



SPUR LINE

Volume 48 Issue 1 January 2014 © Copyright 2014, Arizona Division, PSR, NMRA

SPRING MEET - ARIZONA DIVISION, PSR, NMRA Saturday, March 8th, 2014 - Sun City, Arizona *More info and schedule on page ; map on back page*



TUCSON MEET FALL 2013

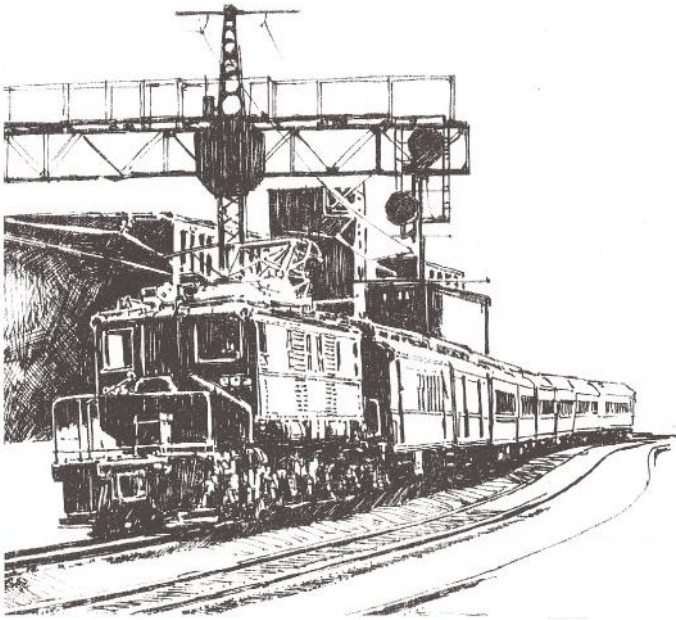


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FROM THE EDITOR - FRANK BAKER



Don Vest, at the Scottsdale Club.

Welcome to the 2014 spring edition of the Spur Line. Tucson meet was great. As you'll see, the Contest room had lots of great models, the clinics were awesome and it looked like everyone had a great time. I only had time to see one layout, so we went to see Gordon Geiger's layout. Since I have a fascination with steel mills, I thoroughly enjoyed his layout. I took lots of photo's to be used as a reference for my future steel mill complex.

While it might seem early to be planning the PSR meet for 2015, the Scottsdale club and officers of the division have been meeting to discuss the beginning details of the event. Lots of challenges lie ahead. If you are interested in helping, contact David Irick, President of the Arizona division or

Just before Christmas, we lost two friends in the hobby.

Steven Field, from the Scottsdale Club, passed away on December 22nd. (See page 54)

Roy Honetschlager, owner of Roy's Train World, passed on January 10th. (See page 32)

I would like to expand the articles on the club pages. I have had very positive feedback on this item. I need the clubs that have yet to participate, to step up and be counted. Send me an email and I can help you with what I would like to include about your specific club, I would also like to say that this is meant to be an ongoing series of articles. It would be nice to have each club submit an article, with pictures, of the recent events within their respective club. Let the readership know the history of your railroad, who and when the railroad club was started and what your goals are and how you expect to achieve them. Need a new member? Ask in the Spur Line and see what happens. There are probably a lot of lone wolves out there that would like to join a club.

One final note. This is your newsletter. If you have any ideas on what you would like to include, please drop me an email. The folks that receive the print version do not see any of the information that you are receiving. In the not to distant future, the print issue will be no longer. It is up to you to help continue to make the electronic issue a fine publication. Any and all ideas are greatly accepted. Thank you for all your support and I look forward to hearing from many of you.

Frank Baker

Editor, Spur Line

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*.

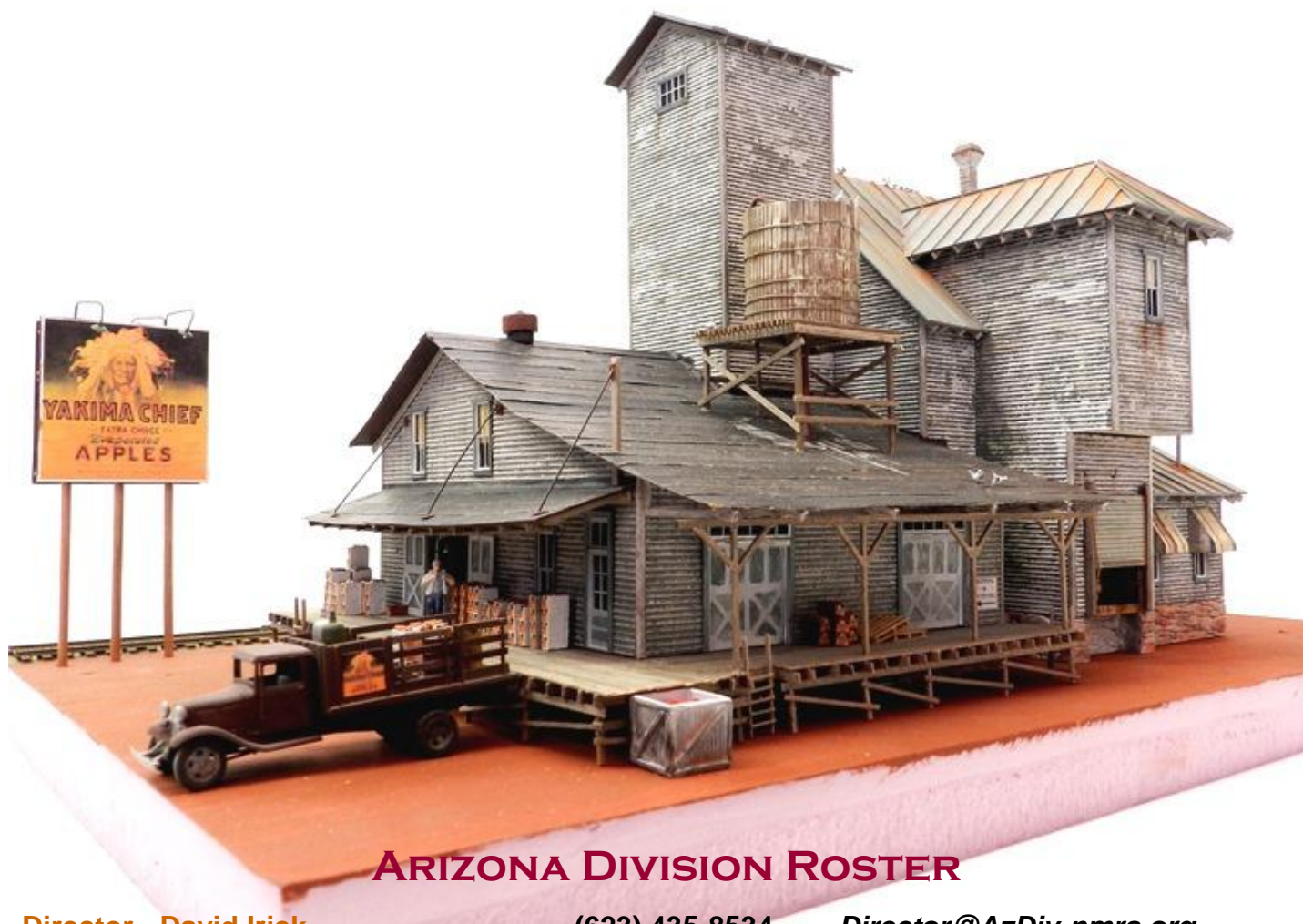


Gold Level – Contribute \$750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

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.





ARIZONA DIVISION ROSTER

- | | | |
|---|-----------------------|---|
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| Model Railroad Estate Assistance-Rick Watson – | | <i>Estateassist@AzDiv-nmra.org</i> |

SUMMER MEET - ARIZONA DIVISION, PSR, NMRA

Saturday, March 8th, 2014 - Sun City, Arizona

DEPOT Sun City Model Railroad Club @ Recreation Center
 NE. corner of 107th Ave and Peoria Ave. (map on last page)
 Meet Contact: Alan Vincent (480) 406-3034

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
 FREE - Non-member guest accompanied with member

SCHEDULE

9:00 am - Registration opens. Enter contests until noon.
 10:00 am - Meet Begins with Welcome and Introductions
 10:05 am - CLINIC: Prototype Operation of a Model Railroad Part 2 - 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: "Chinese steam Locomotive Plant" - Gordon Geiger
 1:30 pm - CLINIC: "Simple Methods to add resistors to rolling stock Wheel sets" - Don Stewart & Eric Jonason
 3:00 pm - CLINIC: " Maricopa Slim" - Art Carlton
 3:30 pm - Announce contest winners, door prize drawings.
 4:00 pm - Meet Ends—Layout Tours

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 "**PRIORITY FREIGHT**" with a maximum of ten cars / locomotives, The Levity category will be "**REEFER**". 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 Christmas season has come and gone. It is the time of the year to show off our trains to family and friends at our club's open house and our homes. This is always the best time of the year to get those projects finished. It is also time to Share our hobby with others and see if you can spark the interests in a new modeler.

My wife and I had a great time at the PSR Regional Convention in San Bernardino, CA in September. We wish to thank everyone who donated the many prizes that we hauled back to Glendale. If you were not present, the Arizona contingent did quite well in the raffles and drawings. We look forward to continuing our streak of luck at future conventions.

The Arizona Division held our winter meet in Tucson, AZ on November 9th. We had 105 members and friends in attendance and all had an enjoyable day. As usual, we held three clinics, ladies room, contest room, swap meet, and layout tours. I was happy to see us sign up 4 new members to the NMRA. The contest room was superb with many outstanding models. Our clinicians did an outstanding job with their presentations. Two clinicians stepped forward and offered to present another clinic at the March meet. It really makes me happy to see members involvement and how we come together to make our Division better.

Tucson is the last meet of the calendar year for the Arizona Division; the time has come for us to install our new officers for the coming year. We refer to this as our annual meeting; a time to thank the outgoing officers, introduce the incoming officers, and introduce the Arizona member of the year. Alan Vincent, our Division Superintendent, was elected for another two year term and Stan Sachau was elected as Chief Clerk and Paymaster for the next two years. Congratulations to both of them! I look forward to working together for the next two years. I was reelected for an additional two year term as your Arizona Director. I would personally thank you for your confidence in me and I look forward to serving you for two more years.

We have made some changes during the past two years and the new officers and I promise to continue that progress. We are committed to bringing you the best possible programs.

Your officers, staff, and the Scottsdale Model Railroad Club are focused and working hard planning for the PSR convention in 2015. The Scottsdale club has taken the 'bull by the horns' and are building an impressive program for us. The Scottsdale club has filled most of the convention core positions with their club members. I am always impressed when I see a group or club step up and say "we will handle this for the Division". It is a big job hosting a convention, so let's volunteer to help the Scottsdale club. The more people that volunteer the easier the job is for all and the more fun we all will have.

One of the greatest privileges I have as Arizona Director is to announce the Arizona Division Member of the Year. That announcement was made at the PSR Regional Convention in San Bernardino, CA; I was privileged to hand the coveted bell to our outgoing Chief Clerk and Paymaster Jim Tuck of Flagstaff, AZ. Everyone agrees that Jim did an outstand job as Chief Clerk and Paymaster, mentor for grade school students interested in the hobby, and coordinator for our June meets in Flagstaff. Jim's leadership, willingness to help in anyway needed, and community

DIRECT FROM THE DIRECTOR – DAVID IRICK

involvement is an example for all of us to follow. We all are proud of calling Jim our friend.

That takes us to the future! In 2014, we will be holding our next all day meet in Sun City, AZ on the second Saturday in March. Check the Division newsletter, the Spur Line, for complete details.

Again, I hope that you all had a very Merry Christmas and Happy Holidays with family and friends. I hope that you ran a train around the Christmas tree just like you did when you were a kid. Remember, we Railroaders never grow up.

FROM THE SUPERINTENDENT—ALAN VINCENT

It's hard to believe that 2013 is now gone and 2014 is here! I don't know about you, but for me, last year went flew by like crack passenger train thundering by a rural station. Seemed like we just caught sight of it racing toward us, and then in a storm of vibration, noise, and swirling dust it sped by, and we watched it's markers quickly fade away. Woosh!! What a good year it was for the Division, we saw stops in Phoenix, Flagstaff, and finally Tucson for our well attended Division meets. Those station platforms were full of old friends, new acquaintances, and the overall excitement of the passion shared by all of us. These station stops seemed to be a constant flurry of activity with set up, numerous clinics, incredible contest model entries, and well deserved awards and recognition for their skilled execution. Then all to soon it was time board again, and to quickly disappear down the track to the next station. I salute everyone of the hard working individuals in our division who helped make 2013 a great success, and shared their time and talents to make it a great year.

The final stop of the year at the Tucson Meet, treated us to volumes of information on how to add prototype operations to own railroad empires! Giving us a view behind the curtain of the role of the men and rules that make a railroad operate in the real world, and how that template can be overlaid to a give added realism for our own systems. Got some well needed guidance on simple electronic circuit construction and applications that will enhance many railroads. The techniques and straight forward style, showed that even a novice equipped with the basic information from the presentation, could construct various simple electronic circuits for use on a model railroad. Finally we were all treated to a very informative and entertaining presentation on the history of Fred Harvey and his company. The presentation was pack full of historical photographs, detailed information, and best of all we were treated to our own 'Harvey Girl' in full authentic period uniform! The masterful presentation was the highlight of the Tucson Meet.

Now we look forward to 2014 and the next stop. The Spring Meet will once again be hosted by our friends at the Sun City Model Railroad Club. The facility is wonderful and it will be a pleasure to see the new updates and additions to the Clubs layout. Mark your calendars and plan to attend a great way to start off the modeling year.

Let's make 2014 even better than 2013! Looking forward to seeing you all there!



CHIEF CLERK & PAYMASTER REPORT

BY: JIM TUCK

First—Many thanks for the opportunity to serve the division for the past two years. It’s been an honor and a pleasure. And, special thanks to Dave Irick for naming me “2013 Member of the Year”. Congratulations to Stan on his election. He now has the treasure trove.

89 attended the November meet in Tucson. The group included 77 NMRA members, 9 visitors (non-members), and 3 guests of members.

Past two years’ meet attendance:

2012	2013
November / Tucson – 95	November / Tucson – 99
June / Flagstaff – 59	June / Flagstaff – 63
March / Sun City – 125	March / Sun City - 116

Arizona Division members brought two guests under Alan’s competition. Each of the following division members has brought guest(s):

- March 2012: Alan Barnes, Veryl 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
- November 2013: Lenny Smith & Lee Stoermer

So, the former Chief Clerk & Paymaster is still in the lead!

Account Balance January 1, 2013	\$4,488.52
INCOME	
Meet Registration	\$1,697.00
NMRA Member Registration	\$246.00
Company Store Sales	\$717.50
Swap Meet Table Sales	\$30.00
Spur Line Support	\$0.00
Donations	\$10.00
TOTAL INCOME	\$2,700.50
EXPENSES	
Spur Line Distribution & Printing	\$2,500.99
Meet Locations	\$643.00
Meet Expenses	\$258.05
Raillette Expenses	\$268.26
NMRA Member Registration	\$113.85
Company Store Expenses	\$500.00
Meet Equipment	\$0.00
Miscellaneous	\$34.95
TOTAL EXPENSES	\$4,319.10
Account Balance November 10, 2013	\$2,869.92

FROM THE CONTEST ROOM / TUCSON/CHUCK HAMMOND



The Fall Meet in Tucson was a memorable event for all in attendance. Between the judged entries in structures, motive power, displays (dioramas), and the popular categories of photos, favorite train and levity there were over 35 items on display. However it was not simply the quantity of items that caught a person's eye but the quality of the craftsmanship and ingenuity that was displayed.

Our division offers contests that are available to the experienced modeler and the beginner alike. The judged entries attract mainly the craftsman modeler. Entering the "judge" contest offers a person the opportunity to showcase their work, receive recognition in the Division, and the possibility of earning a Merit Award which is applied to the NMRA Achievement Program and the endeavors to earn the NMRA Master Model Railroader distinction. The categories of the Achievement Program that are represented by judges contests at the Division meets include Motive Power, Cars, Structures, and Scenery – also known as Diorama or Display. The requirements to achieve a Merit Award are outlined on the NMRA site at [NMRA Achievement Program](#)

However, the Arizona Division of the Pacific Southwest Region also offers a number of Popular Vote contests. The categories open to all NMRA members include; Photography, Favorite Train, Levity, and Favorite Model. In addition the division is implementing a Creativity Contest to spark the imagination and attract more participation. But more on that later. These Popular Vote categories offer even the beginner in the hobby a chance to participate in a contest and showcase their work. Bringing in a photograph of a prototype or model is an excellent way to share your talents. Favorite Train and Levity allows the beginner to compete head on with the more experienced modelers as the guidelines for voting is not limited to by the criteria of judged entries. In addition the Arizona Division always offers a table for members to display "Miscellaneous" items that don't fit the Favorite Train or Levity categories. This might include a piece of track work that you hand built, a new boxcar that you weathered, an electrical project for your railroad, or a model kit you built with your own added custom interior. All items entered into the contest are eligible for Favorite Model and who knows, your entry just might win the hearts of those in attendance.

At this time some of you might be asking yourself, "Why enter a contest when I know I can't win?" or the infamous, "But my skills just aren't good enough to even compete for a Merit Award!" I know these questions quit well since I was very intimidated by the structures, rolling stock, and motive power that I saw on display when I went to my first Division Meet. In my mind, these models were masterpieces that I could never equal. I studied the models and began talking to the builders. I asked questions about techniques they used and the time it took to build a particular model. During the discussions every one of the "masters" talked about the challenges and failures they encountered until they achieved the skill to reach the desired result. In addition I listened as individuals I considered a master looked at another person's model and praised their weathering, or painting, or scratch building technique and studied it so they could improve their own skill. Sitting there it dawned on me, model building is like the game of golf. Skills are developed by practice, repetition, feedback and more practice.

FROM THE CONTEST ROOM / TUCSON / CONT.

This is where the contest at the Division Meet comes into play. First, entering a contest takes you from spectator to participant. Preparing for the next meet you are putting your skills to work as you build your next project. You plan, build, evaluate your work, and possibly redo an item to achieve success. In golf this is the practice done on the driving range and putting green. Second, being part of a contest whether a judged category or a popular vote provides feedback. People attending the Meet, including those you consider “the masters” will provide positive reinforcement of items done well, and offer suggestions of how to improve in other areas. Taking this feedback and applying it to your next project is like the golfer who pays the golf pro to help improve their game, but in our hobby, this coaching is free! Third, entering a contest opens a new door in the hobby, recognition. The 1st thru 3rd place winners are awarded plaques/ribbons for their work at the Division Meet, the Arizona Division *Spur Line* publishes the list of winners and all Merit Award winners are recognized. In addition the NMRA publishes the names of individuals earning an AP Certificate or the coveted MMR. Last, entering a contest is fun. The Levity contest opens a new realm to the hobby letting the playful side in us escape. Win or lose remember we all got into the hobby because model railroading is meant to be fun!

Prior to wrapping up this column a couple of items need final attention.

The Creativity Build contest is underway.

As we announced the **Creativity Build** is a popular vote contest (models can also be entered into Structure or Display contest for judging if desired by the entrant). Participants in the contest are using the City Classics “Railroad Street Company House Kit” (Kit #111) to showcase their talent in taking a plastic kit and creating their unique home or ????. The rules for this contest are very simple. Participants must use at least 2 walls of the kit and build a structure on a footprint no larger than 12” x 18”. Other than that let your imagination run wild. You can build the kit as is and showcase it with scenery and household clutter, take a couple walls and build an entirely different home, or take those walls and create a completely different type of structure like a retail business or railroad structure. There is no limit to your imagination. If you did not purchase one of the kits through the Division, you can still enter the contest by purchasing the kit from a retailer, building away, and bringing it to the March meet.

Look forward to seeing everyone at the Spring Meet in Sun City!

RAIETTES BY: JANET SPOONER

Due to a communications error, the room normally available for the Railettes was locked and no other room was accessible. So-o-o, they did the next best thing, went shopping.

FROM THE CONTEST ROOM / TUCSON / ALAN BARNES



We had outstanding entries in the contest room at the Tucson meet in November. In the judged contest, all but one of the entries earned a Merit Award. Plenty of competition in the; Structures Open, Prototype Color Photograph, Favorite Train, and Levity Areas.

The Structures Open contest judged category had six great models, very close in scores. Fourth place earned a merit award. The fifth place model with some additional work could have qualified for a merit award. The quality of modeling in the Arizona division is top notch. Frank Baker had the highest score of 105 and earned Best of Show, but three other modelers were keeping the heat on.

The favorite train category had plenty of entries for popular vote. I really enjoyed the “S” scale models. I model in HO, so seeing another scale is a nice change.

The Levity competition was fierce, for a change, with six entries. Chuck, the Contest Room Chairman, swept the ribbons away from all contenders. I counted the votes, so he won fair and square. We will see if this happens again in March. I talked with some people about the Levity Arena, e-mail the contest chair with topic ideas and maybe it will be chosen. The same holds true with the Favorite Trains category.

The display model had some of the best peeling paint that I have ever seen. A very high score and a well deserved merit award.

Ed “Critter Man” Urmston showed the right stuff in the motive power category. This small model included DCC decoder and sound. I would love to see this model in action. No more excuses for my RS-3’s and Shay.

Someone, who will remain anonymous, failed to retrieve their entry at the close of business. Fortunately, paperwork and a good friend remedied the situation.

As always a BIG thank you to the Judges. Another hard time differentiating between all the high quality models for the judges. A friend of mine joined the NMRA at the meet, so I volunteered him to be a contest judge, and paired him with one of the most experienced judges. Quite the first day in the NMRA. We are fortunate in the Arizona Division to have a large group of dedicated and professional modelers willing to miss the clinics and provide quality and consistent evaluations of the entered models.

The creativity contest has officially started with the pickup of the base kit at the November meet. All the spare kits purchased by the division were sold at the meet. The whole kit is not required to be used, so multiple entries could be made from one kit. It would be interesting to see how many entries can be made from one kit. If you have pieces remaining, please feel free to donate/sell them to another so that they can participate in this event. You do not have to be an NMRA member to participate in this contest. You could also trade parts with others. You can purchase this kit from Walthers, if more parts are necessary. I even parted with one of my kits at the meet – I’ll have to make do with less original parts.

FROM THE CONTEST ROOM / TUCSON / ALAN BARNES (CONT.)

Everyone who purchased a kit, or kits, please make your best effort to bring your creation(s) to the March meet. You may use a proxy, if necessary. This is generally for popular vote, although concurrent judged contest entry is allowed, so even "in progress" models are welcome. The theme must be somewhat railroad model related, but we will see what Chuck "Mr. Levity" does. There were a lot of questions at the November meet about the top of table to ceiling height restriction, but the contest staff probably could be persuaded to allow a model to sit on the floor, if necessary. Remember to include your name and your contact information with your entry in a location that is not visible to the voters (a sheet under the model base would be satisfactory). Thanks to Jim Tuck, Frank Baker and all the others who have made this contest event possible. I guarantee that you will not want to miss the results at the March meet. Full contest rules are posted on the Arizona Division web site. Let the Fun Begin!

Thanks again, to all who entered the various contests at the November meet.

FROM THE AP CHAIRMAN—DON STEWART



At the November Arizona Division Meeting, seven (7) Merit Awards were earned by members who entered models in the contest. These modelers and their models (in alphabetical order) were:

Frank Baker	Duffy's Tire Garage
Frank Baker	Yakima Apples Building 1
Frank Baker	Yakima Apples Building 2
Stephen Drees	Loco Service Shop
Tim Gilliland	Wholesale Fish Company
Lee Stoermer	Russell Scotts Pub
Ed Urmston	NHN Loco number 27

The competition for first place was very tight as the quality of the models was very high. There were a lot of buildings entered in the contest (six) and one loco entered. No one entered a freight car. Entries usually vary a bit from contest to contest, but in a bit of gamesmanship, I suggest you bring a few models in each category. You can then see what category has no entries and enter a model in that category. This will increase your chance of earning an award.

If you have contributed time or served in an official capacity for the NMRA, contact me and we can go over the requirements to earn a Certificate. The NMRA web site under the Achievement Program has a list of the requirements for each category and the forms to fill out for any judging that needs to be completed. The link to these forms are at the bottom of the requirements page.

FOR MORE INFORMATION ON THE ACHIEVEMENT PROGRAM

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

CONTEST RESULTS - TUCSON DIVISION MEET

NOVEMBER 9, 2013

Best In Show

Duffy's Tire Garage – Frank Baker – Merit Award winner*

Structures — Open

1st Place – Yakima Apples #1—Frank Baker

2nd—Yakima Apples #2 - Frank Baker

3rd Place - Wholesale Fish Company - Tim Gilliland

Honorable Mention - Russell Scotts Publishing - Lee Stoermer

Display — Open

1st Place – Loco Service Shop —Stephen Drees

Motive— Open

1st Place – NHN # 27 Critter — Ed Urmstron

Favorite Train

1st Place –HO Shay Misc Train—Lenny Smith

2nd Place – UP Stock Train—Gordon Geiger

3rd Place—HO Santa Fe Tank Train—Terry Dorset

Levity

1st Place – NKP 50' gondola Well car — Charles Hammond

2nd Place— Well Done 40' Oscar Meyer Reefer—Charles Hammond

3rd Place—Not Well 50'Santa Fe box Car—Charles Hammond

Favorite Model

1st Place – Loco Service Shop—Steven Drees

2nd Place—Yakima Apples #1—Frank Baker

3rd Place—Duffy's Tire Garage—Frank Baker

CONTEST RESULTS - TUCSON DIVISION MEET

NOVEMBER 9, 2013

Photography

Model — Color

1st Place – Commuters to LA—Nelson Steinmetz

2nd—Asleep at the Throttle—

Model — Black & White

1st Place – Zebra on the Bridge—Charlie Nidever

Prototype - Color

1st Place – 3 way Switch—Allen Greger

2nd Place – Running Late—Charlie Nidever

3rd Place—Rayonier Willamette—Ed Urmstrom

Prototype - Black & White

1st Place – Waiting for the Morning Orders—Charlie Nidever

Contest Room Judges

Terry Dorset, Richard Petrina, Roger von Seeburg, Dan Thompson, Bruce Petraca, Jon Wolfe, Don Stewart, Stan Sachau, Ralph Beadle, Frank Baker*

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.

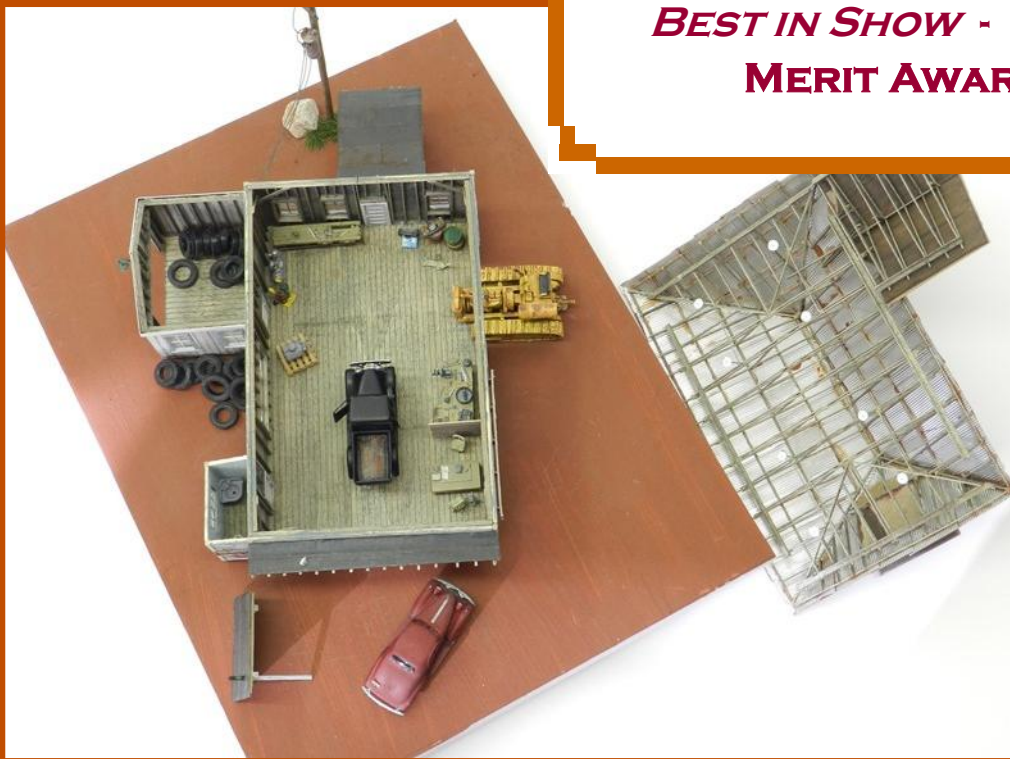
* Individuals that have entered items for judging do not participate in judging their own work.

DUFFY'S TIRE GARAGE - Frank Baker *

34 18 22 18 13 105



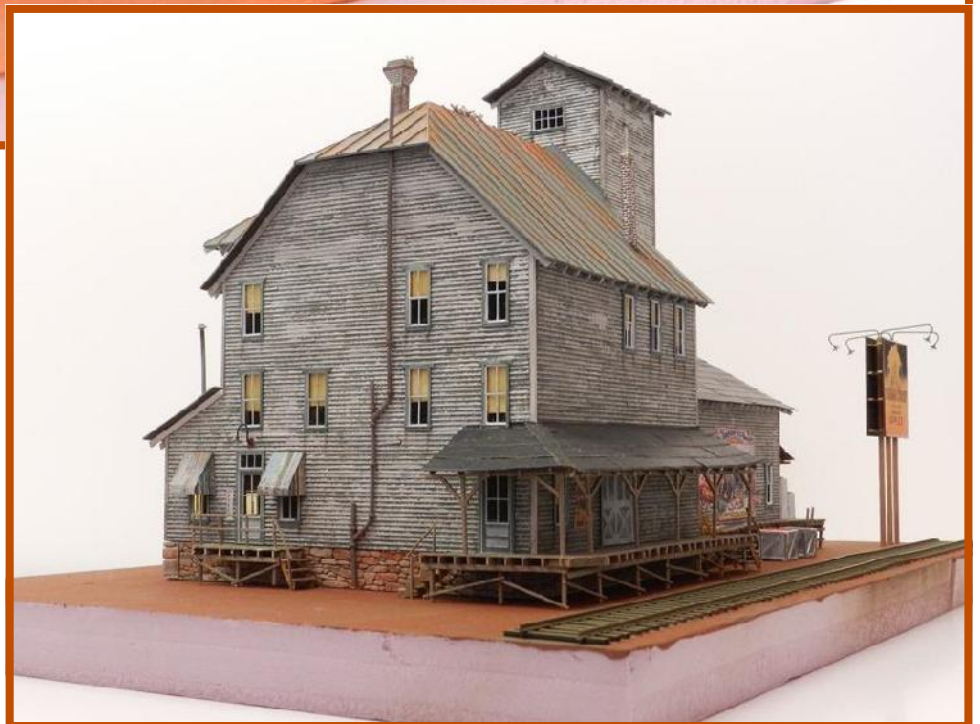
CONGRATULATIONS!
BEST IN SHOW - FRANK BAKER
MERIT AWARD WINNER



STRUCTURES
OPEN

1st. Place - Yakima Apples #1—Frank Baker *

34 18 15 21 14 102



**STRUCTURES
OPEN**

2nd Place - Yakima Apples #2—Frank Baker *

30 17 15 18 13 93



STRUCTURES
OPEN

3rd Place - Wholesale Fish Co. -Tim Gilliland *

32 13 19 19 6 89



**STRUCTURES
OPEN**

Honorable Mention– Russell Scotts Publishing- Lee Stoermer *

28 16 13 19 12 88

STRUCTURES
OPEN



1st. Place - Loco Service Shop—Stephen Drees *

36 20 13 21 10 100



DISPLAY—
OPEN

1st. Place - NHN #27—Ed Urmstrom *

33 17 12 17 9 88



NOTES:

1:* = MODEL SCORING 87 1/2 POINTS RECEIVE A MERIT AWARD

2: IIN ORDER FOR A MODEL TO RECEIVE 1ST PLACE IT MUST RECEIVE A TOTAL OF 76 POINTS

CONTEST ROOM JUDGES

Terry Dorset, Richard Petrina, Roger von Seeburg, Dan Thompson, Bruce Petraca, Jon Wolfe, Don Stewart, Stan Sachau, Ralph Beadle, Frank Baker*

* Individuals that have entered items for judging do not participate in judging their own work.

Levity
1st place
*NKP 50' Gondola Well
Car*
Chuck Hammond



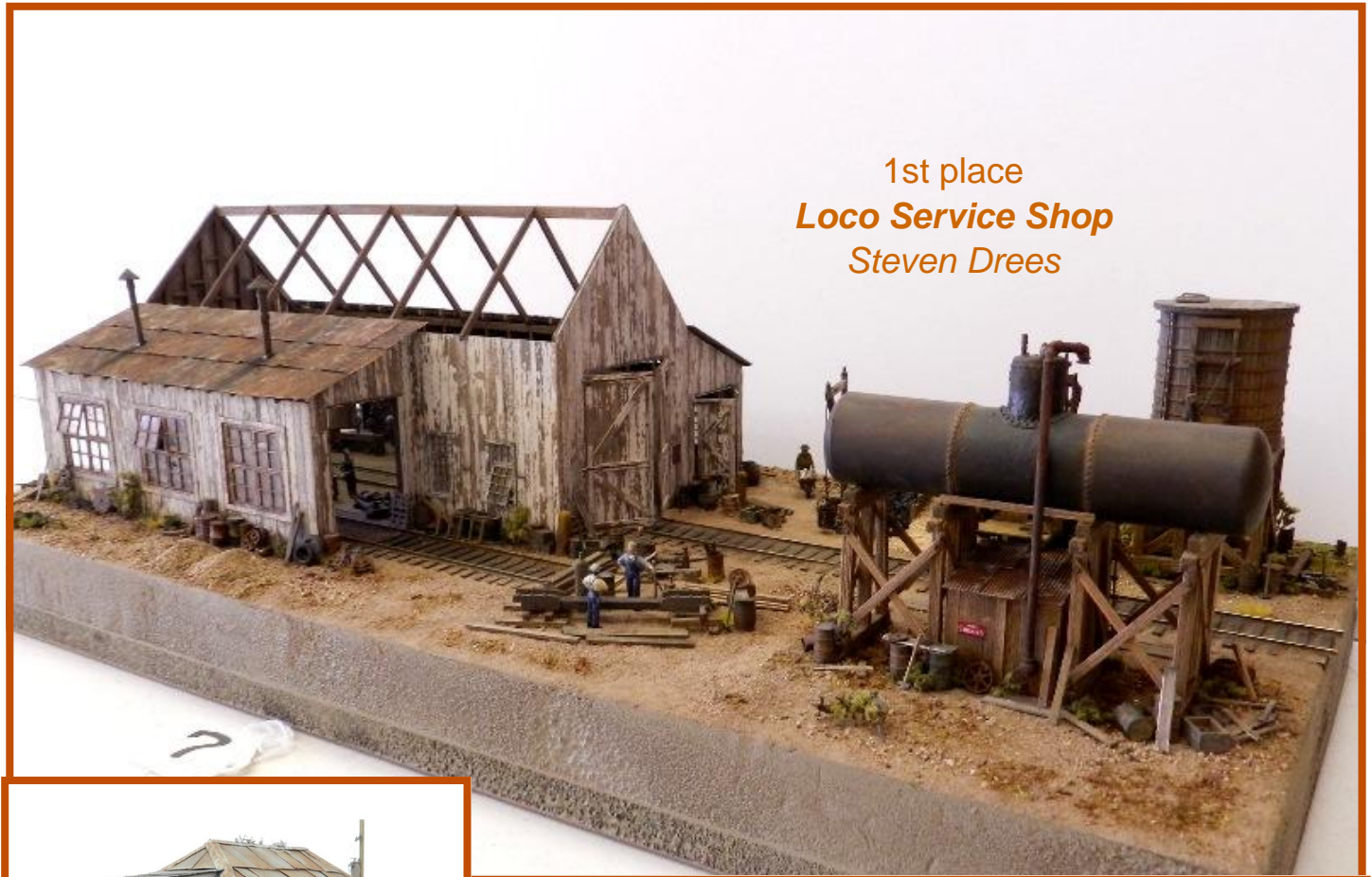
Levity
2nd place
*Well Done
40' Oscar Meyer
Reefer*
Chuck Ham-



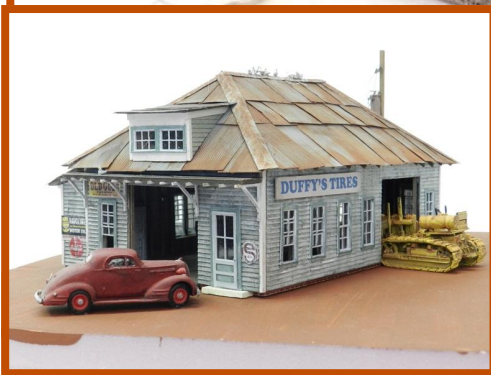
Levity
3rd place
*Not well 50' Santa Fe
Box Car*
Chuck Hammond



Favorite Models



1st place
Loco Service Shop
Steven Drees



3rd place
Duffy's Tire Shop
Frank Baker



2nd place
**Yakima Apples
Bldg.#1**
Frank Baker

PHOTOGRAPHY—MODEL COLOR



1st Place
Commuters to LA
Nelson Steinmetz



2nd Place
Asleep at the Throttle
Charlie Nidever

PHOTOGRAPHY—PROTOTYPE COLOR

1st place
3 Way Switch
Allen Greger



2nd place
Running Late
Charlie Nidever



3rd place
Rayonier
Willamette #2
Ed Urmstrom



PHOTOGRAPHY—BLACK & WHITE

1st place

Waiting for the morning Orders

Charlie Nidever



PHOTOGRAPHY—MODEL BLACK & WHITE

1st place

Zebra on the Bridge

Charlie Nidever



“LENNY’S CORNER” BY LENNY SMITH

About twenty years ago a friend of mine chartered the parlor car at the end of the then, “steam” R.R., Grand Canyon R.R. Being excited we showed up early and I was dressed as a conductor in my uniform with vest, R.R. watch and a sixty year old genuine conductor’s hat. The passengers began to arrive and started asking me questions like where their assigned car were. I quickly memorized where each of the thirteen cars were on the train and all other frequently asked questions so I could play my role as a real conductor.

Finally, off we went headed for the Grand Canyon. Our private car was at the end of the train. We had an outside rear vestibule where I spent the trip sucking up cinders, looking over the side watching the engine work on the curves. There was an older gentleman I spent much of the trip with and enjoying the joys of steam. Then it happened! The whistle blew, I leaned over the side to watch the action, and at forty five miles an hour, sixty miles from nowhere, my genuine conductor 1925 R.R. CAP blew off and over the bank. I began to grumble, telling this nice man that this was a real conductor cap given to me by my uncle Tom who worked for the Vermont Central R.R. for forty years. This fellow seemed to feel my pain and we continued to talk trains.

The trip was great except for the loss of my cap. That evening the train pulled into Williams. Several people, and RR. personnel began to gather at the end of the train with a T.V. and news paper reporter. They asked, “Where is Lenny Smith? “Why that’s me”, I replied. Then from the group emerged the mystery passenger I was with on the way up to the canyon holding my R.R. cap. WOW! The mystery man happened to be the superintendent of the Grand Canyon R.R. He saw the mile post marker, called one of his R.R. staff to drive their speeder sixty miles and fetch my cap.

In the end, they called the local paper and the story went to the associated press and was in news all over the country. Enclosed is a picture taken that day and which appeared with the article all over the country. My thanks again to the Grand Canyon R.R. staff for saving my conductor’s hat on that most memorable day in Williams Arizona.

WEATHERING PLASTIC STRUCTURES

Weathering of City Classics “COMPANY HOUSES” Frank Baker

Materials:

Grey Primer – WalMart Grey Primer

Brushes – ¾” wide for large flat areas, #2 or #4 for fine lines

Precision Tips “Q” tips and cosmetic swabs

Paints – Apple Barrel, Americana, Folk Art, Craftsmart, Plaid water base acrylic paint

Wax Paper

PanPastel burnt Sienna Ex. Dark

Other black, rust, yellow chalks

With the next meet on March 8th, my guess is that many of us have been busy with other things, and as of yet, not gotten around to building the company house, much less detailed it. I have built many plastic structures and here are a couple of ideas on painting and weathering the popular contest models. Since these parts are styrene plastic, you probably have read to always clean the plastic with soap and water. Well, I am going to show two different techniques. The first is unprimed, unwashed plastic and the second is primed with grey primer.

Remove the plastic parts from the package. Remove the walls from the molding sprue with a knife or cutting tool. Using a file or sanding block, clean the walls to insure that they are clean and straight and there are no projections from the wall. Cut and sand all the walls (front, rear and side walls). The manufacturer provides pieces of 1/16” x 1/16” styrene as wall bracing. Refer to the instructions provided by the manufacturer for location. This will insure that the corners are square and walls do not overlap each other. Glue all four walls together and let set.

The first model is painted with a grey primer that I purchased from WalMart.

This is a house brand rattle can. The primer is made by a major paint supplier, Sherman Williams and it is a great deal at about a buck. I keep several on hand, because I use them on everything . Once the model is assembled, paint and let the model sit for at least 24 hours. You want the paint to totally cure.

The second model is not cleaned nor primed. All plastics have a thin coating from mold release. If you find that you have blotches and streaks while painting, you might want to consider cleaning the plastic with soap and water. The plastic parts that I painted did not have any problems. If you do encounter blotches with the paint, you might want spray a clear coating of lacquer over the model to heal seal the paint to the plastic.



Let's talk about color and the relationship with the base material.

I painted one model with grey primer. The grey primer is a mid value. By that I mean that very light colors will show the grey thru. The picture (photo 1) shows a red over primer and a second photo (photo 2) shows a light yellow over the grey primer.

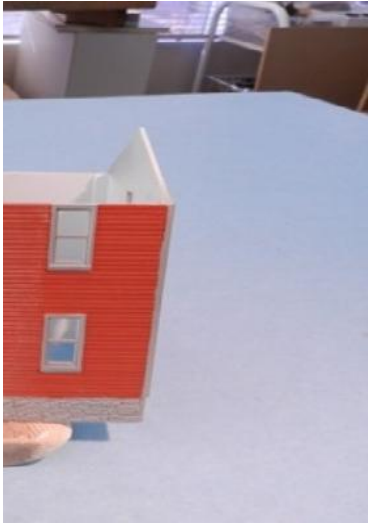


PHOTO 1



PHOTO 2

The plastic material or should you wish to paint it with a white primer, will show a lighter color as its true value. If you wish a light color over the white wall, you will have a clean, new look (photo 3). Conversely, a dark color over the white model will give you a deep rich color. A dark color over the white can also streak (photo 4). This is due to the lack of a tooth on the(rough) plastic surface. Spraying the model with a clear lacquer at the beginning will make this problem less obvious. These are not bad effects, but can be used to your benefit. Streaking can be combined with the absence of pigment, especially in the ridges of the boards.

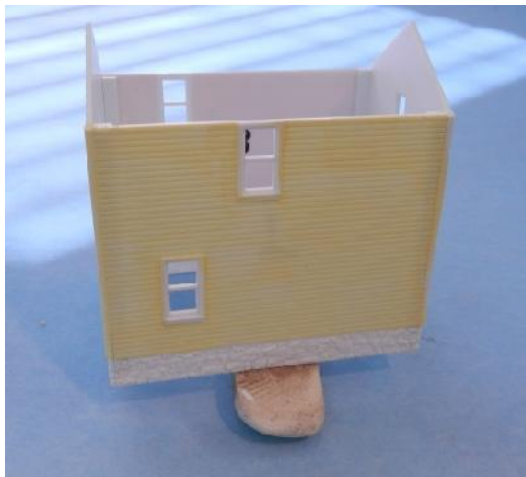


PHOTO 3



PHOTO 4

Photo 5 has a grey primer, painted red and that I have brushed with a light whitewash using $\frac{3}{4}$ chisel brush in a downward motion. The white has been lightly thinned with water to provide a thin wash of pigment. I use wax paper as my mixing surface. It's clean, quick and inexpensive. Start at the top and brush downward. Do not overwork this coating. You will wind up with a white mess. You are trying to create a weathered effect on the siding.

Another technique is using finely ground chalks over the painted surfaces. Using a "Q" tip with the precision tip, lightly brush a dark color on a light surface.

In photo 6, I used black on the yellow paint. I also used a rust color on the yellow to see the difference. These were applied to the yellow paint with the grey primer.

Let's see what happens to the yellow with the white plastic base. I have repeated using the black and yellow chalks. It produces a duller, dirtier, weathered surface. See photo 7

On the Red side over white plastic, I used something different. As you can see, the red pigment streaked over the white plastic. I used a new product called PanPastel. It comes in a variety of colors and is very good. I used a "Q" tip with the burnt sienna ex. Dark on it and then brushed the tip horizontally to highlight the boards on the wall. This also reduces the irregularity of the red base coat.

These are a few of the techniques that I have used in the past. One of the problems in seeing these techniques is getting good quality photographs. You really have to see them in person versus a photo. My advice is to try some different techniques on the inside of the plastic parts. I would recommend that you experiment with colors, then write down what you do in a ledger. This will help you repeat this technique at a later date. Well, I hope that this is of some help.

You'll have to wait until March 8th to see what I did to my building. See you then and I hope to see lots of different techniques for your painting solutions.

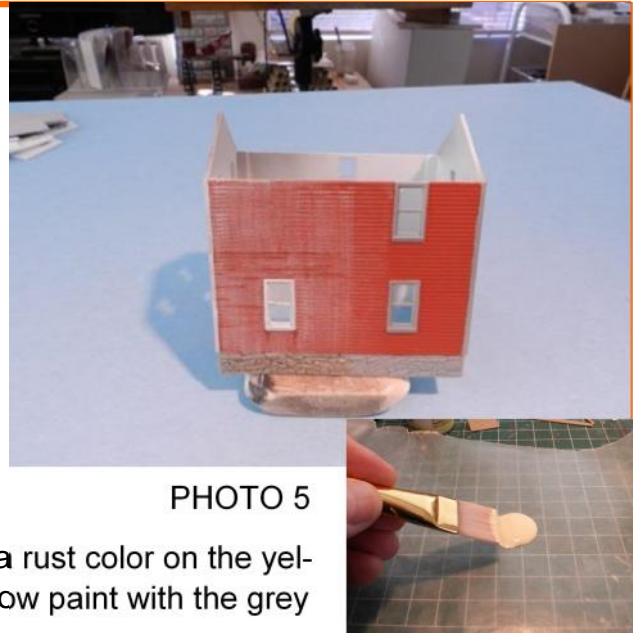


PHOTO 5



PHOTO 6

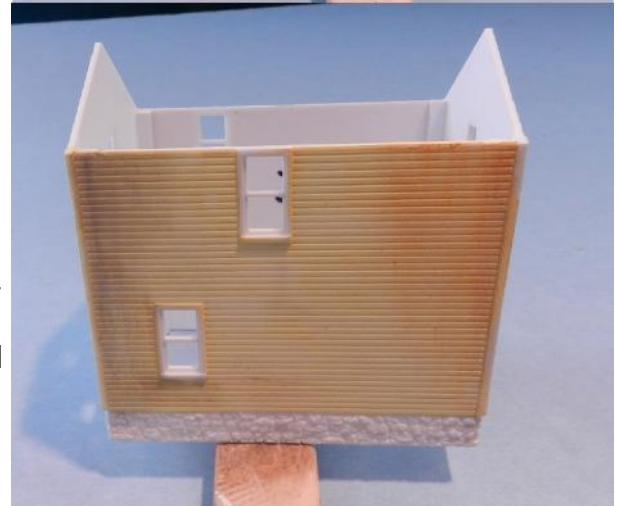
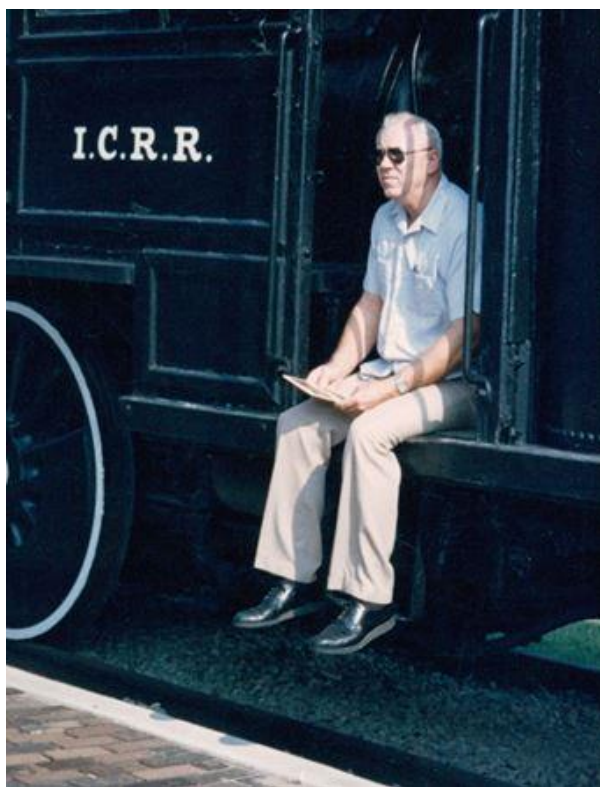


PHOTO 7



Leroy “Roy” Collins Honetschlager

August 16, 1930 – January 10, 2014

On January 10th, LeRoy Collins Honetschlager, “Roy” left this earth for his last great adventure. Roy was born in Mankato, Minnesota on August 16, 1930.

There, he met his wife Jacqueline, had four children, and began his career as an upholsterer.

In the mid-1960s, he moved his family to Arizona, putting down roots in the East Valley. He opened Valley Kustom Upholstery in Mesa, but also had a passion for model railroading. Dissatisfied with what was available to him in the valley for his hobby, and with the support of Dwayne Miller at Caboose hobbies in Denver, Roy tethered a U-Haul full of supplies to the back of his Rambler and towed back to Mesa. After taking over the showroom at Valley Kustom, Roy’s Train world was born on St. Valentines Day 1974. It is still in business today.

A gregarious man with a sense of humor, a big heart and a ready smile, Roy will be sorely missed by his family and friends. /he was a simple man who was devoted to his family, passionate about his hobbies and loved the open road. On vacations and after retiring, Roy and Jackie toured all forty eight contiguous states and Alaska.

Roy is survived by his beloved wife Jacqueline, four children, eight grand-children and twelve great- grandchildren. A private memorial service is planned.

COMING EVENTS



The PSR coordinator for the NMRA Operations Sig is presenting an "Ops Boot Camp" Saturday and Sunday the 15th and 16th of February in Tempe.

There will be discussions of the different methods of moving traffic (radio, timetable, CTC, staff etc) and presentations on car routing (car cards, waybills, tabs, tacks, switchlists, wheel repair etc).

That will be followed by hands-on experience on a 2000 sq. foot layout, in a 4000 sq. ft basement with very big aisles and no duck-unders. Switching techniques, train handling, communications and other topics will also be covered. Handouts will include a guide to setting up

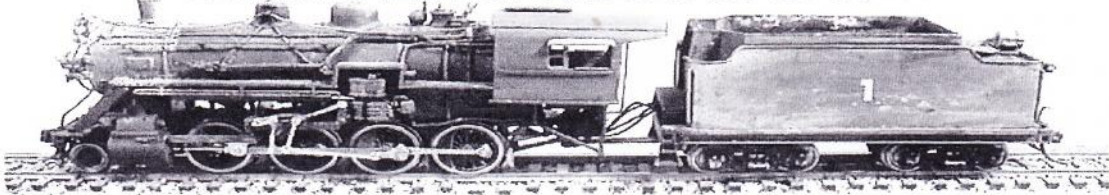
op system on your own layout.

There is no cost, but participants will have to provide their own meals, and, if not from the local area, lodging

The host will be W David Doiron. He is a NMRA Life member, has been operating in HO since 1955, and was a founding member of the OpSig. He helped organize the first national operations invitational in 1986, and has had the fortunate experience of operating on different layouts all over the country

Attendance is limited to first-come-first-served. For information contact David on 602-550-3583 or ddoiron at cox.net

www.ArizonaModelTrains.com



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www.ArizonaModelTrains.com

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

H.O. Brotherhood of engineers (H.O.B.E) (**NEW)**

Scales: HO

Contact: Tom Beecher (520) 579-3768

On the web:

Show Low

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

Operations on the Wyoming Division

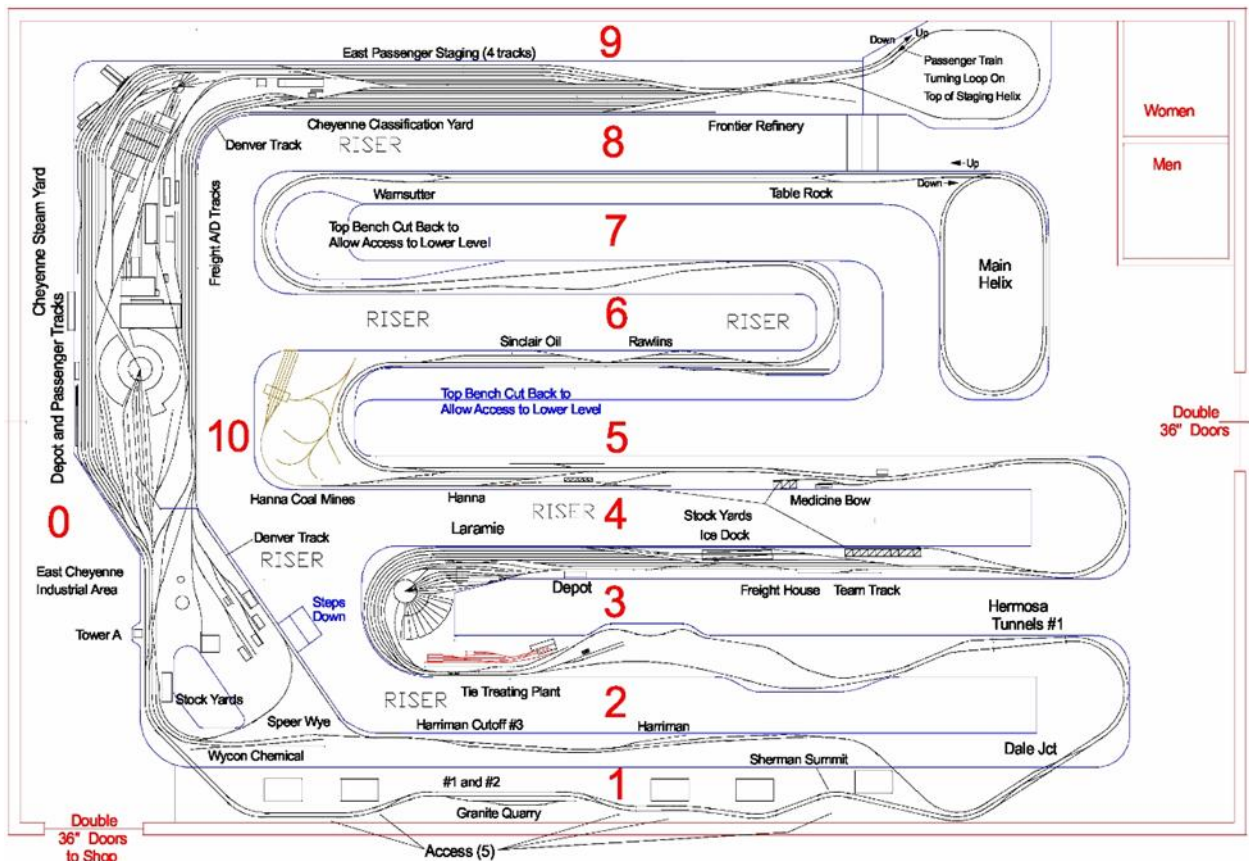
I have previously reported in the *Spur Line* on the development of the Wyoming Division, a very large HO layout in Cornville, AZ. Briefly, the layout is housed in a 50 x 75 foot building I built specifically for it and in an adjoining 30 x 36 foot shop building. The layout is being built for operations to run trains as prototypically as possible with the Union Pacific Cheyenne to Ogden 485 miles as the 1957 prototype.

The bench work is a true mushroom design on two levels, and the double track main line will be nearly 800 feet long when completed. We have currently completed 7 of the 10 freestanding benches and are going to start the last 3 in January. The two level benches are connected by a main helix of 3 turns of a 7 x 11 feet oval double track at one end (the middle of the layout) and by another 7 x 9 foot oval helix of 5 turns connects the two ends. The two ends of the layout connected by the smaller helix are Cheyenne on the upper level and Ogden on the lower level. Outside of these limits is staging which is a large area of setup tracks that imitate east of Cheyenne (Chicago, Kansas City, St. Louis and beyond) and west of Ogden (Los Angeles and Oakland). There is also a separate staging yard under the main helix for Portland at the end of the Oregon Short Line (OSL), which is hidden

track from its junction with the UP main at Granger, Wyoming.

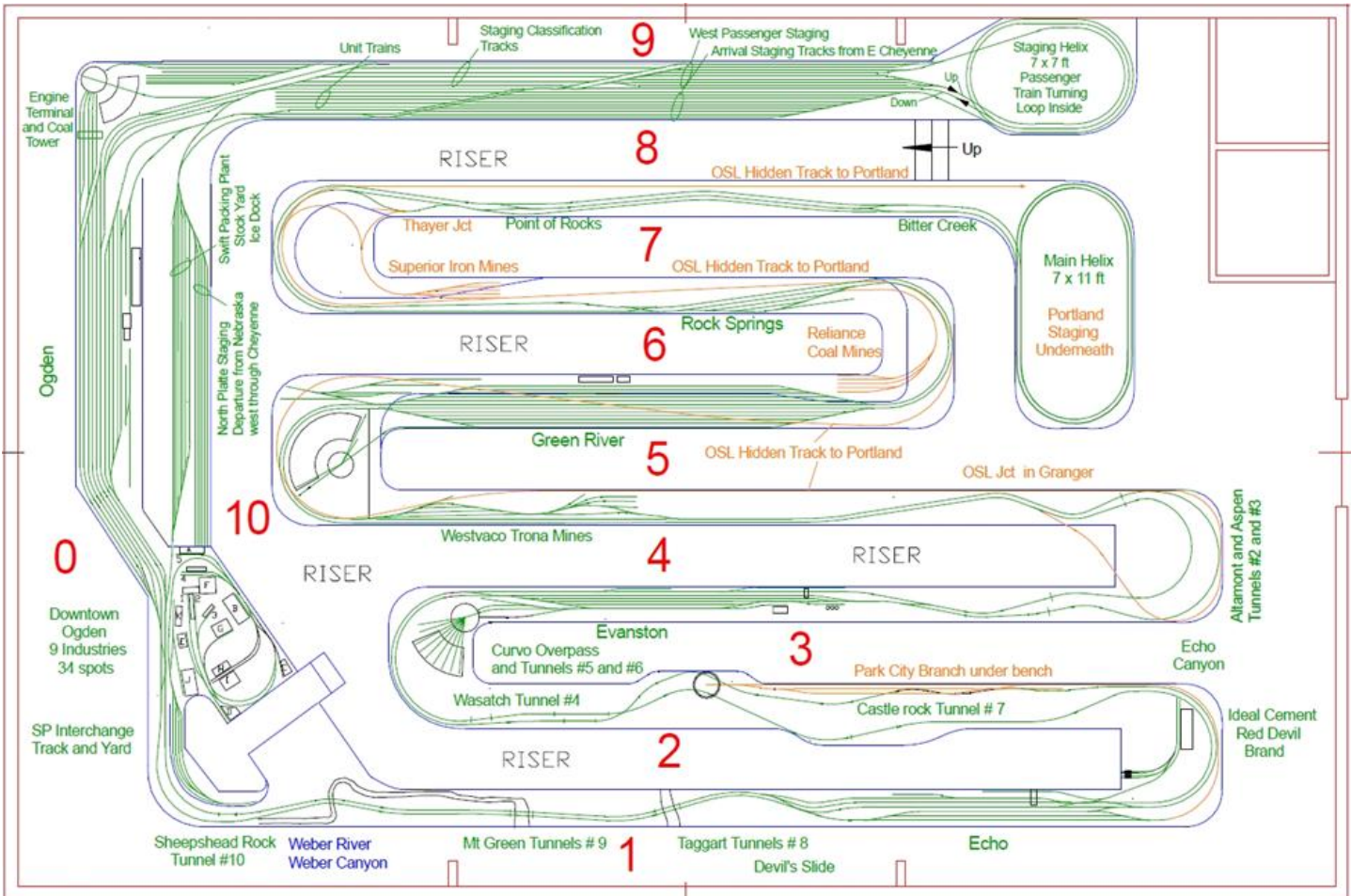
The first two drawings show the track plan as it will be when the layout is completed. Currently

Upper Level of Wyoming Division Track Plan in the 50 x 75 foot building.



THE WYOMING DIVISION MODEL RAILROAD CLUB

the benches between aisles 5/6 and 7/8, and 8/9 are not built yet, so the main helix is now located at the left end of bench 4/5, not as shown here at the end of benches 7/8. When those benches are completed, the helix, set down on its casters, will be rolled to its final location and blocked back up and left in its permanent resting place.



I have about 100 classic UP locomotives, 5 Big Boys, 11 Challengers, and numerous FEF and other late steam engines, as well as many early diesels and of course the gas turbine-electrics. We have 2,000+ cars, and run long trains of 25 to 30 freight cars or 12 passenger cars including the "City" trains of St. Louis, Portland, Los Angeles, and San Francisco plus the heavyweight Challenger and mixed trains.

Operations

On each of two levels of the present 6 benches are nearly 500 feet of double track main line (1,000 feet total), and staging has about 680 feet of track. Altogether we have laid about 3,100 feet of Code 83 flex track counting yards and leads. As previously reported in the *Spur Line*, we built the current 7 benches in two phases and connected the main helix at the end of the then current benches each time to run many long trains at once as a test of track and the DCC wiring. These two locations were first at the left end of bench 2/3, and later at the left end of 4/5. We invited modelers from all over the state and had as many as 15 engineers running trains, not operating, but just running many trains at once as a test at the end of each phase.

THE WYOMING DIVISION MODEL RAILROAD CLUB

Operations on the Wyoming Division are controlled by a Car Card and Clock Card forwarding system combined with a Train Order sheet for each train and a set of Locomotive Cards to determine train length and fuel and water stops and helper and engine change locations.

Single Trick Car Cards

The car cards are single move car cards. A given card always stays with a particular car, and has the identity of that car as a header. Below the identity is an array, the columns of which are "From," "To," "LD," "MT," "LCL," and "Unloaded." Each line of the card is for one move, and usually a car only moves once per session, but there is no reason why it cannot move multiple times by filling out the next empty line whenever desired. Besides the obvious "From" and "To" headings of the 6 columns listed below, the next 3 columns are to be checked if the car carries a load, is empty, or carries LCL freight, and the "Unloaded" column is for the date the move was completed. For example, a car may be

From:	Cheyenne	β	completed at set up of session					
To:	Laramie	β	"	"	"	"	"	"
LD:	loaded	β	Checked	"	"	"	"	"
MT:		β	To be checked when car is emptied (during Session or otherwise), or					
LCL:		β	To be used only for LCL cars i.e., left blank since the car is loaded.					
Unloaded:		β	To be dated when car is emptied (so also shows date of session)					

In this example, the car can be added as emptied in the "MT" column at any reasonable time, during the session, or afterward, and the LCL box is not used. If the "LCL" box were checked, then it would make no sense to check the "LD" box—a car cannot be both loaded fully with a single shipment and an LCL car. Therefore, for either the "LD" or "LCL" case, the check when it is applied to the MT column means the car is ready for other duty—it is empty. It can then be used again in this session or in the next session.

This single move nature to the car cards gives great flexibility without extra cards or markers in a small envelop, and in fact no envelop is needed. The car card serves as both the identification and the "waybill" of a 4 cycle card system. And rather than "turning" the "waybill" in the card (envelop) the next line of 18 is used. After 18 lines, the cheap cards are so worn that it is a relief to make a new card by filling out the top line for: car #, road name, car type, and color, and that is very easy.

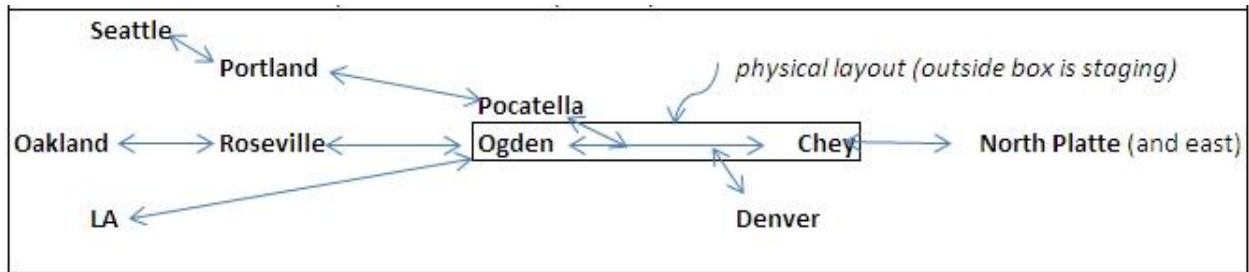
Block Cards

Very little switching was needed throughout Wyoming and eastern Utah on the prototype, because of the small populations there. Most freight traffic was in blocks of cars from east of Cheyenne to west of Ogden or west to east. But blocks were switched.

First consider those blocks headed east from Ogden to either points east of Cheyenne or points south of Cheyenne. As a matter of convention on the layout we use North Platte or "NP" as the destination off the layout east of Cheyenne (staging), and "NP" can mean Chicago, Marysville, Kansas on to Kansas City or St. Louis or any other eastern destination or origin. Likewise, south of Cheyenne is "Denver" by our convention, and that word means Denver, or Texas, or New Orleans, Miami, or anywhere else we want it to mean.

THE WYOMING DIVISION MODEL RAILROAD CLUB

For destinations or origins of blocks of cars west of Ogden we similarly conventionally use “LA,” “Oakland,” and “Roseville,” (CA) as code names. We also use “Portland” as a conventional name for destinations or origins of blocks of cars northwest of Ogden that go that direction via the Oregon Short Line (OSL). This branch line becomes hidden track at Granger, Wyoming, just west of Green River and leads to a separate “Portland Staging.” Diagrammatically the situation looks like this.



Routes for Blocks on the Wyoming Division lead to a natural method of naming trains

Inside the rectangle is the layout proper; outside the box are staging areas and the imaginary locations in the staging areas that we use as code names to name trains. Thus an east bound train might be “Roseville-NP PFE Special East” (Roseville, CA and Portland were the main west PFE loading places).

We have 6 types of trains on the Wyoming Division,

- Passenger: Highest priority that stop only at depots or for fuel
- Special: PFE and Stock Trains or other high priority remarkable trains
- Forwarder: Through trains that only stop for coal (or fuel), water, sand, and ashes or for helpers on or off, or for engine changes
- Manifest: Through trains with a few (typically 1-6) head end cars that should be set out in Wyoming or Utah, and can pick up cars also at those stops
- Cleanup: An extraordinary train that can be used to clear out an overwhelmed yard or to sweep up cars needed elsewhere during a session
- Local (or Drag): Entire trains of cars to be set out and to make pickups, lowest priority

Using the above code names, there are, for examples, “NP-LA Forwarder West” and an “Oakland-Denver Manifest East” trains, and any number of other combinations.

Considering the Diagram above, you will notice that according to the arrow, east bound blocks of cars seem to leave the layout before they get to Cheyenne. In fact they go directly from Laramie (50 miles west of Cheyenne) to Denver, bypassing Cheyenne on Track 3, the Harriman Cutoff and the wye at Speer. See the Upper level track plan. Therefore, blocks from west of Laramie, have to be classified at Laramie—some continue on the original train through Cheyenne to “NP,” via Track #2 paralleling Track #1 with others changing trains onto a Denver bound train via Track #3, the Harriman Cutoff. Or the original train may continue to Denver, with some of its blocks waiting in Laramie for a NP bound train.

The same situation happens at Green River where west bound blocks are sorted for either straight on to Ogden and through to “LA” or “Oakland,” or, alternately, northwest at Granger on the OSL for “Portland.” Therefore, Green River is a block classification yard for west bound blocks like

THE WYOMING DIVISION MODEL RAILROAD CLUB

Laramie is such a yard for east bound blocks.

These two splitting's of destinations for blocks makes the need for block cards, so what we lack in switching across Wyoming we gain back in switching blocks in either Laramie (east bound blocks to NP or Denver) or Green River (west to LA or Oakland or NW bound blocks to Portland), so now it is evident why my system uses both Car Cards and Block Cards.

Locomotive Cards

But wait! There's more....We also have Locomotive cards to regulate the number of cars a given loco can pull up the grades of Sherman Hill (Cheyenne to Laramie) or up the Wasatch (Ogden to Evanston). Out on the flat between Laramie and Evanston any loco is rated to pull more cars, and we make up our trains or modify them or add helpers to get near but not exceed those limits. The Loco Cards also tell where each loco must stop for coal (or fuel), water, sand, and to dump ashes.

Caboose Cards

We do not use caboose cards...yet, but if you bring your own caboose, I'll make you a card and you can use them both. Other than that I cannot see for what purpose to assign a caboose or who to call the conductor. But I'm working on it.

Train Orders

Finally we use a single 8 ½ x 11 Train Order for each train. They are largely preprinted, two for each type of train (east and west), and can be filled out in less than a minute for a particular train. The preprinted instructions are in the form of a table or array showing in columns in this order: the stops a train makes, notes, direction of running (L or R—did I mention we run left handed up Sherman and the Wasatch, just like the prototype?), the OS locations and special directions (report to dispatcher by phones along the way), where coal, water, sand, and ash dumps are *available* (but not necessary stops—those are shown by the Loco Card), where to get helpers and cut them off, and where to change locos.

It sounds complicated, and it is a bit in the conglomeration of Car Cards, Block Cards, Loco Cards, and Train Orders, but each of these 4 elements are simple taken alone.

When I completed my operating system as a concept, we had our first formal operating session on October 26, 2013 with 27 operators, and for an inaugural operation session it was a great success. On November 30 we operated again with 28 people and followed on December 26 with 30 coming to a third session.

Summary of Operating Sessions

The October 26th session was a great success considering it was our first formal session with a new, unique, and involved operating system. Below are a couple of photos of it.

The track and DCC wiring worked nearly flawlessly, with only a few operator error problems (run turnouts and other derailments, both causing shorts (operator error).

There were few rolling stock problems, but some bad order cars were removed from the tracks. There were no track problems. Kudos to Allen for his excellent track laying.

THE WYOMING DIVISION MODEL RAILROAD CLUB

One Challenger threw a rubber traction tire, and that caused trains to back up around Echo, Utah.

The most common error was novice engineers not knowing to stop for pickups or set outs. In other words they neglected to watch the fascia pockets for car cards they could take with them. This is not running around the Christmas Tree. The consequence for the overall first operating session was that the cars were often left on spot or carried too far.

But in such instances my system is “self-correcting,” because the next train going that car’s way can pick it up, and if it were set out too far along the line, a simple entry on the next blank line of the one shot car card would take that car back, or an alert engineer could do it on his own when he realized it was going his way (back).

And one train blew by his cutoff up the OSL, but I happened by on foot to show him where the junction he had passed 20 feet back was, then I flagged the rear for him and he backed up and stopped and moved forward toward Pocatella. Although I say this was a successful “operating session,” it was perhaps ½ ops and ½ “running trains.”

Experienced operators loved the system. One told me after about 2 hours, “I’m going to cancel my club’s session next month and bring every one here.” Later he wrote me and said, “Congratulations, you have managed to have prototypical operations with a minimum of paperwork.” Those two compliments were the highlight of the session for me.



Mike Nelson, Doc Shafer, Jim Tuck, and Lenny Wyatt between Laramie and Cheyenne, Mark Pelletier working the East Cheyenne Local (hard) and Mr. Squat and Get Blocked.

THE WYOMING DIVISION MODEL RAILROAD CLUB

In the second session in November I used the same 4 card system (car cards, block cards, TO's and locomotive cards) but added reporting locations to OS from 16 phones around the layout up to dispatchers overhead on the mezzanine. The phones were new this session, and it was the first time we had dispatching. In the first session I had attempted to "dispatch" (start trains only) from the floor and act as Call Boy to convince new operators to try to run a train. It was a mistake. First, I was too busy answering questions to get trains out, but on the other hand I only had 10 throttles so the number of



Jim (Doc) Shafer, Jim Tuck, and Bob Ellis near Speer wye outside of Cheyenne.

trains was limited to my 10 throttles and about 6 visitor throttles. (It took 10+ yard throttles for yard work, and 5 for local trains, so we were not able to start enough trains. Still, we did manage to run 35 trains in the 4 hours. That very day I ordered 10 more throttles from Mr. DCC who was operated with us.

Other problems were:

This second session I acted as Call Boy, but could not find the clipboards with the cards and TO's on them. When we pre-staged the layout the days before the session, we had left the clipboards on the fascia Velcro strips near the staged trains, and the experienced yardmasters found them and sent them out! The good news was that they notified the dispatchers, or had the engineers *they picked*, so as call boy I had nothing to do! Fortunately, either those YM's or the engineers did report in to OS, so DS knew what was going on. The bad news was I spent most of the session looking for the bloody clipboards, then the trains. I was the only one who did not have fun!

THE WYOMING DIVISION MODEL RAILROAD CLUB

The dispatchers were overworked, because I had added too many OS locations listed on the TO's and matching fascia signs, and had not thought to tell them how to limit their call to the bare message necessary. Toward the end of the session the dispatchers had all the engineers trained, and I modified the TO's with less locations and better instructions for OS reporting for the third session .

I also changed the instructions on the TO's to a "key" to the meaning of the TO columns, so pickup and set out requirements would be more clear.

The dispatchers could also not get anyone to answer the phones when they needed to call down a special order. More than once they had to walk down from the mezzanine to the spot and give it verbally face to face.

There were some derailments at one cross over at Dale Junction (See the Track plan, upper level, lower right corner). Lenny Wyatt lubricated and adjusting the linkage from the Tortoise switch machine up to the turnout. The balky linkage made the turnout act very slowly, so if you did not throw it far in advance, it was not done moving when your train got there.

We had two instances of faults in the command bus in which loco addresses were lost. Both instances required a shutdown of the DCC system. The problem seemed like the command station could not handle the power drain of many locomotives operating at once, or, alternatively that an excessive loading of the bus occurred due to its extreme length on the Wyoming Division. With help from Mr. DCC and calls to NCE, we hoped we have fixed this problem, but we did not know for sure until the next session.



THE WYOMING DIVISION MODEL RAILROAD CLUB

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The first part of the session. I dutifully filed those clipboards in the next open shelf of the Call Box. But when we had worked our way down to them through all the pre-staged trains, and it became time to call operators for those trains, I had the clipboard but could not find the trains. Therefore, we only ran a few trains out on the main in the second half of the session, because either

the trains were left on the staging classification tracks instead of the staging A/D tracks or either the Cheyenne or Ogden A/D tracks, or they were left in another place, or the car cards and the block cards were not in the same order as the cars on the train. This, plus duplicate car numbers, made it impossible to properly identify a train and match it to the clipboard.

The result was that we had a lot of operators eager to run trains, a lot of throttles to run them with, and presumably trains set up to run, but we rarely could get them together, so only a few (5 or so) trains got run after the first 16.

We did run all the locals:

- the Cheyenne East Local, the complicated local serving about 12 places in the Cheyenne steam yard plus some local industries,
 - the Cheyenne West Local, the same for the other side of the Cheyenne steam yard plus other local industries,
 - the Downtown Ogden Local between the SO interchange track and Ogden,
 - the Cheyenne-Rawlins Local,
- We also ran two coal drags, even though the coal mines are all on the un-built part of the layout. At the very start of the session, we had two trains on the lead to the main helix, one on the east main, and on the west main.

THE WYOMING DIVISION MODEL RAILROAD CLUB

- . This lead is a temporary lead to the temporary location of the helix, and is located where Hanna, Wyoming with its coal mines will be. These two trains left at the start and dropped off short blocks of loaded coal cars or gondolas at different places along the tracks at coal towers, suppliers, and team tracks, and picked up empties at those places and returned to the helix where they were removed by hand. We did this also in the first two sessions.

There was congestion at the east end of the Cheyenne classification yard at the east ladder.

This ladder goes into the leads for the double track staging helix, so trains going to and from staging on the helix had to wait for the yard man to clear the line, or he had to wait for the passing train.

Allen and I have discussed this, and we will add some turnouts and crossovers to use the Denver track, the track at the edge of that yard nearest the bench edge "hidden" in the yard as a route from the Speer wye to staging (Denver), as a runaround track for the "Nebraska Job," the job that moves those trains up and down the helix between staging and the Cheyenne A/D tracks.

This is the only change in track plans for which we have seen a need.

The reason that this problem did not show up before was probably because we had a lot more traffic going into the Cheyenne classification yard for this session. We had more car cards slated to be switched there for the three Cheyenne Locals mentioned above.

We all had a good time, and our execution of the very complicated operating system on the very large layout improved a lot:

pick ups and set outs were done more accurately, although some improvement is needed,

yard operations went smoothly, except for the extra strain we put on the Cheyenne classification yard, consequently

we are looking forward to having the big Green River Yard built for the next session.

About one half of the road engineers worked with a second operator, one with the throttle and one with the clipboard and paperwork. I assume they switched jobs occasionally. They reported that together, they felt more comfortable operating, and I would imagine they learned faster that way and missed less work spots.

Evidently, the NCE DCC loss of addresses was solved by adding the extra voltage source to the end of the command bus, as described above. After the session we found out we should have plugged the 12v wall wart into a UTP near the midpoint of the bus, but since it works, we probably won't fix it.

I want to stress how much fun everyone reported having, both at the end of the session and in many very complimentary emails to me afterward. The best, and perhaps only meaningful way to measure success of a session, is if the visitors and we, who built the railroad, had fun. Everyone seemed to have a lot of fun, and a great many said so. In addition I think we can judge the fun quotient by in each of the 3 sessions to date, many said they would operate the next session, and told us that as they left,

in each of the 3 sessions men wrote to thank me and said they would be there for the next session,

in each of the 3 sessions the response to the email invitations were rapid and those who RSVP showed an eagerness to operate even if they could not make the next session, and this was during the Halloween, Thanksgiving, and Christmas holidays.

THE WYOMING DIVISION MODEL RAILROAD CLUB

In the last session, before they left many operators said they were looking forward to operating again after we got the new construction done, and many offered to come in and help with that construction. Considering the lengths of the drives, 45 to 100 miles, that is quite a compliment.

The outstanding lesson learned from the 3 sessions was, "Murphy was an optimist." There were very few serious problems, no wrecks, no hurt feelings or equipment, and everyone had a lot of fun. It will take at least 4 to 6 months to finish the new benches and add spline roadbed, cork, wiring, and then test it. Then we can continue our operating sessions, but we will still be in a learning mode. But after these three, we have a very good start.

If you want to get on my mailing list to operate on this large, soon to be huge, layout, email me at wyodivops@gmail.com, and I will include you in all messages with all the news and an invitation with the details of the next session. *Please use this wyodivops email only for business relating to news and reservations about operations.*

Here are some links to see photos of the layout and the operations. My photos have captions, and they are at

<http://verrylvfosnightjr.slickpic.com/> in an album with the cute I-made-it-myself mailbox photo on the cover. There are some photos of the first session in a sub-album.

Lorne Noyes of Prescott has photos of the op session(s) on his SlickPic site at <http://sli.so/331422I04Y>

I have a Yahoo Group at http://groups.yahoo.com/neo/groups/wyoming_division/ (the space between "Wyoming" and "division" is an underscore "_", but I have recently been posting all progress reports on the SlickPic site in captions under the photos rather than the Yahoo Group. The Yahoo Group is good for ancient history and the nuts and bolts of construction if you cannot find something detail in a photo caption.

Or write me at verrylf@gmail.com. Again please use the wyodivops email only for business relating to news and reservations about operations.

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

January 2013 came and went like the tides. At the start of the month, the Yuma Model Railroaders' Modular Club had been operating in the Southgate Mall store front location for nearly two years. Discussions had turned into planning about rebuilding their modules to start incorporating operations. As part of this, we were going to rearrange the modules to make space for other scale displays. We had done some maintenance improvements and were preparing to paint the interior walls. We began work on a 4 by 8 foot HO scale layout to use for a raffle drawing and it was nearly completed.

The Mall had been for sale for several years. There had been rumors floating about for the last few months of the shopping mall being sold. It had been only rumors though, until we received a phone call in December that the mall had indeed been sold, and the new owners were giving all the occupants until the end of January to vacate.

So at the end of January 2013, we packed up and everyone took their sections home. We returned to the Yuma County Fair for another very successful week, and again for a one day showing for National Train Day, which was equally successful. During this time, we continued to search for a location that we could set up long term. We have been offered a large area for a permanent site in the historical Southern Pacific Railroad Freight House. It will still be several years until the structure can be renovated and ready for occupancy.

Then as fortune would have it, in October we were able to work out a rental agreement with the Yuma School District for the use of a building that had been sitting idle for several years. The building is located at Gila Vista Junior High School. The 2400 square foot building had been used as their wood shop. The woodshop program was discontinued several years prior and until this point, had gone unused, except for a classroom portion. With the exception of some items that had been placed inside for storage, it appeared that everything was still as it was the last day of school.

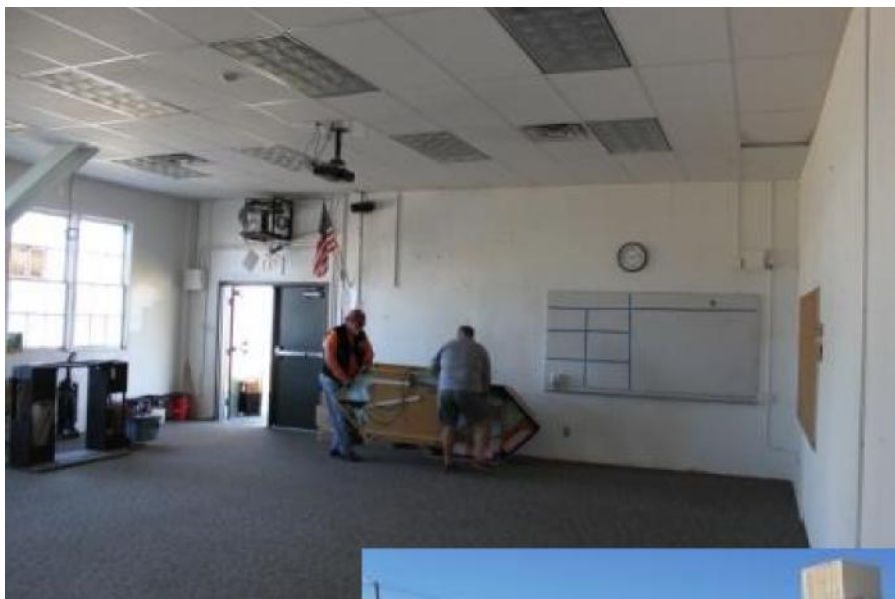
The story about the building itself is quite interesting. It was constructed on what was Vincent Army Air Base (now Marine Corps Air Station). During reconstruction, several structures were donated to the school district and they were moved onto this site. Two of them were later moved to the Yuma County Fairgrounds, where they are still in use by the 4H program.

So on January 11th, 2014, YMRR began our first phase of moving into the building and reassembling our HO scale modular layout. Once we get back into operation and have a public open house display, we will be restarting our planning for a historically-based railroad model display of Yuma.

We offer our gratitude to the Yuma Elementary School District for their assistance to our organization and look forward to providing historical education as it relates to railroads of Yuma.

YUMA MODEL RAILROADERS / LEE STOERMER

The photos attached show activities during our move on January 11th. We will still be setting up at the Yuma County Fair, and expect another showing for National Train Day this year.

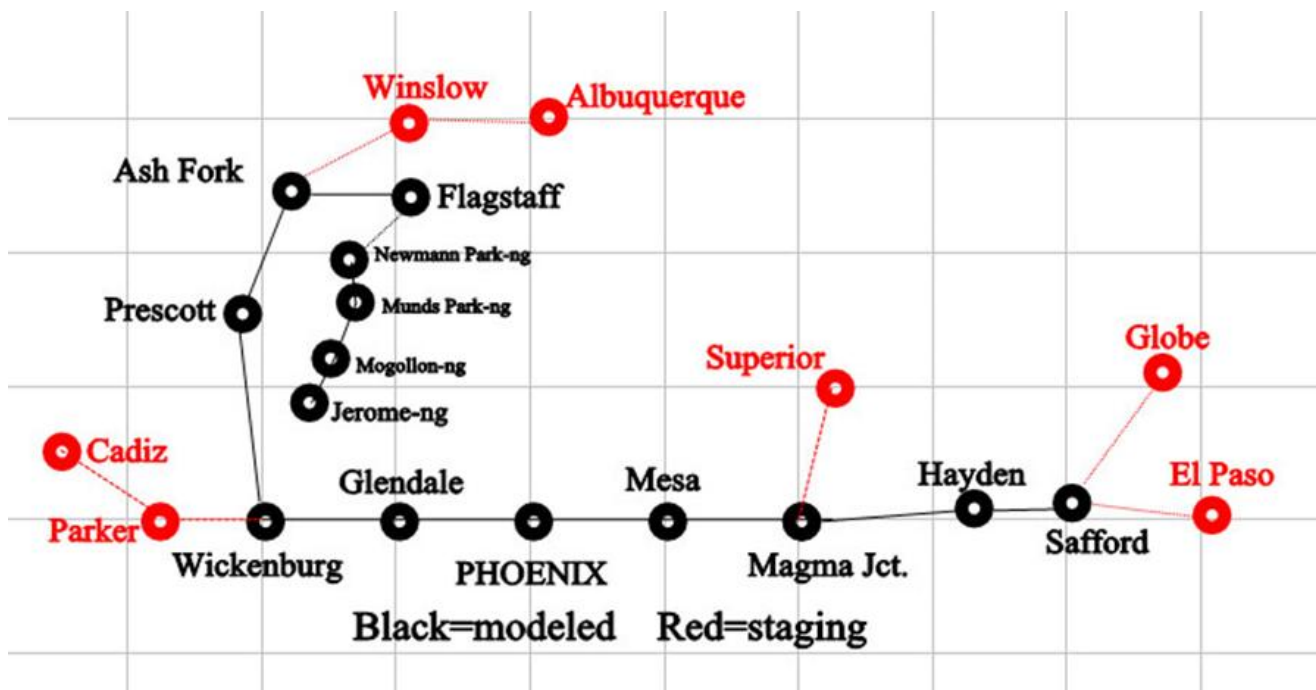


SCOTTSDALE MODEL RAILROAD HISTORICAL SOCIETY / Ed Stewart

The Story of Our Railroad / Jim 'Doc' Shafer & Mike Warden

It was late in the 19th century and the citizens of Phoenix were chafing under the cloud of being the new territorial capital but without mainline railroad service. The Santa Fe arrived on a branch line from its Northern Arizona mainline as did the Southern Pacific from its southern Arizona mainline. Both lines ended in Phoenix. The movers and shakers in Phoenix got together with the Santa Fe to build a line up the Gila River canyon through Hayden and Safford. This line would crest the continental divide east of Safford at 3,500 feet, making it the lowest crossing of the divide in the US. The line would then proceed into New Mexico and Texas to join the Santa Fe lines there. This would give the Santa Fe a second transcontinental with a low level grade that would avoid the long steep climbs required to cross northern Arizona. It also placed Santa Fe squarely in competition with Southern Pacific who fought Santa Fe in and out of court for decades. Eventually the Corps of Engineers built the Coolidge Dam creating San Carlos Lake, thus ending all thoughts of running a rail line through the Gila River canyon.

But we did it. In our HO scale world, Santa Fe won in court and the Corps of Engineers never built Coolidge Dam. So our railroad consists of a line from Cadiz California to Phoenix via Parker, Wickenburg, and Glendale continuing on to El Paso via Mesa, Magma Jct., Hayden, and Safford. There is a line from Wickenburg to Ash Fork and Flagstaff via Prescott that provides access to Albuquerque and the east. A branch line runs to Superior from Magma Jct. The four lines from Wickenburg to LA, Ash Fork to Albuquerque, Magma Jct. to Superior, and Safford to Globe and El Paso are represented by staging. We added a narrow gauge line from Jerome to Flagstaff. This represents part of a line proposed by Senator W. A. Clark, owner of the copper mine and smelter in Jerome. He felt that the Santa Fe was overcharging for coal so he wanted to build a line from Jerome to Durango, Colorado to tap the coal mines in that area. This gives us a dual gauge interchange yard in Flagstaff reached via our version of a standard gauge branch line from Ash Fork.



Town by town, starting in the east, we find the rural, farming town of Safford. There we see typical farm related industries in an arid valley landscape. The lines from El Paso and Globe arrive here from staging. From Safford the line travels through the Gila River canyon with steep cliffs above and below. From time to time the river is depicted far below. At the outlet of the canyon, we enter Hayden where the smelter dominates the scene. Many spurs feed the various functions of the smelter. The next town is Magma Junction, which has a small mine and a mining supply warehouse for industries. The line to Superior branches off here to staging. We arrive in Mesa and find many agricultural industries and a few other industries typical of small towns.



Mine facilities in Magma Junction



Mesa stock yards

Phoenix has a major classification yard and three industrial districts. There is a large engine service facility with ample space for steam and Diesel engines. There is an interchange yard where cars are exchanged with the Southern Pacific. At the west end of the yard is a section of downtown Phoenix which includes the Westward Ho Hotel. Alongside the tracks you can see the Arizona Brewing Company much as it looked in 1955.



Phoenix steam engine facilities.

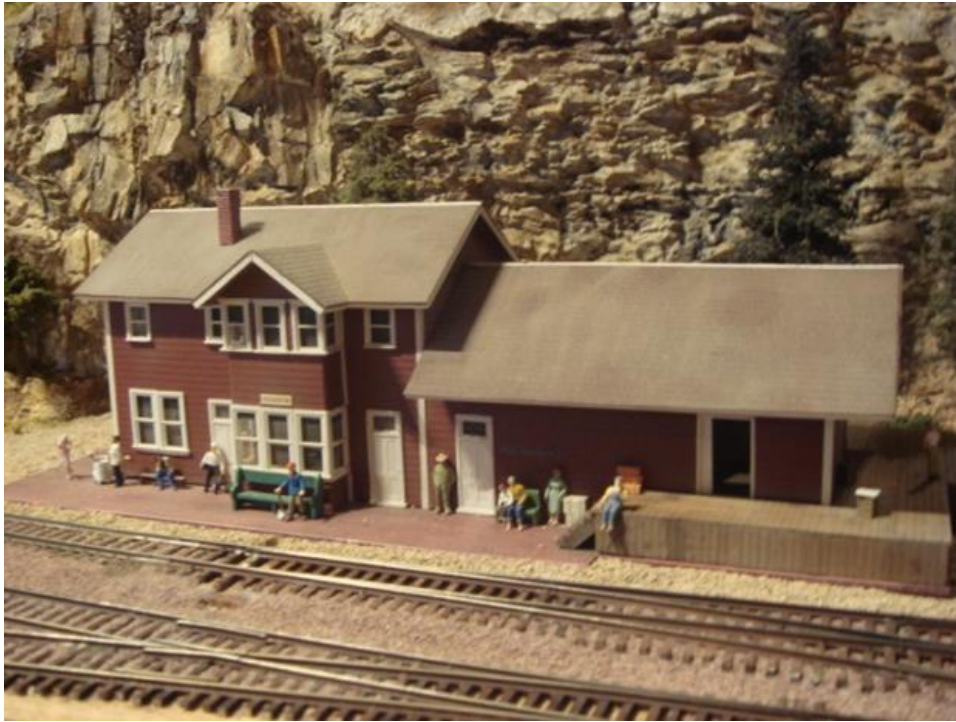


Downtown Phoenix.

Glendale is next and is dominated by the beet processing plant which was modeled after the real thing. Other industries typical of small towns are scattered on both sides of the main. Wickenburg is at the end of a section of double track from Glendale and includes the junction of the line to LA, via staging, with the line to Ash Fork. The Wickenburg industrial district is up a hill and reached by a switchback. A large coal mine dominates the west end and a sausage plant with stock yard is at the east end. Various small industries fill the center. We then enter the line to Ash Fork known as the Pea Vine for the way it clings to the side of the hills like a vine as it climbs into the Arizona high country. Prescott and Ash Fork are in ranching country so stock pens and feed dealers outnumber the other industries. Ash Fork also has a small engine facility to handle the branch line power that serves Flagstaff. The line from Albuquerque arrives here from staging.



A busy morning in Wickenburg.



Passengers await the train in Prescott.

The standard gauge branch line out of Ash Fork takes us upgrade to Flagstaff, a large town with extensive dual gauge track to serve the interchange traffic between the standard and narrow gauge. For interchange, the narrow gauge brings limestone, timber, cattle and copper from Jerome. The standard gauge brings coal, oil, mining supplies and ore from Superior. A large saw mill process timber.



The Ash Fork station and rail yard. The branch line to Flagstaff crosses the trestle in the upper left.

The narrow gauge out of Flagstaff crosses the canyon higher up on a delicate trestle.

The narrow gauge climbs south out of Flagstaff up on to the Mogollon plateau and passes through the small community of Newman Park with livestock facilities and a limestone quarry. Next, a logging branch connects at Munds Park, which also has a tourist hotel. The narrow gauge then climbs to a summit before heading downgrade to Mogollon where there is a log transfer facility. Finally, the narrow gauge terminates in Jerome which has a copper mine and smelter among its industries. The town of Jerome clings to the hillside as in real life.



Water tank and buildings in Newman Park.



Jerome perches on the hillside.

We hope you have enjoyed this, the second article in our series describing our model railroad. In future issues of *Spur Line*, we will cover the topics of:

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), pandpr.com (O gauge) and scottsdalelivesteamers.com (7-1/2 inch gauge).

SAD NOTE: Steve Field, a Life Member of NMRA, passed away in Scottsdale on December 22, 2013. Steve was an avid model railroader for more than 50 years. A 20 year Navy Aviation veteran, Steve enjoyed his hobby all over the globe and most recently in the Phoenix area. He was a member of the Scottsdale Model Railroad Historical Society and the Grand Canyon Model Railroaders. Steve's greatest joy was running long trains with modern equipment. Steve earned recognition for several favorite train entries at Arizona Division meets. He also enjoyed construction work and played a key role in creating the bench work and track road bed for the new HO layout in the McCormick-Stillman Railroad park in Scottsdale. He will be missed by his many friends in the hobby.



Grand Canyon state Model Railroad Club

The Grand Canyon State Model Railroad group is an HO scale modular model railroad group based in Phoenix, Arizona. Our goal is to promote modular model railroading concepts: design, construction, operations, and standards. Our modules represent regions throughout the United States and our railroads are based on prototypes for current, past, and freelance roads based on the interest of the module owner. We currently have five annual events where we setup our modules: Agri-County Blue Grass Festival held at the Pinal County Fair Grounds in January, two events at Friendship Village in Tempe (one in the winter and one in the summer), The Maricopa County Fair held at the Arizona State Fair Grounds in April, and at Rail Fair held at McCormick-Stillman Railroad Park in Scottsdale the second weekend of October. We generally meet monthly at the Pyle Center in Tempe on the second Saturday of the month. We are always open to new members. If you're interested in joining the group or would like more information on membership, please go to the files section of our web site (GCSMR.org) and open the New Member Information file or by contacting Bob Gibbs @ 480-968-1760.





Southern Arizona Society of Model Engineers

December 2013

Volume 2013, Issue 4

The Railjoiner

SASME ANNUAL AUCTION

Inside this issue:

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Map to Richard Dick's House	3

Our annual Christmas Auction will be held Saturday, Dec. 7, at Richard Dick's home at 6PM. There will be no business meeting Wednesday, December 4. The auction will start after 6PM when it appears that everyone has arrived and some food has been consumed!

There is a map and directions on the last page. All who receive the Railjoiner all are welcome to attend.

Remember to bring a small amount of food to share with other members. Drinks will be provided as well as plates, plastic-ware, napkins, etc.

For those who have not attended before, all proceeds from the auction go to SASME. Bring any railroading or model railroading items for the auction. Please do not buy anything new to bring; there is usually plenty for sale. There are no "white

elephant" items, meaning everything is open to view. Well, maybe there might be one or two wrapped presents!

This is a fun event and raises money for SASME. And it helps us all to get into the holiday spirit. Bring a lawn chair or folding chair if you can. Richard may not have enough chairs for everyone!!

There are NO door prize or refreshment assignments for December.

Special points of interest:

Running and Operating Nights: see Calendar on page 2

29 Active Members

3 Applications

MORE "OFFICIAL" OPERATING NIGHTS

At the November meeting, it was decided to "officially" make the next to the last Wednesday meeting of the month an operating session. SASME has been doing this on an informal basis, and has now decided that it will be the scheduled event for the night. We now have two prototype operating ses-

sions, the last two Wednesdays of the month. Open running was not changed and will continue to be the Tuesday night before the last Wednesday of the month.

Open running is the night members can run their own equipment; engines, cars, etc. The last two Wednes-

days are for prototypical operating sessions, using timetable and train orders, or a prepared switch list for the narrow gauge.

Page **The Railjoiner**

LAYOUT CHANGES AND IMPROVEMENTS

In the last *Railjoiner*, it was reported that a separate gathering was to be held for the purpose of discussing a double-deck layout change. The gathering was held Saturday, Oct. 5. About half the members were there. The potential changes were presented by President Nick Buchholz. The majority of those present were in favor of continuing the effort; this was an unofficial vote. The president sent an email to all members for a yea/nay to continue the effort. He said there was little response. Therefore, the president has decided to discontinue his efforts.

However, many members are interested in pursuing improvements and

changes. A motion was passed at the November meeting to establish a committee to investigate problems and develop possible solutions for them. The president asked for volunteers to serve on the committee and the areas (track work, scenery, operation, narrow gauge, electrical phones and cars/locomotives) each volunteer was interested in. The president also sent an email to the membership regarding the committee. A list of volunteers and areas of interest is posted on the bulletin board at SASME.

Remember that the results of this committee's efforts will be presented

to the club for approval at a regular business meeting. No changes will take place without approval of the membership.

There is not a definite time frame for the committee to present solutions to SASME. It is recommended that members attend as much as possible to keep up with the efforts of the committee.

CALENDAR

December

Business Mtg./Auction 7 (Sat.)
 Work Nights 4, 11
 Open Running 24
 Operations 18, 25 (??)

January

Business Meeting 1
 Work Nights 8, 15

Open Running 28
 Operations 22, 29

February

Business Meeting 5
 Work Nights 12
 Open Running 25
 Operations 19, 26

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



MEMBER

SASME now has 29 members and applications for membership from 3 others!

We approved Don Stace and Ron Elwood as new members. Mike Smith, a member from the past, has become an active member again.

We have received applications

from Paul Buhrke, JC Williams and Jennifer Westholm.

It was in August of 2012 that our membership was 22 with 1 application. We have certainly grown from that time!! Even though there have been a few subtractions from our active roster, we have attracted quite a few new members as

you can see.

As long as we continue to have fun (and model railroading is supposed to be fun), our membership will continue to be healthy!

MAP TO RICHARD DICK'S HOME

Address is : 5948 E Hawthorne St

Telephone: 790-5356

Date: Saturday, Dec. 7

Time: Approx. 6PM. Auction starts after everyone arrives and some food is shared!

H.O. BROTHERHOOD OF ENGINEERS(HOBOE)

3145 West Jusnic Circle
Tucson, AZ, 85705

Contact Person: Tom Beecher (520) 579-3768

We are an HO scale club and currently have 8 members. We would like to have a membership of 15 to 20 members. We have been at our present location for 18 months. The first 9 months were spent renovating the building to accommodate our needs for building a layout.

HOBOE has two features not normally found in railroad model clubs. First, the members formed a LLC and bought shares in the LLC to raise money for a down payment on a property. Then a real estate agent contact found us a HUD foreclosure property on a large lot in a residential mobile home community in our price range. A club member had a contact that provided us with a private real estate contract for 30 years. The LLC leases the property back to HOBEO. The club makes a monthly rent payment to the LLC. Shareholders will share in the increase in value of the property and get a yearly tax write off for the property expense, depreciation and mortgage interest.

Second and I think most important, we have just begun building the layout. The bench work is complete. We have used the cookie cutter design and have completed the sub-roadbed. Work has started on laying cork roadbed and track for the mainlines. The club offers a unique opportunity for members to be involved in designing and building a layout, its scenery and structures. More importantly, a chance for some members to LEARN how to do these things and have the fun and fellowship in doing them!

Our club so far has been known by word of mouth. A few persons have expressed interest until they discovered our club is not operational. Then we find out they just want a place to run their trains and don't want to share the expense of building a layout. It will take a special person and their commitment to want to join a new club. I know they are out there. We as a club are hopeful that exposure through your website will find us those people.

Rick Wheeler, a Tucson member of the NMRA, heard about our club and stopped by about 6 weeks ago for a visit.

Best regards,

Peter Hogan

Secretary

BUY, SELL OR TRADE

Wanted:

Athearn SP Express Box Car #5777.

Gary Gutierrez 520-247-6777



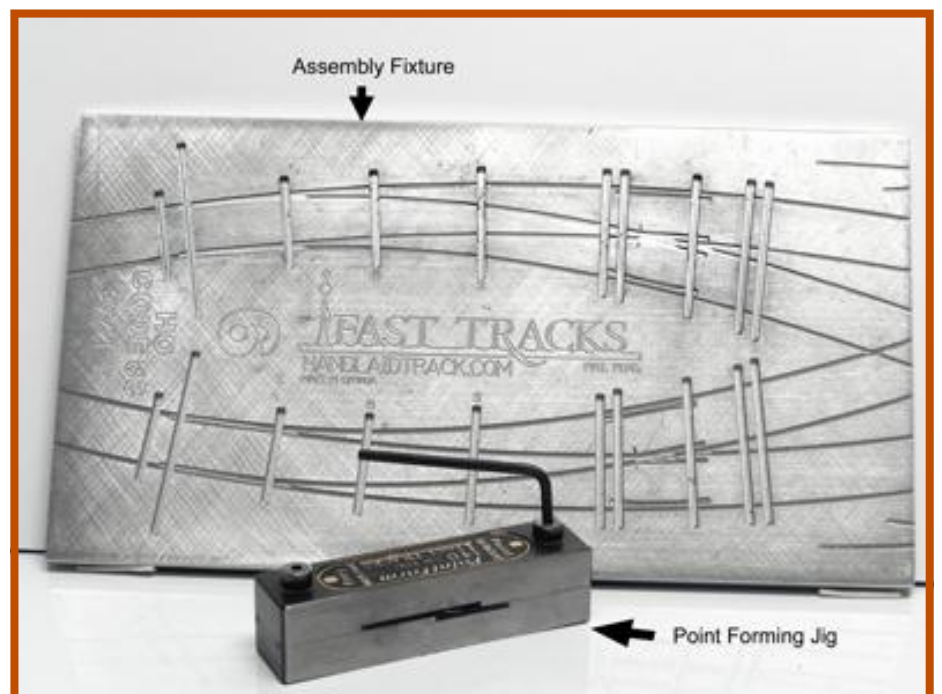
FOR SALE:

Used HO scale turnout assembly fixtures and jigs from **FastTracks**. Easily make your own high quality turnouts that look better and perform better than commercial turnouts. Point forming jig holds the rail so you can file point and frog rails at the perfect angle. The assembly fixture holds the rails for soldering to printed circuit ties. Buy supplies and additional turnout building kits (if needed) from Fast Tracks at handlaidtrack.com; also download paper templates and instructions. Assembly fixtures make both right and left hand turnouts.

- #8 code 83 curved turnout assembly fixture 30"/21" radius \$50
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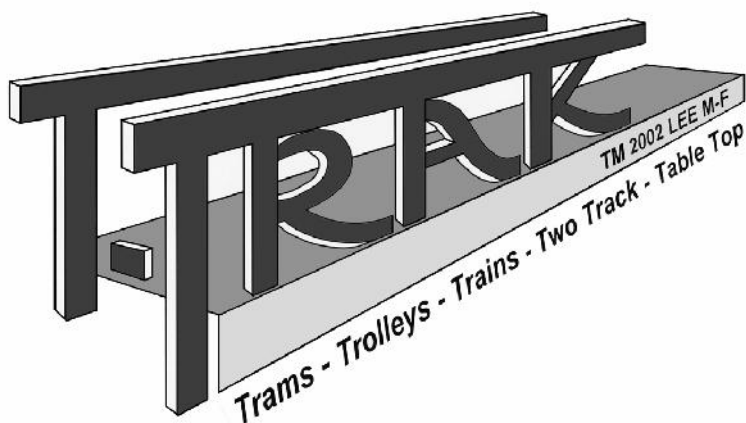
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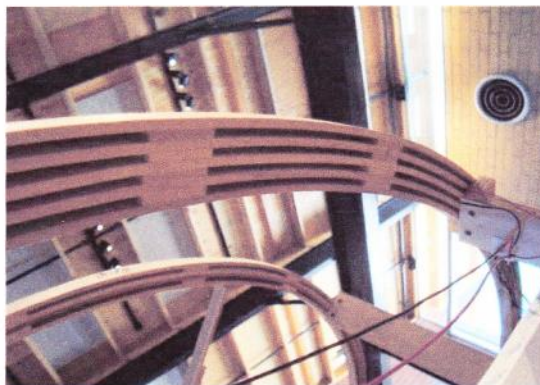
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**6 strips required for HO, 4.5 for HOOn3 or N scale
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FOR SALE—The Arizona Division has a large stock of PSR items which may be of interest to PSR members. Contact: Stan Sachau, Arizona Division Chief Clerk / Paymaster

SHIPPING: Will bill for actual shipping and packaging.

NMRA ITEMS	PRICE	QTY
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PSR CONVENTION CARS:

2003 Phoenix Kit HO	\$2.50	12
(Athearn 40-foot Steel & Wood Box Car)		
2007 Tucson Kit HO	\$5.00	252
(Accurail 3 Bay Hopper)		
(12 for the price of 10 = \$50.00)		
2007 Tucson RTR HO	\$10.00	12
(Intermountain wheels, Kadee couplers)		
2007 Tucson Weathered HO	\$12.50	4
(Intermountain wheels, Kadee couplers)		

PSR PATCHES:

1991 Tucson	\$0.50	300
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1993 Rails to the Sea	\$0.50	2
1995 Phoenix	\$0.50	296
1997 Cajon Zephyr	\$0.50	25
1999 Flagstaff	\$0.50	194
2003 Phoenix	\$0.50	115
2007 Tucson	\$0.50	212
2011 Flagstaff	\$5.00	60

PSR PINS:

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1999 Flagstaff	\$0.50	144
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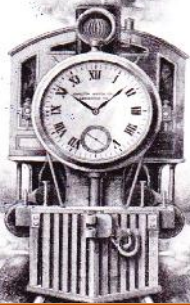
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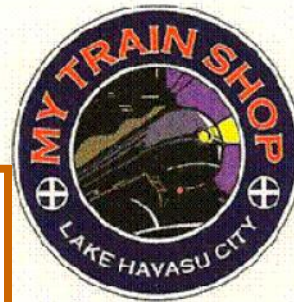
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Official Publication of the
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