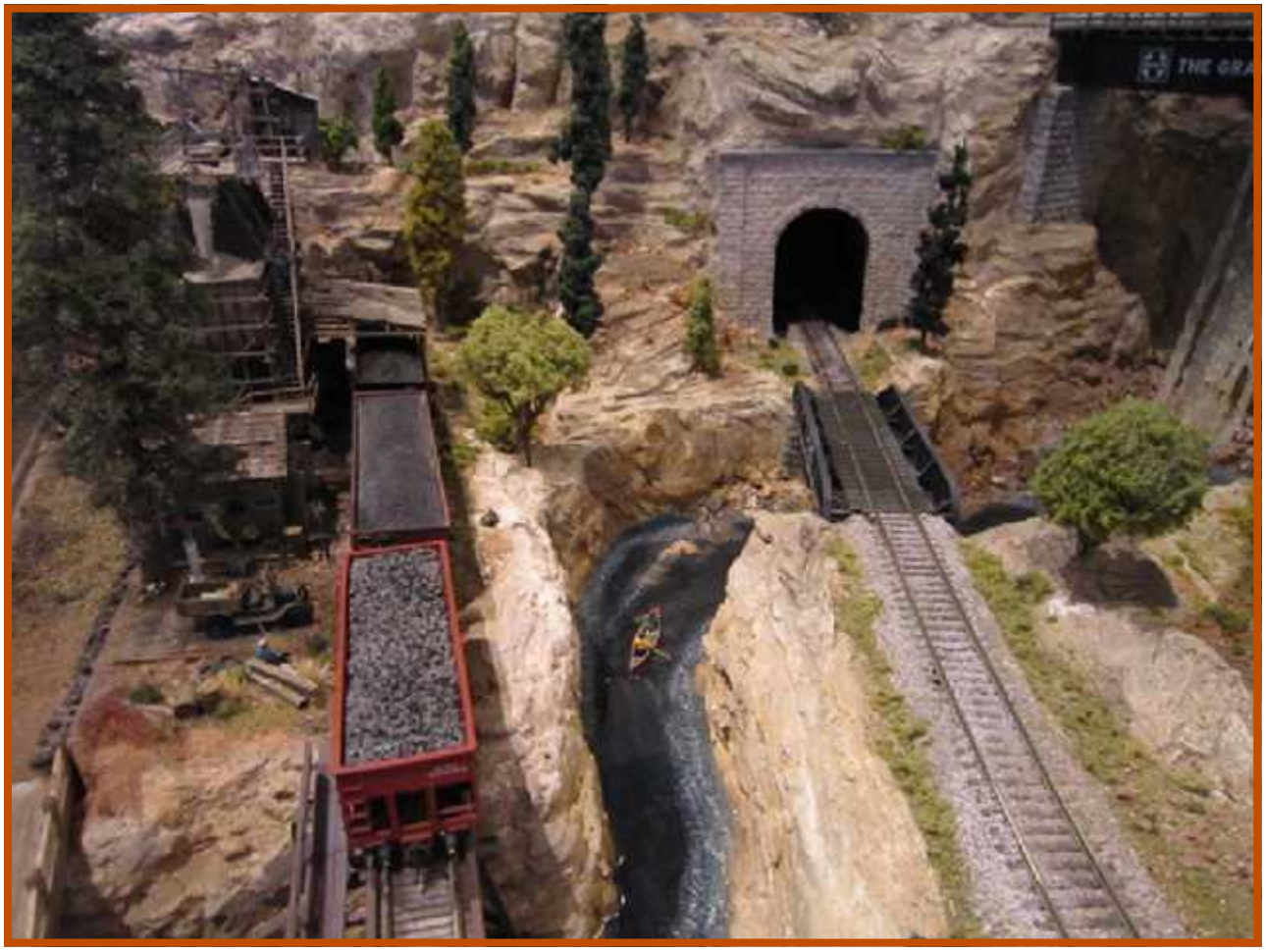
The Scottsdale Model Railroad Historical Society (SMRHS) began life in the 1960's when a small group of HO modelers, working in members homes, formed the Lak-a-Wampum Model Railroad Club. The group welcomed the opportunity to build a permanent layout at the park in 1975 and became the Scottsdale Model Railroad Club. Thirty-five years and numerous layout changes later, the now 40 plus members rejoiced in the opportunity to build a new layout in a brand new building as we became SMRHS.

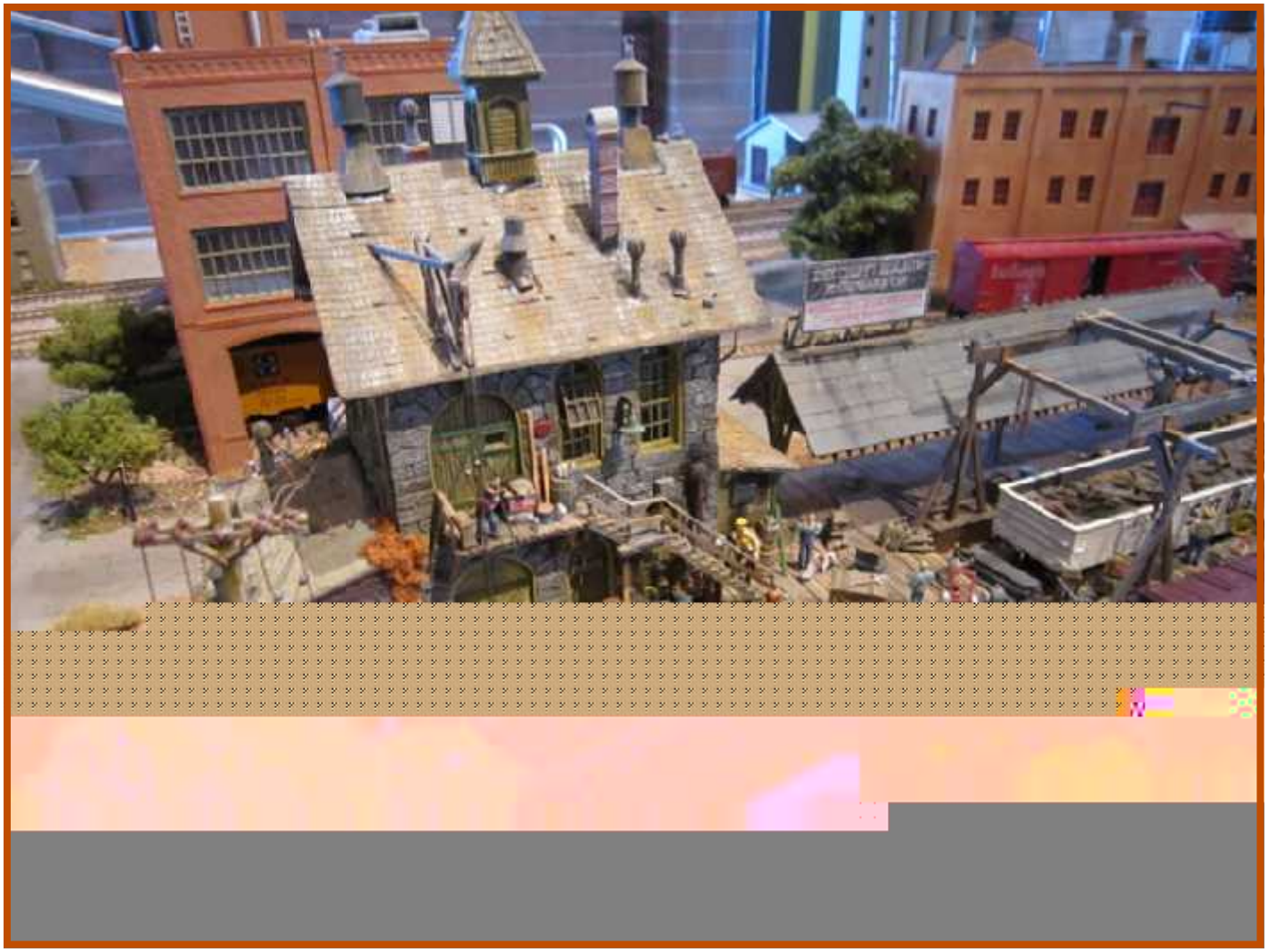
IN THE BEGINNING - 32 X 40 FEET OF OPEN SPACE

Ground breaking in February, 2010 for the Model Railroad Building became the fulfillment of a ten year dream for the park staff and the three clubs, Sun-N-Sand, SMRHS and Paradise & Pacific O gauge. The building was nearly complete when it was briefly opened to the clubs and the public for Rail Fair in October, 2010. Over 4,000 people visited the building over two days. Then the building remained closed for three months while contractors completed their work and the three clubs began their layout construction. January, 2011 saw the dedication of the Model Railroad Building and its formal public opening. Over 150,000 park visitors enjoyed the sights and sounds of the model railroads, displays and videos in the first twelve months.

A LOT OF TRACK - NOT MUCH SCENERY

SMRHS is now thirty months into the construction of the new railroad. About 40 % has been completed to the stage of detailed scenery. We conduct several operating sessions per month on the finished portion. Computer controlled trains run daily during visiting hours. Our goal is to have the railroad nearly complete for the NMRA PSR Convention that we will host in Scottsdale in September, 2015. The railroad park is just a mile from the convention hotel and will play a significant role in convention activities.





In the months ahead, we hope you will look for future issues of *Spur Line* as we tell the story of our railroad and cover the topics of:

Arizona railroads and towns we model

Design process from concept to detailed plans

Bench work, roadbed and track

Scenery design and construction

Electrical systems

Computer systems and automatic trains

Prototype operations

For more information, visit: therailroadpark.com, scottsdalemrhs.org (HO scale), sun-n-sand.org (N scale), pandprr.com (O gauge) and scottsdalelivesteamers. com (7-1/2 inch gauge).

SILVERCREEK RAILROADERS / John Rowlinson

The Silvercreek Railroaders are located in the Show Low Historical Museum with an operating layout depicting historical as well as current features from the areas. Members come several north-east Arizona communities who gather to build and operate the railroad during museum hours.

The Silvercreek Railroaders began in 1994 as a group of modelers based in Springerville, Arizona, some 60 miles east of Show Low. This was a round robin group that met at members homes and did their modeling. In July, 1996 the group, now known as the Silvercreek Railroaders, moved a bit closer to home and began to model a layout in the basement of member John Welker's home at Snowflake, Arizona. That lasted for a few years until a more permanent location was found.

In 2007, thanks to the help of the City Council of Show Low and lobbying by Jack Miller the Silvercreek Railroaders, were allowed to move into the former Navajo County Courtroom on the Deuce

of Clubs in Show Low. That room just happened to be included in the expanding Show Low Historical Societies museum location. With a space secured the club efforts turned to design and construction.

With donations and club dues the small group started worked and over the next few years a mainline around the long window wall and shorter east wall produced a two track loop mainline and four track yard, with one additional leg down the west wall. An additional layout space was laid out on the south wall, but no track work started immediately.

In 2008 the one loop of the mainline was converted to DCC and the sounds of railroading began to fill the room. The other loop and one part of the yard were left as DC to allow members to run their own equipment.

In 2010 the club began to grow and By-Laws were adopted. The additional membership allowed for more dues, but more importantly they reached out to the community and donations of supplies and cash began to flow in. This allowed for the installation of scenery on the bare tables and towns to grow. The public also began to take more notice and soon school groups visited not only the 16 room museum, but also the working model railroad. Local businesses who donated cash and/or supplies totaling $150 or more are rewarded with their logo riding a freight car around the layout.

Through its affiliation with the museum the club applied for and received a grant from the Arizona State Historical Society. From this $1250 grant sprang the display we now call "Last Train to Maverick" commemorating the abandoned rail lines of the Apache Railway and Southwest Forest Industries. A loop track carries finished lumber and sawdust cars from the McNary mill to distant Holbrook

while the Southwest Forest Industries spur runs up the mountain to the logging camp of Maverick. This part of the layout continues the DCC controlled main line while the spur line features an automatic reversing track up the hill. A tunnel is open to the adjacent hallway at just the right level for younger viewers. Most structures on this layout were hand built, along with many trees, a log pond at the mill and the fishing lake halfway to Maverick. Additions are continually being made and the "McNary" portion of the railroad now includes a burned out forest with fire truck and crews mopping up the last remnants of a wild land fire. This is a representation of the 2002 Rodeo-Chediski fire

Maverick" commemorating the abandoned rail lines of the Apache Railway and Southwest Forest Industries. A loop track carries finished lumber and sawdust cars from the McNary mill to distant Holbrook while the Southwest Forest Industries spur runs up the mountain to the logging camp of Maverick. This part of the layout continues the DCC controlled main line while the spur line features an automatic reversing track up the hill. A tunnel is open to the adjacent hallway at just the right level for younger viewers. Most structures on this layout were hand built, along with many trees, a log pond at the mill and the fishing lake halfway to Maverick. Additions are continually being made and the "McNary" portion of the railroad now includes a burned out forest with fire truck and crews mopping up the last remnants of a wild land fire. This is a representation of the 2002 Rodeo-Chediski fire that damaged communities from Forest Lakes to Show Low, Arizona as well as the 2010 Wallow fire that burned in the areas of Alpine, Nutrioso and Luna, New Mexico. The Wallow fire burned into areas that the Southwest Forest crews logged until the last train in 1964, when Maverick was abandoned.

In 2012 the Arizona Historical Society again stepped up and awarded the Silvercreek Club a second grant, this one for $1500, to build a display representing the railroad across northern Arizona, now known as the "Route 66" display. The rail town of Winslow was expanded and memories of Holbrook included with the scratch built Wig Wam Hotel installed. A major portion of the project is the reconstruction of existing mainline to include a tunnel and mine to bring attention to a major potash mine that is under consideration near Holbrook, along old Highway 66. Local artist Steve Taylor over the two years has completed painted backdrops from the layout edge to the ceiling. His paintings depict a thunderstorm over the San Francisco Peaks, tall timber and meadows of Mount Baldy, Sunrise Ski Resort and the desert vista around Meteor Crater between Winslow and Flagstaff.

All scenery, except for some structures, has been made in our shops. All base scenery, hills, rocks and mountains are made using a two part resin poured in molds and then glue to screen stretched over foam forms. Paint and ground cover complete the process, along with hundreds of trees made in our own shop. Most buildings were hand-made, some with card stock, others with styrene and/or wood.

We use an NCE control system for DCC portions of the layout; however we have maintained one loop of the mainline with standard DC for some older equipment. Plans are in the works to switch to all DCC operations by the end of 2013.

Rolling stock is primarily owned by the club, having been donated by members or from local estates. The new equipment has also been purchased to meet specific needs, such as mine cars. However, on any given day we can have a 4-6-6-4 pulling a long freight while the adjacent track could have the latest in diesel technology tugging a long string of well cars and containers.

Even Amtrak or visiting Missouri Pacific passenger trains have been known to accompany the home Santa Fe passenger trains around track.

While the display is in two parts for constant running for the growing number of public visitors, a bridge has been constructed across one aisle to join the sections together depicting the link of the Apache Railway to the Atchison Topeka and Santa Fe main at Holbrook. This allows club members, when they have time, to try their hand at operations. The recent hiring of one of the members by the 1:1 size Burlington Northern Santa Fe promises to lend some interesting real life operations to the lay out.

What's next? Plans are in the works for a large Ferris wheel and circus scene to depict small town northern Arizona events. But that is another project, more donations and planning.

The Silvercreek Railroaders layout and display is open to viewing during Show Low Historical Museum hours, Wednesday through Saturdays. Generally, work days are on Wednesdays, but we will always stop to run trains for visitors. Saturdays we fill one end of the museum with the sound of railroading, some from the past and some from the present.

Maverick" commemorating the abandoned rail lines of the Apache Railway and Southwest Forest Industries. A loop track carries finished lumber and sawdust cars from the McNary mill to distant Holbrook while the Southwest Forest Industries spur runs up the mountain to the logging camp of Maverick. This part of the layout continues the DCC controlled main line while the spur line features an automatic reversing track up the hill. A tunnel is open to the adjacent hallway at just the right level for younger viewers. Most structures on this layout were hand built, along with many trees, a log pond at the mill and the fishing lake halfway to Maverick. Additions are continually being made and the "McNary" portion of the railroad now includes a burned out forest with fire truck and crews mopping up the last remnants of a wild land fire. This is a representation of the 2002 Rodeo-Chediski fire

Superintendent Dean Cramblit applies paint to a resin rock ridge for "Last Train to Maverick"

A forest fire scene commemorates Arizona's two largest wild land fires.

A local sponsors generous donations rate their own freight car riding Silvercreek rails.

The Winslow rail yard is a feature along “Route 66.”

We had to take modelers license to depict a potash main planned for northern Arizona.

The Gilbert Model Railroad Club / Dave Hunt

Gilbert Model Railroad Club has an HO scale layout set in Central Arizona in the 1950s era. We are located in the basement of the Gilbert Historical Museum on the southwest corner of Gilbert and Elliot Roads in Gilbert, Arizona. The layout portion of the basement is approximately 36 feet by 36 feet.

There is a viewing area when you first enter the basement that overlooks a diorama of the town of Gilbert in the 1950s. The viewing area is designed to resemble the interior of a passenger car with a traditional curved ceiling and utilizes window frames from a Southern Pacific coach, donated by the Arizona Railway Museum of Chandler, Arizona.

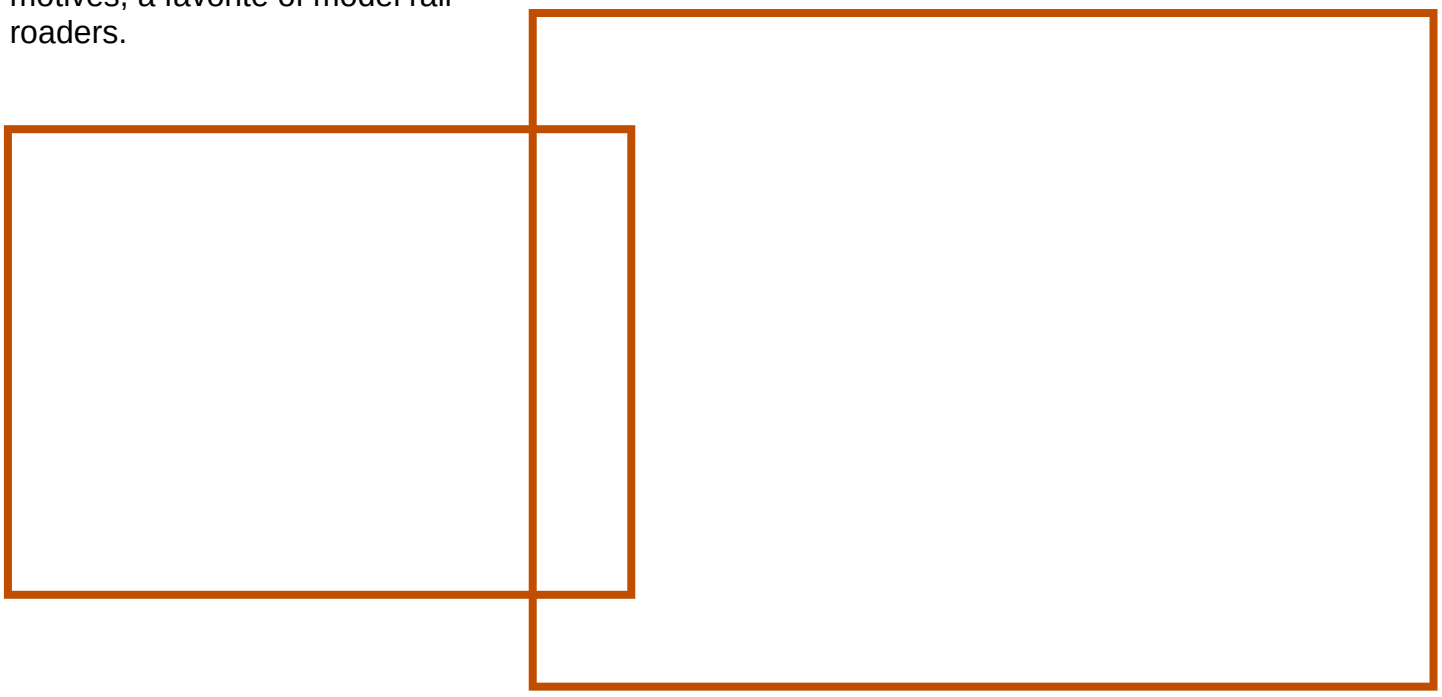
A timed automated display train that circles through Gilbert which can be initiated by a museum docent. The layout is double decked except for the town of Gilbert diorama. A double tracked and a single tracked helix connects the two decks.

The layout represents Arizona routes of the two major railroads in the area, the Santa Fe and the Southern Pacific. The final two level layout design includes a portion of the Santa Fe from Phoenix to Drake (north of Prescott) and the Southern Pacific from Phoenix to Picacho with the branch from Magma (near Johnson Ranch southeast of Phoenix) to the Superior mining district.

Overall construction of the layout utilizes pre-fabricated modules built on 8-foot lengths to provide flexibility of design. The benchwork was designed with large aisle ways for ease of operations. Main line trackwork is complete but subject to revision based on operating experience. Several locations have already been revised. Scenery has begun with the Gilbert, Prescott and Queen Creek areas mostly complete.

There is still a lot of scenery to be completed and upgraded. Currently, we are working on a car card system for operations. Most of the members are operation novices and our learning curves are expanding rapidly. Now is a good time to join the club if you wish to learn about this aspect of the hobby.

Visitors are welcome any time we are open. Club members are available to discuss the layout, model railroading and Arizona railroad history in detail. The club's business meeting is the second Tuesday of the month and operating sessions are held on the third Tuesday of the month. Regular working sessions are Tuesdays and Thursdays. The club is usually manned Saturdays from 10-1 for museum visitors. The club is also open for special events such as Gilbert Days. Holidays, model and prototype railroad events will affect the schedule. The 1950s period was selected to demonstrate the historical significance of the railroad on the town of Gilbert and surrounding area. This era also allows contemporary operation of both steam and diesel locomotives, a favorite of model railroaders.



PebbleCreek Model Railroad Club / mark pelletier

The PebbleCreek Model Railroad Club is located in Goodyear AZ, home to two layouts – soon to be three. Although membership is restricted to Pebble-Creek Resort residents, the two dozen members welcome visitors and occasionally, guest operators.

The Club was started in 1998 with a HO sectional layout, and grew into a permanent HO layout when the HOA provided dedicated use of a 20x40 room. In 2001 a small outdoor G scale layout was built, and is operated at Holiday Open Houses. And this summer, the Club has begun construction of its third pike, an O scale sectional layout which will debut in the Fall.

The Great Lakes Western (HO) is a fictional road depicting railroading in northeastern Illinois and northwestern Indiana in the early 1960s. City names are real and the mix of rail-served customers and industries has been carefully designed to support realistic operations. Placement in the greater Chicago vicinity allows the GLW to actively interchange with seven foreign lines.

Designed specifically for operations, the layout has over four dozen industries in seven towns. A coal mine and a quarry support the Inland Steel mill. Midwestern grain fills elevators which supply outbound shipments as well as an area brewery. Shipments of cattle from one town arrive at the processor in another, along with locally manufactured cans for packing. Barge movements send railcars across Lake Michigan. The Studebaker factory is still in operation, and Pullman Standard turns out rail cars. Of course there is a full engine service facility adjacent to the main yard in Hammond Indiana; and numerous other typical rail-served industries are found in each town.

Our members represent a mix of model railroaders. Quite a few are lifetime modelers. One never modeled before joining, but creates beautifully detailed structures. Another had been away from the hobby for 40+ years. We have a 60 year railroad veteran who seems to have worked on every road from Chicago west, and another gentleman who built steel mills – one-to-one scale steel mills! We have a former short-line owner, one person who is an avid collector, another who just likes to

operate, and some modelers who have little interest in operations. About the only type of member we don't have are youngsters – since ours is an "active adult" community.

The Great Lakes Western layout is single level, with DCC control using Digitrax. Most mainline turnouts are Tortoise controlled, but otherwise switches are hand thrown with Caboose Hobbies ground throws. The layout is about 95% scenic-ed, but of course a model railroad is never done. Current projects include adding lighting to structures, installing operating crossing gates, completing all track ballast; and detail, detail, detail - particularly for greater attention to prototype fidelity.

In 2005 when the Club learned that a dedicated room would be made available once additional HOA facilities were completed, members spent the intervening year determining the interacting industries and track-plan for an operations-oriented layout. The greater Chicago area locale was chosen to allow legitimate interchange with many roads, and a basis for almost any type of industry, reporting marks and car types.

Construction started in January of 2006, followed by the Golden Spike Ceremony in October and our first Open House in November. We hold Open Houses for the community at Thanksgiving, Christmas and Easter – when the grandkids are most likely to be visiting.

The Club is in its fifth year of formal operating sessions. We use card cars and 4-way waybills to forward over 450 freight cars within our service area, with interchange lines, and with through trains for off-layout locations: Kansas City and St. Paul to the west, and Toledo and Ft. Wayne to the east (Actually these are on other Divisions of the Great Lakes Western, a Class 1 railroad. See our full history on the web site!)

We hold at least two operations sessions per month, running for about three hours. There are eight defined jobs; but we can utilize additional operators if available, or make do with as few as five. There are multiple turns, city jobs, through trains and two yard jobs.

In future articles we will discuss the track-plan, technical specifications, and details of the operating plan; as well as the G and O scale layouts.

PCMRC was one of ten Phoenix area layouts to host DesertOps (North) – an invitational operations weekend event in 2012. DesertOps (South) was held in Tucson in 2013 – with the two cities alternating each year. You can find information on-line at desertops.org

Contact us to arrange a visit if you plan to be in our vicinity. We are at the layout Tuesday and Thursday mornings, but can make other arrangements if necessary. In the meantime, please visit us on the web at pcmrc.org

A platform was built along the lower level of the peninsula on the left side. This will be used to hold a diorama of the Flagstaff depot area.

During the June 2013 regular business meeting, an election of officers was held. Jesse Poole was named to a two-year term as President. Dave Brown was re-elected as Secretary. Stan Sachau, who had been serving as acting president following the departure of Bob Libbey, returned to his Vice President post. Jack Miller continued as treasurer. Sachau and Miller will face re-election for another two-year term in June 2014. Jim Tidball was elected to the Board of Directors.

To complete the first year, the south portion of the layout was covered in foam, drops were put in place on the staging track area and track work was started on the spline area under the peninsula.

July 2013 – June 2014

The July work session saw major accomplishments for the layout. The wiring for the peninsula and the south side of the layout were installed. Track was put under the peninsula and tested. Guard rails were also added to prevent derailed cars or engines from falling to the floor when running under the peninsula.

Bobby Libbey returned from Kansas City and spent almost every day to his 10-day stay on the area working on the layout. He was able to tag all the wiring under the peninsula and south side of the layout so that it could be easily traced. Track layout for the south side portion of the layout was marked. Members were asked to study the proposed layout and make possible suggested changes before actual track work began.

A test train was run on the track under the peninsula through to the staging yard. A few electrical problems were discovered, but solutions to those issues were quickly resolved. The upper level of the peninsula was covered and planning of the track layout there was started.

During the monthly business meeting, a standards document for the layout was given to the members. Final approval was scheduled to be made during the August business meeting.

Membership

Membership is open to all model railroaders.

Donations are $15 per month or $180 annually. If the dues are paid in full at one time, only 10 months or $150 will be assessed.

A $50 initiation fee will be made when a new member joins.

Additional assessments for all members could be made at any time following a discussion by the Board of Directors and approval of the membership.

Members must also be a paid-in-full member of the National Model Railroad Association.

Members may run their personal equipment on the WVRHS layout, provided they meet standards set by the National Model Railroad Association and the WVRHS.

Some members gather before a meeting to have dinner at a local restaurant. Participating members can supply necessary information if you would like to join them.

Officers

President: Jesse Poole Vice President: Stan Sachau Secretary: Dave Brown Treasurer: Jack Miller

The Southern Arizona Society of model Engineers / Richard Dick

PURPOSE AND HISTORY

SASME, an HO and HOn3 scale model railroad society, was founded over 50 years ago here in Tucson. Its purpose is to promote social interaction among its members through group activities, increase the modeling abilities of its members, and increase the satisfaction of the members in the hobby of model railroading though construction and operation of a scale model railroad. We have been in our current location since December 1984.

EVENTS AND ACTIVITIES

SASME has a business meeting on the 1st Wednesday of each month. The last Wednesday is a prototypical operating session, where car cards and a time table are used. The other nights of the month are work sessions; the layout may not be in operating status. We have an annual picnic, and other railroad related outings.

LAYOUT AND EQUIPMENT

SASME uses DCC for electrical control for standard gauge and narrow gauge. Kadee couplers and metal wheelsets are used. Members are expected to make sure their rolling stock meets these requirements when used on the layout.

We are an enthusiastic group with a growing program that offers a challenge to any model railroader no matter what his or her specific interest in the hobby is. We are always eager to have new faces join our ranks, and you, whether novice or expert, are most welcome! Come visit us on Wednesday evenings. We arrive by 7pm.

SOUTHERN ARIZONA SOCIETY OF MODEL ENGINEERS

August 2013

Volume 2013, Issue 3

The Railjoiner

Inside this issue:

Possible Layout Changes	1
SASME Business Meeting Time change	1
Track Cleaning Activities at SASME	2
Calendar	2
Member News	2

Special points of interest:

Operating and Running Nights: see Calendar on page 2

27 Active Members

2 Applicant Members

POSSIBLE LAYOUT CHANGES

Sometime in the next few months, SASME will be having the monthly business meeting at a location other than our "club". All members will be informed as to the alternate location. The reason is to have enough space to appropriately present and discuss the possible changes to the layout.

President Nick Buchholz says:

"The purpose of the meeting is at least two fold: first to get a consensus of the members as to whether we should consider going ahead with an expansion of the current layout. The reasons for the expansion/rebuild are:

1. to increase the distances between towns and add passing sidings
2. to separate the east and west ends of the railroad
3. to expand operations possibilities
4. to eliminate the hard-to-access tunnels on the current layout
5. to add staging tracks for off layout areas
6. to increase the possibilities for narrow gauge operations

"The second purpose is to present the double deck proposal the Wednesday night supper club and I have been discussing for the last two years.

"There will certainly be an opportunity for the presentation and discussion of ideas from the membership during the meeting."

SASME BUSINESS MEETING TIME CHANGE

Most of you have hopefully seen the email from Secretary Ben Kaur regarding a possible change to the time of the business meeting, from 7:00 PM to 6:30 PM.

The time of the meeting is not set by the Constitution or By-laws. The time and date have been set by an affirmative vote of the members present, provided a quorum is met. The current requirement for a quorum, based on 27 regular members, is 9.

Be sure to attend the next business meeting to discuss and vote on this issue.

TRACK CLEANING ACTIVITIES AT SASME

Don Willhoit sent out information about polishing rails. Don has been using this method on the narrow gauge portion of the layout for some time. Here is a link that will talk about the reasoning behind it:

https://sites.google.com/site/callboardspec/opinion

This is the Rocky Mountain Region/NMRA newsletter and Don is mentioned in the article!!!

Members of SASME have been using a different method for polishing the rails that member Paul Chandler uses on his home layout. The purpose of these methods are to eliminate the abrasive Bright Boy or other blocks used to clean rail. They tend to leave microscopic scratches in the rail head that in turn allow dirt to accumulate. This affects operating locomotives and potentially causes stalling.

We also have some members who are working to clean the wheels of the rolling stock. This helps eliminate dirt and keep it from being spread around the layout.

There's always plenty to do to keep things rolling smoothly!

CALENDAR

September

Business Meeting	4
Work Nights	11, 18
Open Running	23
Operations	24, 25

October

Business Meeting	2
Work Nights	10, 17, 24
Open Running	29
Operations	30, 31

November

Business Meeting	6
Work Nights	13, 20
Open Running	26
Operations	27, 28

Remember that if we don't complete an Operating Session on Wednesday night, it will resume on Thursday (the next evening).

MEMBER NEWS

SASME still has 27 active members. Chris Weiser has been approved for membership, but Jack Lentz has moved back to Ohio and has taken a Leave of Absence.

We also have received an applications from Don Stace and Ron Elwood.

SASME has lost some past members who had been on Leave. Joe Greynolds (who worked at Craig's Hobbies and moved to Iowa 20 years ago) passed away Easter Sunday. Hal Fritz, who was a member for a number of years, passed away June 18. And Don Thuresson who was a recent member passed away on July 22.

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- #10 code 70 curved turnout assembly fixture 60”/46” radius $50
- #8 code 83 curved turnout assembly fixture 30”/21” radius $50
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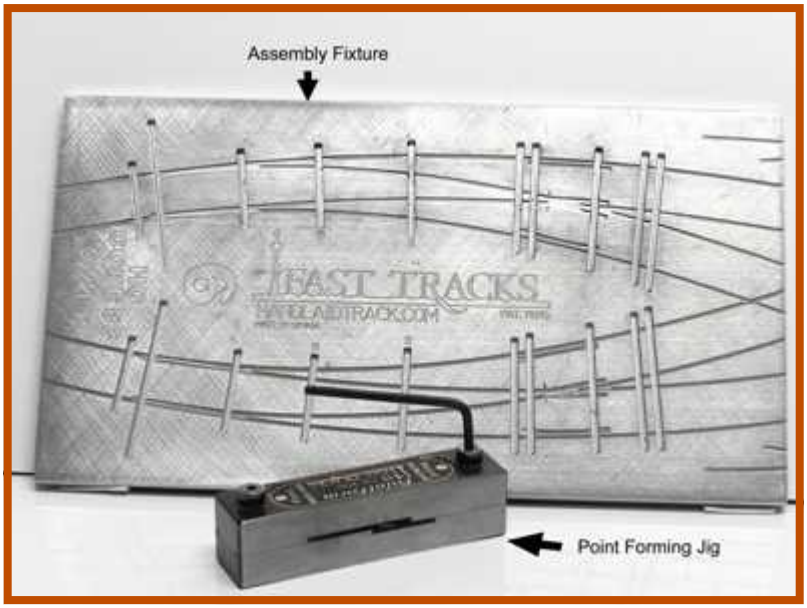

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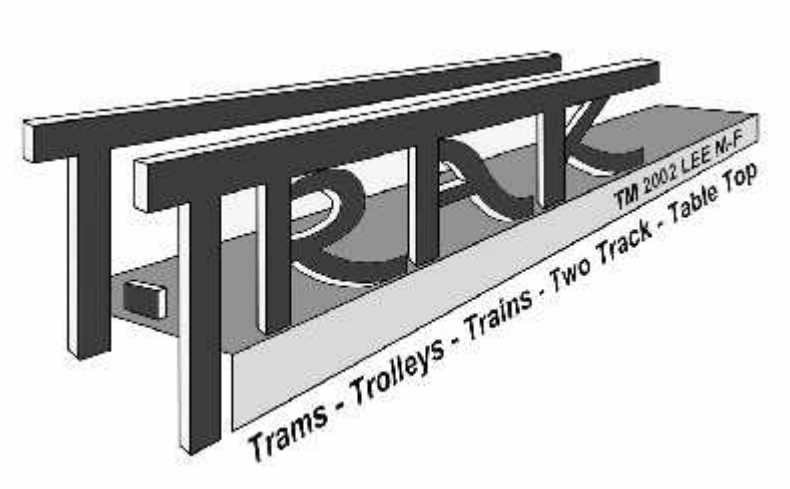

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FOR SALE—The Arizona Division has a large stock of PSR items which may be of interest to PSR members. Contact: Jim Tuck, Arizona Division Chief Clerk / Paymaster, 2829 North Fremont Boulevard, Flagstaff, AZ 86001-0712, jimtuck@aol.com, 928-773-9194.

SHIPPING: Will bill for actual shipping and packaging.

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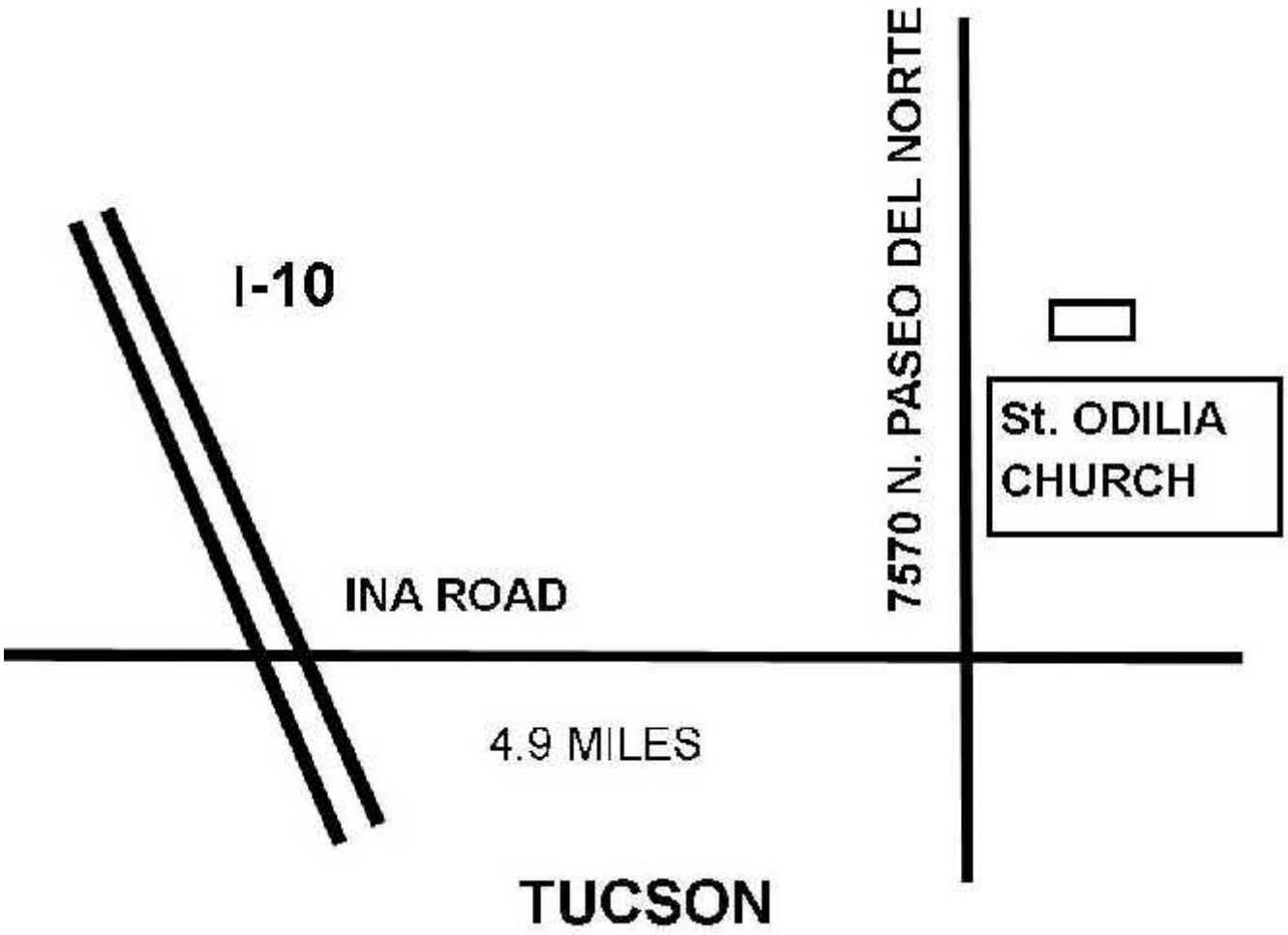

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