



# SPUR LINE

Volume 48 Issue 2

May 2014

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## SPRING MEET - ARIZONA DIVISION, PSR, NMRA

Saturday, June 21, 2014 - Rimrock, Arizona

*More info and schedule on page ; map on back page*

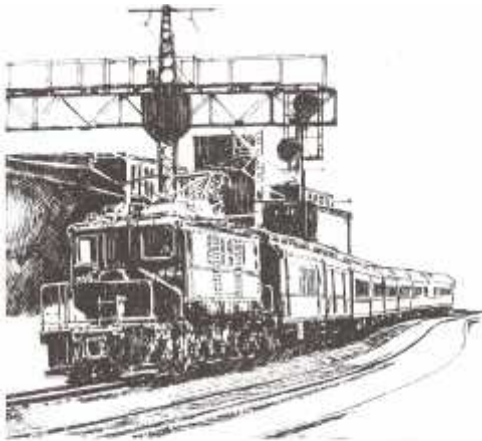


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**FROM THE EDITOR - FRANK BAKER**



Spring has come and gone and summer is on the doorstep. The bad news is that it is going to get hot. The good news is there is more time to work inside on your railroad. Enjoy your summer.

Sadly, we lost Roy Honetschlager last year and this year Roy's Train World closed. For you folks out in the East valley, another hobby shop has sprung up. Obies Train - Hobby Shop is located in the Ocotillo Center, 1 block East of Walmart on Apache Trail in Apache Junction. The proprietor is Fred Dobermeyer. (480) 203-1796. Good Luck Fred.



Planning for the NMRA PSR 2015 Convention in Scottsdale is well underway. Dave Irick and Don Vest are co-chairpersons and doing a fine job. Start planning your build of models that you can show in the contest room. We want an awesome contest room. Ask Chuck Hammond for details. Registration begins in September. Mark your calendar.



Speaking of PSR Convention, San Diego will be the host this year. Make your plans to come to San Diego in September, see a lot of great layouts and meet a lot of new friends. There are quite a few from Arizona already sign up. I will be giving a clinic on "painting and weathering of wood and plastic". Hope to see many of you there.

**The printed copy of the Spur Line is coming to an end. The cost for printing has put a significant drain on the division coffers. There will be two more issues; This issue and the Fall issue of this year.** Voting and meet event dates will be sent via postcard. **If you have an email address and do not yet receive the e mail version of the Spur Line, please send it to:** [SpurLine@AzDiv-nmra.org](mailto:SpurLine@AzDiv-nmra.org)

HO SCALE  
1/87



CLASSIC AMERICAN ARCHITECTURE IN MINIATURE



RAILROAD STREET COMPANY HOUSE KIT

Participation in the popular vote contest was fun. On page 21 you will see the creative solutions that were presented utilizing the Railroad Street Company House kit from City Classics, . Congratulations to Alan Barnes, winner of the contest and thank you for all those that participated. Planning is underway for the next Popular Vote contest.

Remember this is your publication and the editor appreciates your interest, articles and suggestions to enhance this publication.



## 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](http://www.nmra.org/diamondclub) or call HQ at 423-892-2846 to contribute.





## ARIZONA DIVISION ROSTER

<b>Director - David Irick</b>	<b>(623) 435-8534</b>	<b><i>Director@AzDiv-nmra.org</i></b>
<b>Superintendent - Alan Vincent</b>	<b>(480) 403-3034</b>	<b><i>Superintendent@AzDiv-nmra.org</i></b>
<b>Chief Clerk &amp; Paymaster - Stan Sachau</b>	<b>(602) 501-4939</b>	<b><i>Paymaster@AzDiv-nmra.org</i></b>
<b>Membership Chairman - Gordon Geiger</b>	<b>(520) 529-6223</b>	<b><i>Memberchair@AzDiv-nmra.org</i></b>
<b>Contest Chairman - Chuck Hammond</b>	<b>(623) 518-2544</b>	<b><i>ContestChair@AzDiv-nmra.org</i></b>
<b>Achievement Program - Don Stewart</b>	<b>(480) 759-5019</b>	<b><i>APChair@AzDiv-nmra.org</i></b>
<b>Nominations Chairman - Lenny Smith</b>	<b>(520) 836-7683</b>	<b><i>NomChair@AzDiv-nmra.org</i></b>
<b>Raillette Chair - Janet Spooner</b>	<b>(623) 977-6760</b>	<b><i>RailletteChair@AzDiv-nmra.org</i></b>
<b>Spur Line Editor - Frank Baker</b>	<b>(602) 672-6336</b>	<b><i>SpurLine@AzDiv-nmra.org</i></b>
<b>Webmaster - Lee Stoermer</b>	<b>(928) 580-3209</b>	<b><i>Webmaster@AzDiv-nmra.org</i></b>
<b>Member Aid Chairman - George Lopez Cepero</b>	<b>(602) 993-2263</b>	<b><i>MemberAid@AzDiv-nmra.org</i></b>
<b>Model Railroad Estate Assistance-Rick Watson –</b>		<b><i>Estateassist@AzDiv-nmra.org</i></b>

## SUMMER MEET - ARIZONA DIVISION, PSR, NMRA

### Saturday, June 21st, 2014 - Rimrock, Arizona

**DEPOT** **Beaver Creek School, Rimrock, Arizona**  
*(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: "The Wyoming Division Railroad"-**Verryl Fosnight**  
 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: "Scratchbuilding the Passenger House"-**Lenny Wyatt**  
 2:00 pm - CLINIC:- TBD  
 3:30 pm - Announce contest winners, door prize drawings.  
 4:00 pm - Meet Ends - Division fund raiser BBQ at Verryl Fosnight's house. \$7.50 Per Person. See map. Spend the night ( hotel recommendations on page 9, Visit "The Wyoming Division Railroad" on Sunday.

**ARIZONA DIVISION WEBSITE:** [www.AzDiv-nmra.org](http://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 "**COAL TRAIN**" with a maximum of ten cars / locomotives, The Levity category will be "**LOG CAR**". 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 JUNE 21ST MEET IN .**



**ARIZONA DIVISION, PSR, NMRA**

Saturday, June 21, 2014 following meeting

**BBQ FOLLOWING AZ DIVISION MEETING**

UP Big Boy on Sherman Hill  
Harriman Cutoff (Track 3)

Host  
The Wyoming Division  
proceeds to AZ Division



**BBQ following NMRA AZ Division Meeting**

Meeting: SATURDAY, JUNE 21, 2014

8 AM to 4 PM

4810 E. Beaver Creek Road, Rimrock, AZ

Menu: BBQ hamburgers, hot dogs and chicken, chips, potato salad, beer and soft drinks

**Directions to Meeting  
Meeting 8 AM to 4 PM**

- Exit I 17 in Camp Verde at Exit 293
- Go East Approximately 3.8 miles in Beaver Creek Road
- The school is set back off the road on the N side and is shown below



BBQ: 3PM at 11 Rosemary Court,  
Sedona, AZ 928 282-2722

**Directions to BBQ 4 PM**

- Leave School and return to I 17 Exit 293
- Go North on I 17 to Exit 298 (5 mi)
- Leave I 17 on St Rt 179 W (turn left under freeway)
- Go North on SR 179 through the Village of Oak Creek where the motels are past Bell Rock and to the next roundabout at Back O Beyond Road (17.8 mi)
- Go West 300 yards around curve to left and turn in FIRST RIGHT to Gate
- Enter Gate using Code 1070 (press no other keys)
- Turn Left on other side of gate
- Wind up hill to top.
- Home is large red tile roofed red house on left at top of hill BUT THAT IS THE REAR OF THE HOUSE.
- Go over crest of hill and turn first Left, then left again and park in front of red tile roofed red house
- Enter house off RIGHT of Driveway  
928 282-2722

BBQ  
Location



**View of Rear of House just before top of hill**  
**This is the rear of the house from Scenic Drive**  
Continue around block (Left at Rosemary Court then left again—that 2nd private road is still Rosemary Court) to front of house

**WYOMING DIVISION MODEL RAILROAD**

EXCLUSIVE FOR NMRA AZ DIVISION MEETING

Sunday, June 22, 2014

**OPEN HOUSE AND OPERATING SESSION**

Get Started in Ops

UP Big Boy on Sherman Hill  
Harridan Cutoff  
Wyoming Division of the Union Pacific

Doors Open 9:00 AM  
Operations 10:30 AM — 3 PM  
Lunch Break at Local Eateries



New Email for Ops Only  
[wyodivops@gmail.com](mailto:wyodivops@gmail.com)  
(Write a new email, don't reply to an old one)



RSVP for Operating  
RSVP to Observe  
Specify which in email

1249 South Eastern Drive (Directly behind Family Dollar)  
Cornville, AZ 86336 562 458-9589



Wyoming Division Buildings—Session Location

Directions to Wyoming Division  
OPEN HOUSE Sunday 6/22/14 9 AM and  
Operating Session 10:30 AM to 3 PM

From Sedona Through Village of Oak Creek

- Go S on St Rt 179 approx 3 mi south of Village
  - Turn West on Beaverhead Flat Road, go 6 mi
  - Beaverhead Flat Road ends at a Tee at Cornville Road.
  - Turn right on Cornville Road and go approx 3.5 mi
  - Turn left (South) at the Family Dollar Store on Eastern Drive past their driveway (W side of store)
  - The Wyoming Division 4,000 square foot building and 1,100 square foot shop is immediately behind Family Dollar. See Photo at left
  - Free parking in lot or on street—PLEASE do not park in Family Dollar Lot or gas station across street
- Verryl Fosnight 562 458-9589



Laramie from W of Cheyenne, Sherman Hill on Right, Hanna Left

WYOMING DIVISION

Open House and Operating Session 10:30 to 3 PM

- Outlaw Session on Sunday following AZ Div NMRA Meeting—4,000 sq foot layout, 1,006 foot double tracked main—No experience required
- Operate a Yard with Hostler, Classification, Helpers, Loco changes, Coaling—very prototypical
- Simple operating system and informal schedule: No time table—No pressure—just fun running and switching cars and Trains all have sound and individual NCE radio throttles—Please bring your radio or UTP throttle if you can—Hammerheads OK
- 1957 era: Steam Big Boys, Challengers, Turbines, Diesels, all freights with cabooses
- See "Spur Line" 2 articles ("Layout" and "Operating System") and reports from last 4 issues.



## Hotels for the Meet

For those who plan on doing all three events

- Meeting in Rimrock, Saturday 8 – 4 PM
- BBQ in Sedona, Saturday 4 PM
- Wyoming Division Open House and/or Op Session In Cornville, Sunday 9-3

For hotels most convenient to all three, that is in the Village of Oak Creek,

Search on Google for “Hotels in Village of Oak Creek, AZ”

The first hit on my computer is a nice site with all the motels in the Village with a band of photos of each across the top with a rating for each (indicative of the price, I’m sure; not by any independent evaluator).

This site gives the

- Names
- Addresses
- Amenities
- Phone numbers
- And an indication of prices by the stars and by \$ amounts

**IMPORTANT** I would suggest not waiting too long to reserve the *single night*, Saturday 6/21/14, because a single weekend night is awkward for motels in a resort area. I called 5 and found only one that would not consider a Saturday night alone—he wanted the whole weekend—but that could change as the cooler weather in Sedona (compared to phoenix) makes the Village more desirable.

Verryl Fosnight

## DIRECT FROM THE DIRECTOR – *DAVID IRICK*



Our Spring meet was held in Sun City, AZ, at the Fairway Recreation Center. We were once again pleased with a large crowd, interesting clinics, a great swap meet, fantastic models in the contest room, lots of giggling and talking from the ladies area and the large layout of the Sun City modelers to enjoy. It was a great day and everybody had a great deal of fun.

At our March meet we hosted the first "creativity contest" and were pleased to have 15 entries. The contest was well received by the membership, and will be offered again next year. We chose a kit which the division underwrote part of the cost and offered to members for \$5.00. Rules were simple, at least 2 walls of the kit must be used in the display but can be modified in any way, more than one kit may be used and the maximum base size is 12 inches by 18 inches with nothing extending outside these dimensions. The height is limited by the distance from the table top to the ceiling. Creativity rules and judging were by popular vote. We have all entries posted in the Spur Line and on the Arizona Division website. Visit the website and enjoy the creativity and talent of our members.



The 2015 Pacific Southwest Region convention will be hosted by the Arizona Division. The convention will be held at the Millennium Resort and Villas in Scottsdale, AZ on Sept 16 thru Sept 20 in 2015. The Scottsdale Model Railroad Club located at the McCormick - Stillman Railroad Park has volunteered to take the lead and host the convention with the help of volunteers from the Division.

The Millennium hotel is located only 6 /10th's of a mile north of the McCormick - Stillman Railroad Park. The Wednesday evening welcoming reception will be hosted at the McCormick - Stillman Park which will give all of you time to visit the many layouts and railroad features in the park. Be ready to sign up for the 2015 convention at the Region Convention in San Diego in September 2014.



As always I like to stress to the membership, to support your local hobby shops. They are the life blood of our hobby. The local hobby shops *are where* most modelers get their first introduction and help in the hobby. When we lose our local contacts, we will lose our hobby. We recently lost one, an old friend, "Roy's Train World" closed their doors. As many of you know, Roy Honetschlager, founder of "Roy's Train world" passed away. Tim Honetschlager, a great supporter of our hobby and our Division, decided to close the business after 40 years. When you see him, thank him for all that he has done for us over the years.



**DIRECT FROM THE DIRECTOR – DAVID IRICK**

Recently, While driving through San Diego, I stopped at "Reed's Hobbies" to hunt for that special item or to see what I could find that I could not live without. I was impressed by the clerk helping a gentleman with a product, explaining how to use it and what alternatives were available. I later thanked the clerk for helping the gentleman. If we want to increase our membership and the general public's interest in our hobby we need to appreciate what that man or lady behind the counter is doing for us. The next time that you are in a train store look at the faces of the customers and especially the kids looking at the products on the shelves and ask yourself, what would it be like if everything was only available on the internet. You might even ask them to join us in the NMRA for \$9.95.

**I am concerned by an issue facing our Division:**

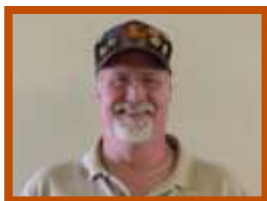
First we are running out of funds. Our bank account is getting drastically low. The only income that we have is what we generate at our three meeting each year and the Regional convention that we host every fourth year. Cost are rising, the halls cost more, supplies need to be replenished and the print version of the "Spur Line" cost are out of control. We have voted to stop the printed copy of the Spur Line in 2015 which will save us \$2,100 to \$2,800 dollars a year. I don't like doing this but we do not have funds to cover the printing.

I would also like to suggest that we change the cost of the meet from \$7.00 to \$10.00 and charge \$10.00 for swap meet tables. This will not get us out of the hole, but it will help. I will ask for a vote on increasing the registration and swap meet fees at the November meeting in Tucson. We have already voted to end the printed copy of the Spur Line. Don't fear that this will end our printed communication with you, we are looking at sending out postcards to all members before each meet and we are required to mail out all elections ballots.

I would also like to host a Division sponsored swap meet in both Phoenix and Tucson, if anyone would like to help with this or any other fund raising projects, please contact our Superintendent Alan Vincent.

Mark your calendar, bring a friend and join us at the next Arizona meet.



**FROM THE SUPERINTENDENT—ALAN VINCENT**

The Spring meet is now a memory, and what a meet we had together. Once again we were privileged to be hosted by the Sun City Model Railroad Club, and got to enjoy the great hospitality offered by them and the Rec Center.

We had a few nail biting moments before the first clinic, when a traffic delay on the I-10 detained a large number of our southern Arizona members, including our first morning clinician! We found ourselves in a forth and long position with no time on the clock, but at the last minute (and some fast talking), Verryl Fosnight stepped up and gave an impromptu mini clinic on his Wyoming Subdivision railroad. He was gracious, and kept the program moving and gave us a glimpse of the progress happening in Cornville, AZ. I can say he really whetted our appetite with the excitement of his progress so far on his railroad. With the arrival of Mike Boarding, who picked up with the second half of his Prototype Operations Clinic, never missing a beat, making it through all of his material in record time! Thanks to both of you for making the morning secession a success.

The rest of the day was filled with a little business, some outstanding models, tired judges, and a lot of friendly faces enjoying all the Division had on offer! The afternoon highlight was a colorful, and dare I say totally interactive clinic by Art Carlson on the life and history of "Maricopa Slim". I think we all enjoyed the "Hobo Jungle" complete with campfire and fresh brewed coffee! Many thanks to our audience volunteer Jennifer, for being a great sport and being part of the unfolding story! I think we all learned a very important fact, when Art offers you a cup of coffee ask if he's using one of his socks as the coffee filter! Thank you to all the members who shared their time and talents to make all our clinics informative and fun!

Now with the days are getting warmer, spring is giving way to the dog days of summer, and the year seems to be moving at a rapid pace! Seems we just turn around and days have turned to weeks, and its time to be ready for another division meet! We are making a venue change for the Summer Division Meet, and it will be a little more centrally located, being held at Beaver Creek Elementary School in Rim Rock, AZ. I would like to thank Bob Burke and Verryl Fosnight for stepping up and securing the venue for the meet, Verryl has also offered to entertain us after the meet with a BBQ at his lovely house, and for those wanting to spend the night nearby, an OPS session at his marvelous Wyoming division Railroad

It will be a great meet, offering the Division Membership a new area to explore. I hope you will all take advantage of some of the extra things we will have on offer at this meet! The Spur Line will have the details of additional events planned! Hope to see you there, it promises to be a great Division Meet and weekend!

**CHIEF CLERK & PAYMASTER REPORT**

*BY: STAN SACHAU*

NO REPORT AT THIS TIME



## FROM THE CONTEST ROOM / SUN CITY/CHUCK HAMMOND



Excitement and anticipation was in the air as the Contest Room for the 2014 Spring Meet in Sun City was prepared. As usual for this time of year, we in Arizona were enjoying temperatures in the low 80's as much of the country was still experiencing the chill of winter. But the excitement wasn't focused on the weather or the graciousness of our hosts, the Sun City Model Railroad Club, located in the Fairway Recreation Center, but on the events that were soon to unfold. The Spring Meet in Sun City usually attracts the largest number on entrants in the Contest Room, and this year marked the return of the Creativity Contest.

To recap the Creativity Contest, this event is a "Popular Vote" where participants each start with the same basic material and are allowed to let their imagination and skills run wild. For this year's Creativity Contest – yes we plan on doing this again – the kit that each participant started with was the City Classics Railroad Street Company House – Kit # 111. (I need to mention a special thanks here to Jim Sacco, owner of City Classics for his assistance at making the kits very affordable to the Arizona Division and to Frank Baker for his efforts in putting the event together.) Back to the rules, with kit in hand participants were told, you can create any structure you want to build as long as you use at least two walls from the kit and limit the footprint to an area no larger than 12" x 18". With those guidelines in hand participants picked up their kits at the Tucson meet in November and went into hiding.

Out of the anticipated 25 to 30 entrants we expected 12 models were brought to the event. Possibly the Air Show at Luke Air Force Base or the annual Spring Swap Meet in Northern Phoenix distracted some of the members that normally frequent the Sun City event, but what did arrived lived up to the creativity theme and were examples of some mighty fine modeling.

Helen Smith modeled a beautiful house set in the 1920 – 1930 era with a screened in front porch that had everyone asking what material she use. Finally at the end of the event she revealed the secret – ribbon that she found on the clearance rack of a craft shop. Jim Tuck used his kit and expanded it to replicate grandma and grandpa's duplex. Pictures revealed that his actually was a replica of a home that Jim knew quite well. In addition to being part of the Creativity Contest Jim's model won himself a 1<sup>st</sup> Place in the Structures – Kit judging and a merit award to boot! Tim Gilliland used parts and pieces of the kit to build a doghouse! Imagine Fido curled up and watching the world go by through his own double hung windows. And then there was Alan Barnes who won the creativity contest with his tipple. The tipple used several of the kits combined with some major modeling additions. I also need to mention the second and third place winners of the Creativity Contest. The second place winner was probably the only mode that followed rules referencing the 12" x 18" footprint. Alan Barnes created Montezuma's Café on a base shaped like a large footprint. Why call the building Montezuma's Café? Check out the photo's in this edition of the Spur Line and notice what is located on each toe of the foot. Third place went to Tim Gilliland. An accomplished modeler who took his kit and turned it into an exquisite diorama. An enchanting home with a 3 story tower looking over the neighborhood. John Lovely created a warehouse with his kit, while Dan Thompson turned his kit into a remodeled Company House with additional brick and wood siding! Lee Stoermer created an Interlocking Tower that has a very interesting story behind the construction, and Frank baker entered 3 structures, a Texaco Gas Station, Ruby's Café, and CF Gelderman's which replicated an actual

**FROM THE CONTEST ROOM / SUN CITY / CHUCK HAMMOND / CONT.**

structure Frank has visited. Check out the photos of all the Creativity Kits in this issue and realize that your name could be there as well next year!

As to the judged events, we had a total of 7 entries that our judges painstakingly mulled over to ensure that each model received proper feedback and appraisal. Wayne Wood created a remarkable "Art Deco" Underpass in N Scale. The track work over the roadway and the details of the underpass were identical to the photos of the prototype. Gordon Geiger entered the Rolling Stock – Open with a remarkable "Shave Platform" where attention to detail and excellent fabrication paid off winning him a 1<sup>st</sup> Place in the category. The Pennsylvania N6B Cabin Car – 1<sup>st</sup> Place Rolling Stock – Kit – of Frank Baker demonstrated how a kit can be elevated to a highly detailed piece of art. In addition a hand built #6 Turnout running next to an Orange Grove – entered by your Contest Chair – won 1<sup>st</sup> Place in the Diorama – Open category. In total of the seven entries, six achieved enough judging points to earn an achievement award. Congratulations to all entrants for not just their fine craftsmanship but for sharing their work with the rest of us.

I want to take a moment to talk about the NMRA Achievement Program (AP) and entering contests. As members of the NMRA we read the monthly publication and see the articles about the induction of a new Master Model Railroader (MMR) and read the stories of all their hard work over a number of years to achieve that rank. Sitting in the Contest Room, I hear people marvel at the work of some of our members and say "I don't think I can do that" or "wow that must have taken years to do." And of course there is the comment "I could never compete with these people." The truth is we are only limiting ourselves when we start thinking like this.

The Achievement Program is not just for the advanced modeler who already knows how to scratch build a roundhouse or a K-36 Cumbres & Toltec 2-8-2, it is a journey to help us take our enjoyment of model railroading from purchasing ready-to-run toy trains traveling in a circle, to operating a miniature transportation system. Let's say you picked structures as a place to start. Under the Achievement Program structures are just about anything that is not a piece of rolling stock or a locomotive. Something as simple as a bridge or a loading dock is a structure! I know I hear it in the Contest Room, "but my models are not as good as the ones I see!" Well here is the secret, while you are competing against those "expert" modelers for a ribbon or a plaque, you really are challenging yourself to become a little better, pay a little more attention, and learn something new every time you decide to enter a contest. The Master Model Railroader's were not the expert the first time they entered a contest. They started right where you are, as a novice to competition afraid to have their work judged.

This is where I encourage everyone to start entering into the contests. You really do not know how good you are until someone provides feedback. Our judges remember the first contest they entered and the valuable feedback that was given to them. Did they all place in the top three of their category that first event – probably not, did they all earn a merit Award that first event – most likely no. But what they learned each time helped them focus on the skills and techniques to be a little better the next time. And that is what they offer you when you bring an item in to one of the Arizona Division Meets. The Achievement program is not a destination, it is a journey. A journey that helps you become a better modeler and find more enjoyment in the hobby.



## FROM THE CONTEST ROOM / SUN CITY / CONT.

Better than that, entering a contest opens the door to friendships. The Contest room is the social hall of the meets. People ask questions, share ideas, and generally have a good time. As an entrant in the Contest Room, you become a better model railroader!

Before signing off in this edition of the Spur Line I want to encourage everyone to attend the Summer Meet up in Flagstaff. This will be our last Arizona Division Meet prior to the 2014 PSR 'Uniting Railroad Modelers' Convention September 3 to September 7 in San Diego. Bring your entry up to Flagstaff and have our judges provide feedback so you can fine tune that model before entering into the regional convention. We in the Contest Room are here to help!

## FROM THE CONTEST ROOM / SUN CITY / ALAN BARNES



Scheduling conflicts and date change reduced meet attendance and contest entries. The creativity contest came to the rescue with many excellent entries, 2 of which were concurrently entered in the judged contest, and one earned a Merit Award. Many of the entries turned a residence model into some sort of business. Two of the residence entries were representations of family homes. There were many excellent adaptations, one used brick sheet to really change the appearance of the model, another had a great looking trellis and another had a screened porch. A couple of entries included window curtains and detailed interiors. A few of the entries modified the windows or replaced them with Grant Line windows/doors for a changed appearance. Overall I think this was a positive activity and will be repeated. Some of these entries were in a different scale than the modeler's usual scale and some of the participants were new to the contest room. Of course there was limited paper work required, but some included their model inspiring photographs. Frank's photos elsewhere in this issue, and Lee's photos on the web, will be a future reference to attendees and those who could not attend. Those of you who had scheduling conflicts, or just ran out of time, please consider show casing your efforts in the favorite model area, or judged contest, at a future meet.

The Best of Show model by Paul Chandler was close to perfection with 119 out of a possible 125 points. An incredible model and a well earned Merit Award. While we all hope to earn the Best of Show plaque when we enter a model in the judged contest, a very worthy goal is the Merit Award for completing the requirements of the Master Model Railroader in the NMRA Achievement Program. Five other modelers also scored better than the 87.5 minimum for a Merit Award this time in the contest room. Congratulations.

Chuck Hammond, Contest Chairman, took the plunge and entered his first model for contest evaluation. He earned a merit award. This is the first time I have evaluated a piece of track work, for Master Builder –Civil in the Achievement program. Chuck brought a locomotive and power unit to demonstrate the correct electrical operation of the trackwork. We use a reduced number of categories in the Arizona Division contest room, and thus we decided that display was the most

## FROM THE CONTEST ROOM / SUN CITY / ALAN BARNES / CONT.

appropriate category for track work. Chuck will use the Judges' comments to improve his next model.

There was an excellent N scale model of an Art Deco underpass. As is typical for model railroaders, a 100% faithful copy of the prototype would be too large for the modeler's location, and so a compressed model was built. The modeler's documentation correctly highlighted that the model was compressed from the prototype photos and maps included with the documentation. The judges then had to consider whether the look and feel of the prototype was preserved in the model. So for future reference, compressed models are evaluated for conformance to the prototype based on how well the modeler maintained the look, feel and function of the prototype. A caboose reduced to ten feet long from 34 feet would probably not score well, but a roundhouse reduced from ten stalls to five would be. Make sure to note the compression in the documentation, so that the judges know that the variance from the prototype was intentional.

As always, a BIG thank you to the Judges.

Thanks again, to all who entered the various contests at the March meet. Non-participants please take time to congratulate/thank the participants for increasing your enjoyment of the division meet with their models. A full contest room is a happy contest room for the attendees. The contest room staff will always be available to help you with your modeling challenges or paper work. You may contact the Contest Chair and Achievement Program Chair between meets with your questions, see the masthead for contact information. Contest forms are available on the NMRA web site. You do not have to enter the judged contests, try the Favorite Train, Levity, or Lenny's Challenge Display areas. It does take a little work to bring something, but your displays, start conversations and possibly friendships. The judge's comment sheet is there to help you improve your modeling. You can use the division contests to fine tune your models for the PSR Regional meet in September 2015.

I hope to see you at the Summer meet.



## FROM THE AP CHAIRMAN—DON STEWART



The march Arizona Division Meeting brought in six (6) Merit Award winning models by members. These modelers and their models (in alphabetical order) were:

**Frank Baker** - O scale Pennsy N6b Caboose

**Paul Chandler** - HO scale SP Freight House at Banta, CA

**Gordon Geiger** - HO scale Shove Platform

**Charles Hammond** - HO scale #6 Right Hand Turnout

**Jim Tuck** - HO scale Grandma and Grampa's Duplex

**Wayne Wood** - N scale Art Deco Underpass

The competition was again very tight as the quality of the models was high. A variety of scales and model types were represented. Remember that there are two categories of model entry, Kit and Open. The Kit category has half the available scratchbuilt points. This is due to the lower number of scratchbuilt parts in a kit. So, if you scratchbuilt the model, enter it in the Open category and enter kits in the Kit category. You may also look over the competition and enter your model in the category that gives you the best opportunity to win. Gamesmanship!

Regardless of the category, there are not a lot of models entered in the contests. Enter a model you have built and you can get an unbiased evaluation of your work. Helpful suggestions are written on the judges supplemental sheets. You may also talk to the judges about your specific model.

If you are still unsure about entering a model, you can always help judge other models. This will give you an idea of what the judges look for in a model. This helps you avoid some of the pitfalls of modeling.

A few tips for building better models:

Build square, tight (no gaps) corners and joints

Add details

Have a photo of the specific model or photos of parts of the model to show conformity

Apply paint smoothly and weather according to the prototype

Scratch build as much as you can

**FOR MORE INFORMATION ON THE ACHIEVEMENT PROGRAM**

**CHECK THE NMRA WEBSITE AT: [WWW.NMRA.ORG/ACHIEVEMENT](http://WWW.NMRA.ORG/ACHIEVEMENT)**



## FROM THE RAILETTES—DEIRDRE HAMMOND & JILL STEWART



### Railettes At The Spring Meet

The Spring AZ Division Meet provided the Railettes an opportunity to do several things. The morning, started with a 2-hour clinic on card making. Elaine Reichard showed up with a multitude of items to show us how to make cards using a variety of techniques. We learned about embossing, stamping, creating 3D imagery, scoring cards, and doing fine artistry with coloring pens. After the lunch break, the women were taught how to play a game with dominos called "Mexican Train."

The Railettes also conducted a 50/50 raffle during the event to help raise funds for the 2015 PSR Convention in Scottsdale. A 50/50 raffle is where participants can purchase 1 ticket for one dollar, or 6 tickets for five dollars. At the end of the meet a ticket is drawn and the winner will receive half the monies collected. For this meet, \$290.00 was collected, which meant the winner walked away with \$145.00! The Railettes will be doing 50/50 raffles at each of the Division Meets up to the 2015 convention. Be sure to get a ticket for your chance to win at the next AZ Division Meet.

We look forward to seeing you at the next AZ Division Meet. Be sure to stop by the Railettes room and see what we have going on and join in!



### Janet Spooner is retiring

Janet is retiring as the Railette Chair. She has served the Arizona Division with extraordinary flair and a great sense of humor. She has diligently provided crafts and entertainment for the spouses of many of the model railroaders over the last 10 or so years. With an ability to get everyone involved, she has kept the meetings interesting and laughter was always heard from the Railettes' room when they were not working diligently on the latest crafts. She instilled joy in everyone. Her leadership will be greatly missed at the Division Meets.

It will take two people to replace her. Deirdre Hammond and Jill Stewart have volunteered to assume the Railettes duties for the near future.



**CONTEST RESULTS - SUN CITY DIVISION MEET**

*MARCH 15, 2014*

**Best In Show**

SP Freight House at Banta, Ca. - Paul Chandler \*

**Structures — Open**

1st Place – Art Deco Underpass - Wayne Wood \*

**Structures — Kit**

1st Place - Grandma & Grandpa's Duplex - Jim Tuck \*

2nd Place - Warehouse loading a truck - John Lovely

**Display — Open**

1st Place – #6 RH Turnout - Chuck Hammond \*

**Rolling Stock — Open**

1st Place – Shave Platform—Gordon Geiger \*

**Rolling Stock — Kit**

1st Place – Pennsylvania N6b Cabin Car - Frank Baker \*

\* Denotes Merit award Winner

**Favorite Train**

1st Place – Pipe Train - John Clark

2nd Place – N scale Reefer train - Dennis Bueschel

3rd Place—Civil War Train - Tom Beecher

**Levity**

1<sup>st</sup> Place – Reefer E - Alan Barnes

2nd Place - Reefer AL- Alan Barnes

3rd Place - Warped Car - Tom Beecher

**CONTEST RESULTS - SUN CITY DIVISION MEET**

*MARCH 15, 2014*

**Photography**

**Model — Color**

- 1st Place – #400 - Robert Batt
- 2nd Place- Angles - Robert Batt
- 3rd Place - \$6200 - Robert Batt

**Model — Black & White**

- 1st Place –

**Prototype - Color**

- 1st Place – Rio Grande Southern motor car #1 - Allen Greger
- 2nd Place – GCRR - Jim Tuck
- 3rd Place - El Paso Yard - Mike Bording

**Prototype - Black & White**

- 1st Place – Shay - Jim Tuck
- 2nd Place - Power - Jim Tuck

**Contest Room Judges**

Don Stewart, Lowell Spooner, Dan Thompson, Jon Wolfe, TC Carr, Alan Barnes, Ralph Beadle

Note:

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

2: In order for a model to receive 1<sup>st</sup> 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.



SP Freight House at Banta, Ca.- Paul Chandler \*

36 20 25 25 13 119



**CONGRATULA-  
TIONS!**  
*BEST IN SHOW -*  
**PAUL CHANDLER**  
**MERIT AWARD**  
**WINNER**



**POPULAR VOTE CONTEST RESULTS - SUN CITY DIVISION MEET**

*MARCH 15, 2014*

**1st Place - Tipple  
Alan Barnes**



**2nd Place - Montezuma's Cafe  
Alan Barnes**

**3rd Place - House  
w/ tower  
Tim Gilliland**



POPULAR VOTE CONTEST RESULTS - SUN CITY DIVISION MEET



Tim Gilliland



Frank Baker—Ruby's Diner



Tim Gilliland



Frank Baker—Texaco Country Store



Dan Thompson



Frank Baker-G.F.Gelderman-Rabbit Breeder



POPULAR VOTE CONTEST RESULTS - SUN CITY DIVISION MEET



Helen Smith



Alan Barnes



John Lovely



Lee Stoermer



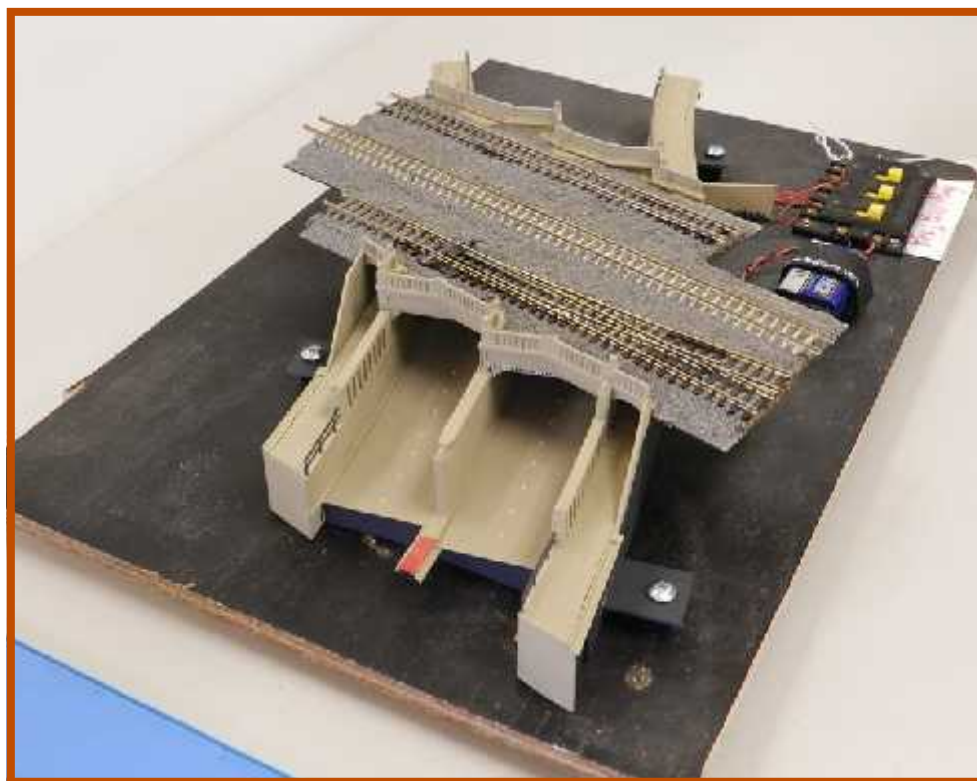
Jim Tuck



Alan Barnes

**STRUCTURES OPEN**

1st. Place - Art Deco Underpass - Wayne Wood \* 34 18 15 21 14 102



**STRUCTURES KIT**

1st. Place - Grandma & Grandpa's Duplex - Jim Tuck \* 29 17 19 18 5 88



**STRUCTURES KIT**

2nd Place - Warehouse Loading a Truck—John Lovely



**DISPLAY—OPEN**

1st Place- #6 RH Turnout - Charles Hammond \* 31 10 21 24 11 97





**ROLLING STOCK - DISPLAY - OPEN**

1st Place- Shave Platform - Gordon Geiger \* 30 18 25 12 14 99



**ROLLING STOCK - KIT**

1st Place - "0" scale Pennsylvania N6b Cabin Car - Frank Baker \* 34 15 20 20 11 100





*Favorite Train*



1<sup>st</sup> Place – Reefer E - Alan Barnes

2nd Place - Reefer AL-  
Alan Barnes



3rd Place - Warped Car -  
Tom Beecher



**Favorite Train**

**1st Place** – Pipe Train - John Clark



**2nd Place** – N scale Reefer train - Dennis Bueschel



**3rd Place**—Civil War Train - Tom Beecher



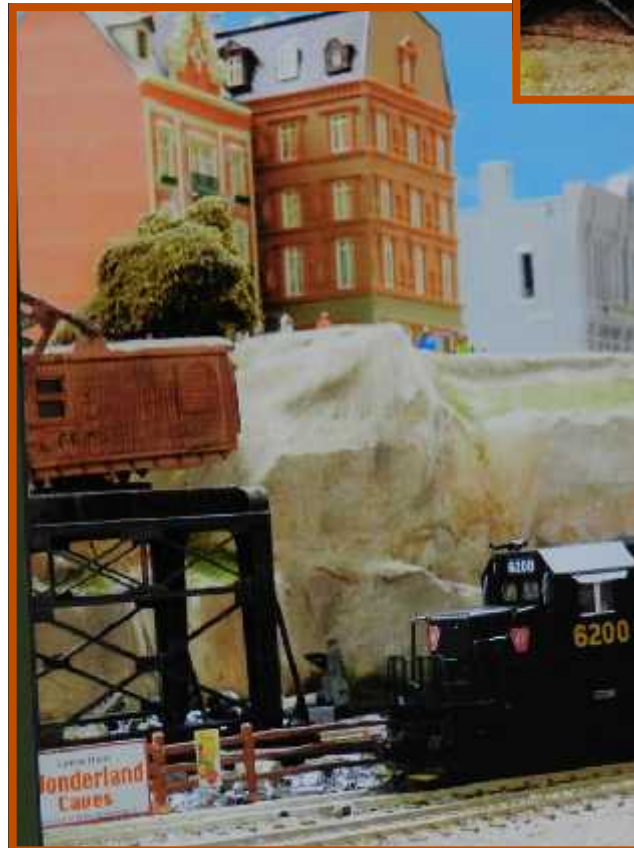
PHOTOGRAPHY—MODEL COLOR



1st Place  
# 400  
Robert Batt



2nd Place  
Angles  
Robert Batt



3rd Place  
#6200  
Robert Batt



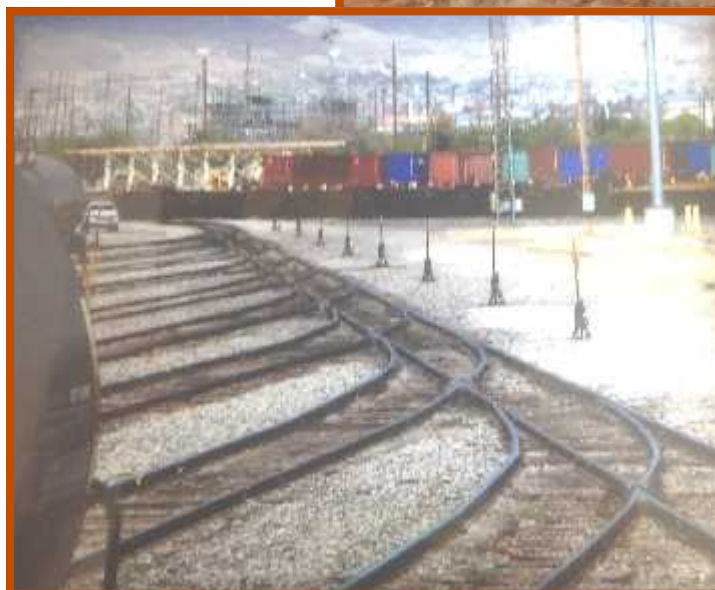
**PHOTOGRAPHY—PROTOTYPE COLOR**



1st place  
**Rio Grande Southern Motor  
Car #1**  
*Allen Greger*



2nd place  
**GCRR**  
*Jim Tuck*



3rd place  
**El Paso Yard**  
*Mike Bording*

**PHOTOGRAPHY—BLACK & WHITE**



**1st Place - SHAY - Jim Tuck**

**2nd Place - POWER - Jim Tuck**





***“LENNY’S CORNER”*** BY LENNY SMITH



It's good to see people have a basic understanding of how railroads work! One of the funnier comments was that the next train thru is the track inspection car on truck tires. Do you believe that?



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## ARIZONA CLUBS

### **Cornville**

#### **Wyoming Division Model Railroad Club**

Scales: HO

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

On the Web: [http://groups.yahoo.com/group/wyoming\\_division/](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) 980-2880

On the web: [www.gmrctrains.com](http://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](http://www.pcmrc.org)

### **Phoenix**

#### **Grand Canyon State Model Railroaders**

Scale: HO modular

Contact: Bob Gibbs (480) 968-1760

On the web: [www.GCSMR.org](http://www.GCSMR.org)

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**ARIZONA CLUBS****Phoenix****Thunderbird Model Railroad Club**

Scale: HO

Contact: Larry Platt

On the web: [www.trainweb.org/tbird](http://www.trainweb.org/tbird) Website is: [www.thunderbirdmodelrrclub.com](http://www.thunderbirdmodelrrclub.com)

**Ponderosa North**

Scales: Round Robin

Contact: Matt Furze - [mattfurze@cox.net](mailto:mattfurze@cox.net)

On the web: [www.arizonarails.com/pncpage](http://www.arizonarails.com/pncpage)

**Prescott****Central Arizona Model Railroad Club**

Scales: Multiple

Contact: Steve Bumgardner (928) 775-3184

On the web: [www.camrrc.com](http://www.camrrc.com)

**Scottsdale****Scottsdale Model Railroad Historical Society**

Scales: HO and HOn3

Contact: [contact@scottsdalemrhs.org](mailto:contact@scottsdalemrhs.org)

On the web: [www.scottsdalemrhs.org](http://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](http://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](http://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](http://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.

### Thunderbird Model Railroad Club by Chuck Hammond

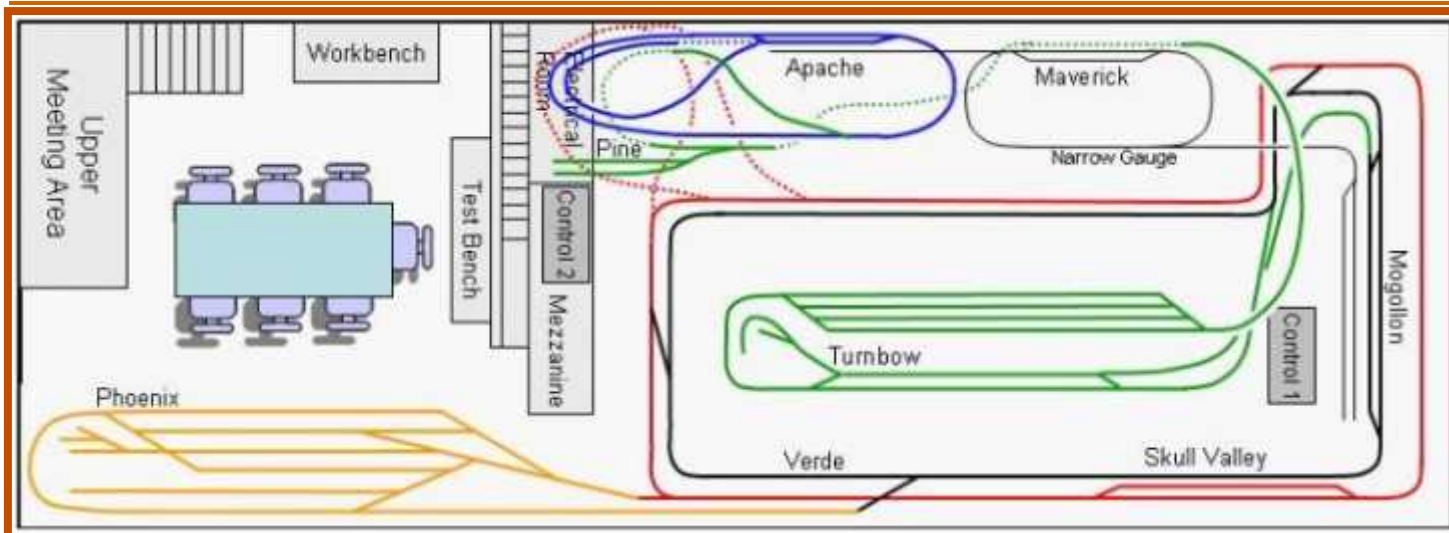


2013 Thunderbird Model Railroad Club Members – (counter clockwise from left rear) Ted Jonason, Stan Sachau, Mike Sanders, Chuck Hammond, Eric Jonason, Ben Vernille, David Greenberg, Jon Wolfe, Don Stewart, Alan Vincent, Tom Draper, Lowell Spooner, Roger von Seeburg, Ken Rhoads, Lee Baird, Phil Hanna, Larry Platt. Not Pictures Charles Stewart, Brian Rhoads, Sal Allen, Matthew McInerney, Larry Riese.

**Some call it a passion, some call it a hobby, others call it an obsession, we call it model railroading.**

As this is the first writing in the Spur Line about the Club, I thought you might want to know a little about us.

The Thunderbird model railroad club is the oldest organized HO scale model railroad club in Arizona having been chartered on August 2, 1949. The present layout is the club's fifth layout. The first two layouts were constructed in the upstairs portion of the Phoenix Union Station which was serving the Santa Fe and Southern Pacific railroads at the time. The last three layouts have been constructed in various buildings on the Arizona State Fairgrounds property. The current layout located under the Arizona State Fairgrounds Grandstands was constructed in 1975 and has been in continuous operation since. In addition to running trains during the fair, members of the club collect weekly on Tuesday evenings to conduct operating sessions, perform maintenance, and socialize.



The primary layout is home to the **Phoenix, Turnbow & Apache RR. (PT&A)** This is the standard gauge line which travels from the city of Phoenix, to the highest point on the layout, Thunderbird Mountain, just north of the town of Apache. There is 1751 actual feet (28.9 scale miles) of track which is code 100 rail hand laid on scale wooden ties. Turnouts were custom built for their location using cast nickel alloy frogs, except for some newer sections where commercial turnouts have been utilized. During initial construction over 100,000 ties were installed with rail laid in 12 foot lengths and hand spiked to the Homasote roadbed which was revolutionary at the time.

The original direct current (DC) system was removed in 2004 and replaced with the NCE Digital Command Control system. This enterprise required removing over 2 miles of wiring which was replaced with about 800 feet of wire for the DCC system. There are now 36 isolated blocks protected by individual circuit breakers which prevents the entire system from coming to a halt when one train derails causing a short— an infrequent act I should say. In addition to the DCC system all mainline turnouts were converted to Tortoise slow motion switch machines with Hare II controllers and a club designed driver for LED indications. This required adding about 3,000 feet of Cat 5 cable to the layout. In addition many of the turnouts are “Auto-Throw” on the mainline eliminating derailments caused by running through the back of a closed turnout. These modifications allow the turnouts to be controlled through the DCC system or from any of the 10 control panels located throughout the room. Many of the yard switches are still the hand throw type which allows operators to still enjoy the work of breaking down and making up trains, or spotting cars at local industries.

The secondary line is the narrow gauge **Mogollon & Western**. This Hon3 line runs from the town of Mogollon, up to Maverick, then through to Apache. A branch leads up to the hills above Pine to a lumber camp that is under construction. The narrow gauge line is 167 feet of track with 46 feet of dual gauge track where the **Mogollon & Western** interchanges with the **PT&A** in Mogollon and Apache. Like it's big brother, the **Mogollon & Western** uses the NCE DCC system and most of the power is equipped with sound, making these diminutive steamers stand out.

The layout is operated as a point-to-point system during most of the year. Reverse loops located at Phoenix and Summit (Thunderbird Mountain) and passing sidings of 16 feet minimum allow for a very realistic operating session with up to 10 trains running the mainline at any time. However as the diagram shows provisions were made that allow the layout to be divided into 4 'loops'. These loops allow members to run up to 6 trains during the State Fair with minimal intervention. It is very common to have two trains running on each of the red and black loops which run along the observation windows during the Fair.

## Membership

The club membership is limited to 30 people due to space restrictions during operations. Even with this cap on membership it becomes a lot of fun when running an operating session as men are scrambling around to follow their train on the layout. “Suck it in” and “coming through” have become common phrases heard inadvertently over the headset as a microphone is left open during these sessions. Members must be over 18 years of age. While we offer a youth program we currently have no Youth Associates. The club is a 100% NMRA club so all members belong to the NMRA, the Pacific Southwest Region (PSR) and the Arizona Division. A permanent club number is assigned to each member, since the Club reorganization in 1958 we have 127 members with possibly numbers 128 and 129 just a few months away.

Leadership of the Club is entrusted to the Board of Directors. This is an elected group consisting of the president, vice-president, treasurer/secretary, 4 supervisors, and the past president. The supervisors are elected for 2 year terms while all remaining positions are a one year post. Elections are held during the September business meeting with new officials entering their “office” immediately. Business proposed to or by the Board of Directors is presented to the club during the monthly General Business Meetings and requires a majority vote to proceed. This form of check and balances has proved healthy in maintaining a layout that is fully operational, has continuity in design and for a club that fosters the social aspect of membership and model railroading.

To join the Thunderbird Model Railroad Club, talk to any member and you will be directed to the vice president, who coordinates membership. The membership process takes about six months. This allows the prospective member and the club to determine if the fit is right. Attendance at the club determines interest and builds friendship.

## Current Events

Since the move to DCC in 2004 very little has changed on the layout. Most work was under the layout or replacing turnouts or trackage that had seen better days. This is not the case for 2014. Three major projects are underway that offer continued enjoyment and a change of scenery.





First, our narrow gauge layout had been neglected for a number of years until Phil Hanna and Lowell Spooner took the lead to make this a productive line. Phil has been spearheading the reconstruction of many of the turnouts on the Mogollon & Western. These new hand laid turnouts offer smooth and flawless operation that allowed continuous operation in the town of maverick at last year's fair. With all the work Phil completed now we can safely operate between Mogollon and Maverick without the fear of derailment. While the mainline was reworked, Lowell has been working on the mine siding refurbishing mines, reworking the track and sprucing up the scenery. By the time the 2014 state fair comes around this section will be fully operational for all to enjoy.



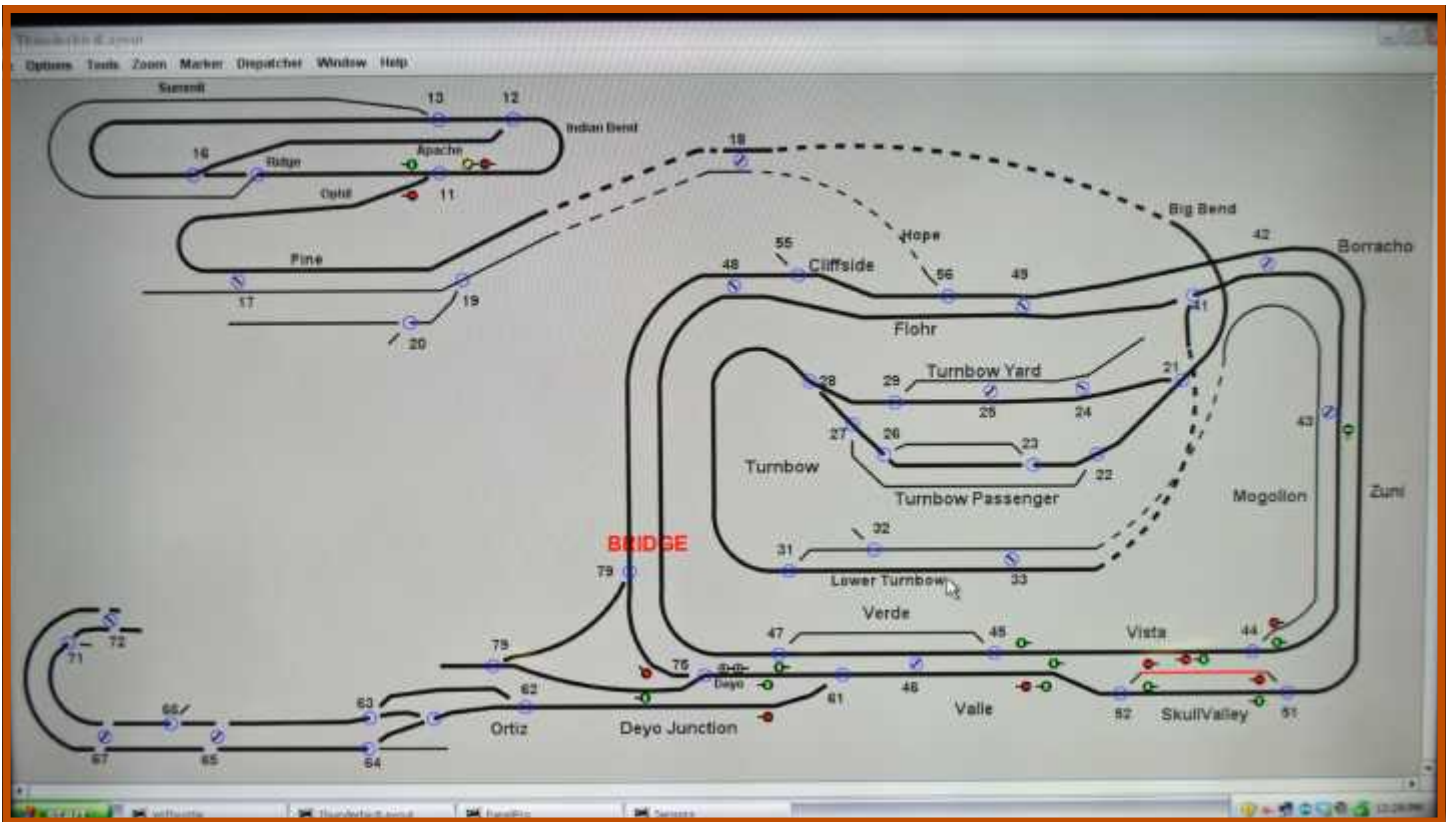
Next is the urban renewal project in the town of Turnbow. Ted Jonason leads this effort as a large section of the town and trackage in the town is reworked. Many of the buildings in this have seen better days and the track which was originally designed for trolley operation has been unused by the current membership for years. The concept is to create two drop-in dioramas. One diorama will depict a state fair complete with Ferris Wheel and midway. This will be in place during the AZ State fair since the operating Ferris Wheel seems to be very appealing to the public. The other diorama, which club members find appealing, will depict business and residential neighborhoods more fitting for a late 1950 to mid-1960 era town of Turnbow.

Renovation began by removing the Ferris wheel from the layout and temporarily relocating buildings that were in the urban Renewal Zone. A number of these structures have been on the layout since the late 70's and club members are determining how to best preserve their historical value. In the meantime the area designated for the drop-in sections was removed as was the old street tracks along Main Street.





Advancing into the 21 Century



The last project is our incorporation of computer interfacing with the NCE DCC System. Eric Jonason has connected the Phoenix, Turnbow & Apache line to a computer using software available from JMRI. With this system we have installed block detection on all portions of the mainline and interfaced all of the turnouts, allowing a dispatcher the ability to either push a button on a control panel or click a mouse to open a passing siding. Using the JMRI software we can “watch” the movement of trains from one of two display screens installed in the upper observation room and in the backroom.

As we move forward the block signaling is being added to the layout so operators can tell if a block is clear without having to yell out asking if anyone is ahead of him. The move to electronics was slow but now that the members see the benefit everyone is on board installing resistor wheel sets to their rolling stock.

**Come and Visit**

The Club meets every Tuesday between 7:00pm and 9:00pm. The 2<sup>nd</sup> Tuesday of each month is a General Operating session open to the public.





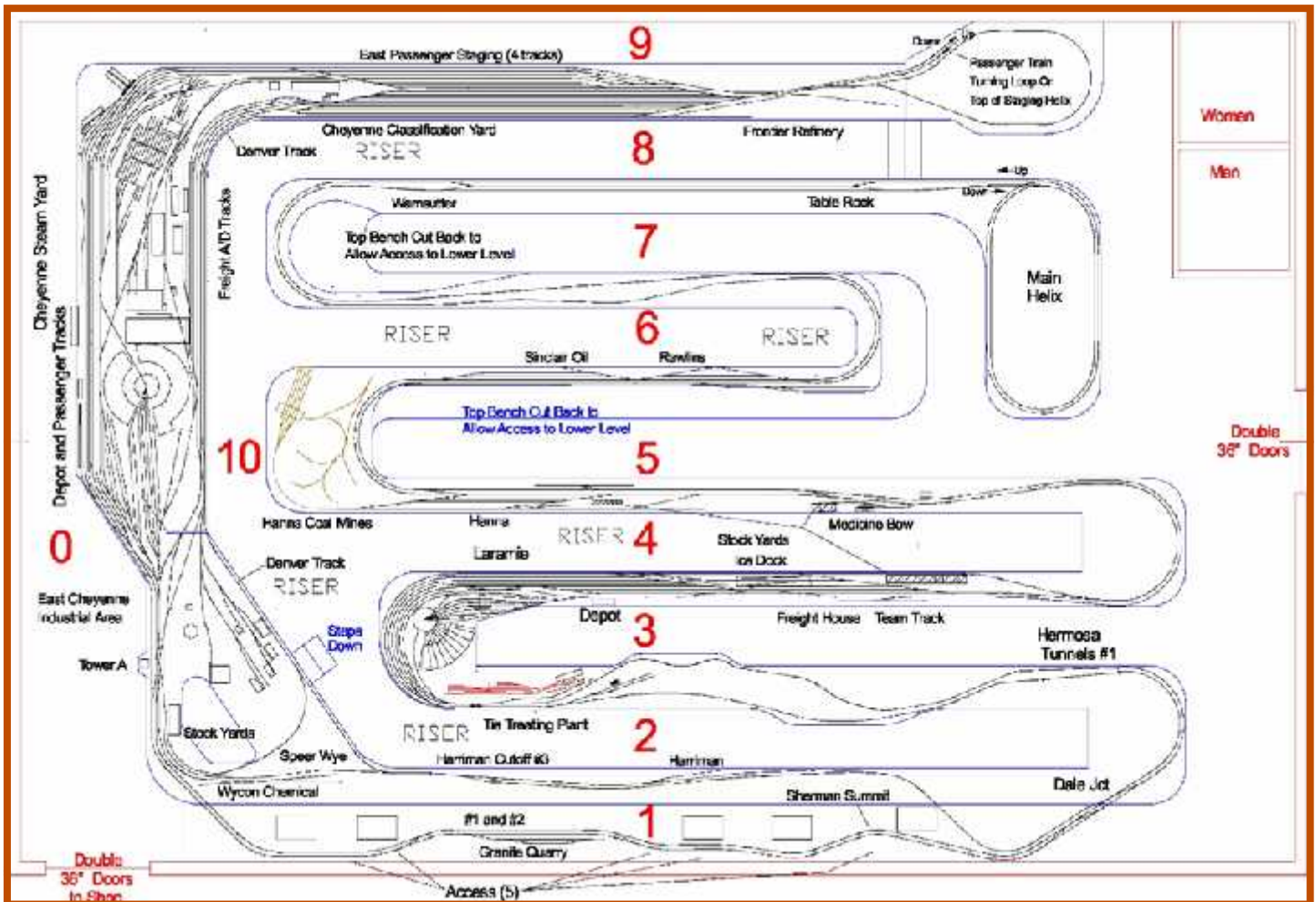
On the 1<sup>st</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Tuesdays club members conduct operating sessions, work sessions, and business meetings. Interested parties that would like to visit the club can contact any member of the club to make arrangements. Additionally you can contact Charles Hammond by calling (602) 471-0616 or use the Contact Us link on our website. [www.thunderbirdmodelrrclub.com](http://www.thunderbirdmodelrrclub.com). As always the Club is open and operating during the Arizona State Fair business hours. The fair is closed on Monday and Tuesday. This year the fair runs from October 10<sup>th</sup> to November 2<sup>nd</sup>, 2014. Address 1826 W. McDowell Rd. Phoenix, AZ. (corner of McDowell and 19<sup>th</sup> Ave.) Just knock on the glass and show us your NMRA or Club Membership card for an inside tour and some socializing with the 'old men playing with trains!'



### THE WYOMING DIVISION MODEL RAILROAD CLUB / Verryl Fosnight

#### Operations on the Wyoming Division

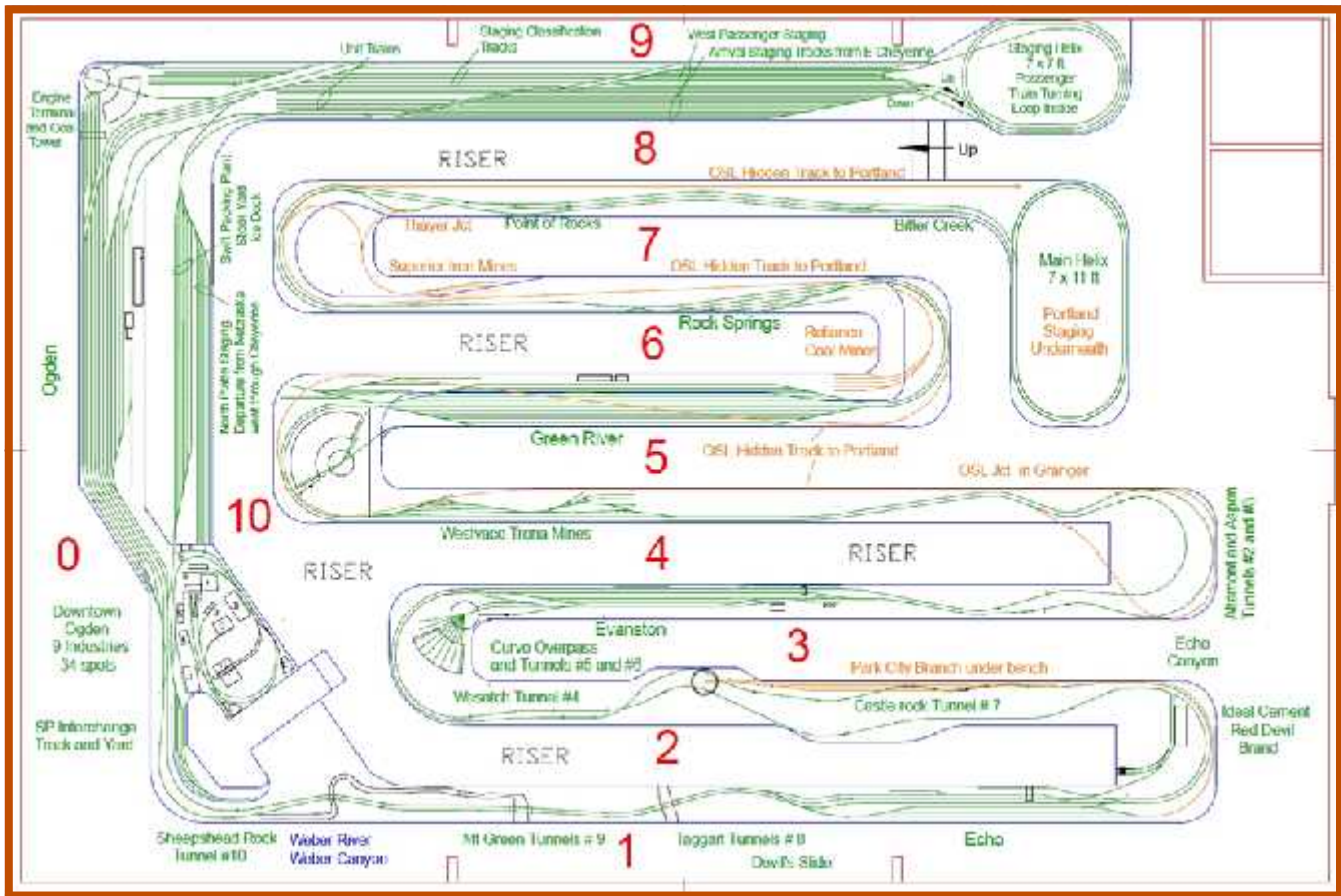
As reported earlier we have been in a construction mode since the first of the year building the last 3 of the 10 benches for the layout. We are nearly done. We have the benches, spline and cork roadbeds completed, and track on all the mains glued down. About 60 percent of the new yards, sidings and mines remain to be finished. The major new yards are Green River and Rock Springs, Wyoming. Green River will serve as a division point and classification center for west bound blocks split for either Portland via the OSL or California (LA or Oakland) via Ogden and staging. Those 3 destinations are in the new OSL staging yard, now completed (Portland) and main staging (LA or Oakland). Thus Green River will function for west bound trains of mostly blocks as a sorting point for those blocks, just as Laramie now does for east bound blocks to either North Platte (think Chicago, Marysville, Kansas, KC and St. Louis) or Denver (and further south and east. North Platte and Denver are "code" names used in train naming for eastern or southern destination, and are actually in staging on the layout, like Portland, LA and Oakland in the west. Green River will also be a helper and engine change point like Laramie.





THE WYOMING DIVISION MODEL RAILROAD CLUB

We had operated in three formal sessions using my new 4 card operating system in monthly 4 hour sessions at the end of October, November, and December with 27, 30, and 35 operators, respectively, and were generally very successful. We all had a good time, and all the guests, from all over Arizona were eager to come back when we resumed operations. The main problems were that many operators failed to do all the work of the 36 trains or so that ran, and this was because of inexperience in general and with the depth and apparent complexity of the operating system in particular. The track and wiring and DCC system performed very, very well, and we are satisfied with them. We may add a parallel route from Cheyenne to the staging helix to ease congestion there.



We plan on starting two sessions a month starting the last part of May, one as a low key, slow paced Training Session and the other as a full up session. The monthly Training sessions will gather less experienced operators as two person road crews, engineer and conductor/brakeman, who will operate a train clear across the layout east or west (from Cheyenne to Ogden or the other way) under the tutelage of a training person. One or two slightly more experienced persons may tag along to watch and learn the intricacies of the system.



## THE WYOMING DIVISION MODEL RAILROAD CLUB

Together they will be called by the Call Boy, find the made up train, verify it and the cards, get the Hostler to couple a loco to it, get a helper and engineer with the Hostler, leave the yard with the YM's assistance, get permission to go on the main OS'ing to DS as we do, and following the Train Briefs (formally I called them Train Orders) and the fascia signs, do all of the work along the way. At each yard we will interact with the local YM and his crew (he may act as all 3, YM, Hostler, and Classification) to do all the switching work there, change locos if necessary, drop the helper if necessary, refuel, water, etc. then proceed out of the yard on a route set by the YM again OS'ing to get permission to reenter the main. At each yard the interactions with the local YM's will train them also. We will take our time, and probably one run around the layout per crew will suffice (see below for length of the run). The single run will take about 1 ½ - 2 hours, because we will cover all details of the prototypical UP operations in full.

The regular operating sessions each month, about 2 weeks later will feature full operations, and we expect to need as many as 45 or 50 operators with all the new benches in place.

I have 115 potential operators on my email invitation list, and have continued to make regular updates on progress to them. If you are not on that list and would like to operate, no matter where you live, please write me at [wyodivops@gmail.com](mailto:wyodivops@gmail.com) to get on the list. We welcome modelers of all experience levels, from brand new to experienced. We recognize that everyone has to start sometime, and we are very patient and forgiving with new people. The idea is to have fun and camaraderie.

Actually, the idea is this. We work so hard to build realistic models of real railroads, then run trains "around the Christmas tree" unlike any real railroad. In operations, we strive for realistic operations, point to point, delivering passengers and freight, as if to make a profit, and we do it in a relaxed and gentile manner that guarantees fun.

So get on the list, and operate with us, and if you live a long ways from us, car pool with others from your area. We have groups come from Scottsdale, Phoenix, Pebble Creek, Tucson, Yuma, Prescott, Flagstaff and Payson, and even the occasional out of state person attends.

### **New Size of the Layout**

I wasted the morning a few days ago measuring the completed track length of the double track mains on the layout. The attached table shows the measurements. I started at the East yard limits of Cheyenne and measured all the way around the layout to Ogden then on through staging and back up the small staging helix (97 feet small!!) back to the starting point. We don't think of train runs as being this way, because it is not point to point, but we do run from Staging up to Cheyenne and back through Ogden into staging from the other end, so in effect we sometimes do run this length of track, all taken together. The table allows one to deduct staging from the total if desired.

The total length is 1,006 feet, or about 16.6 scale miles. Lenny ran a train at a modest rate that same day over this 1,006 feet, and it took an hour running at a modest rate nonstop.

## THE WYOMING DIVISION MODEL RAILROAD CLUB

**These are the measured track mains of the Wyoming Division as built as of  
4/7/14**

<u>Location</u>	<u>Distance from last Location</u>	<u>Mile Post (ft)</u>	<u>Comments</u>
Cheyenne East Yard Limit	-	0	
Cheyenne West Yard Limit	<b>80</b>	80	
Dale Junction (center of)	70	150	
Hermosa Tunnel #1 E Portal	12' 9"		
Hermosa Tunnel #1 W Portal	3' 2"	166	
Laramie E Yard Limit		183	
Laramie W Yard Limit	<b>51</b>	234	
Hanna East Yard Limit/Mine Junction		268.5	Hanna Yard has one end only connected to Main
Sinclair E Yard Limit		302	
Sinclair W Yard Limit		313	
Sinclair W Yard Limit/Rawlins E Yard Limit	<b>12</b>	313	
Rawlins W Yard Limit		325	
Wamsutter (E end of Center Siding)		374	
Table Rock (W end of Center Siding)	22' 3"	395.75	
East end of Helix lead (leading to Helix)	15' 9"	411	
End of first turn of main helix		444	
End of second turn of main helix		477.7	
End of third turn of main helix	22' 6"	506.2	
Beginning of LL Bench (end of Helix lead)		511	
Rock Springs East Yard Limit		523	
Rock Springs West Yard Limit	<b>43</b>	566	
Green River East Yard Limit		579	
Green River West Yard Limit	<b>36.5</b>	615.5	
Westvaco East Entrance	10	625.5	
Westvaco West Entrance	12.5	637.5	
Granger East Yard Limits	2	639.5	
OSL Junction	<b>22</b>	661.5	
East Portal Altamont Tunnel #3			
Portal Aspen Tunnel #2			
West Portal Altamont Tunnel #3		686.5	
Evanston East Yard Limit		695.5	
Evanston west Yard Limit	<b>23</b>	718.5	
Curvo West Portal Tunnel #5	16.5	735	





THE WYOMING DIVISION MODEL RAILROAD CLUB

Summary of Wyoming Division Double Main Track Lengths As Built

The mains in the yards are shown in *italic bold and red* in the table as an indication of how long the different yards are. They are shown below with their lengths and approximate manpower to operate these yards.

1. Cheyenne	80 feet long	YM, Hostler, Classification
2. Laramie	51 feet long	YM, Hostler, Classification
3. Sinclair/Rawlins	12 feet long	YM optional if enough operators
4. Rock Springs	43 feet long	YM, Local Engineer/Class, Mine Engineer
5. Green River	36.5 feet long	YM, Hostler, Classification
Granger (OSL Jct)	22 feet long	YM optional, marshaling coal from
Kermerer to Geneva Steel W of Ogden		
Evanston	23 feet long	YM optional if enough operators
Echo	18 feet long	YM optional if enough operators
Ogden	43 feet long	YM, Hostler, Classification
Staging	40 feet long, 24 tracks in parallelogram—each 27 feet long, plus 5 track	
North Platte staging stub yard,	18 feet long	YM, 2 helpers for Classification

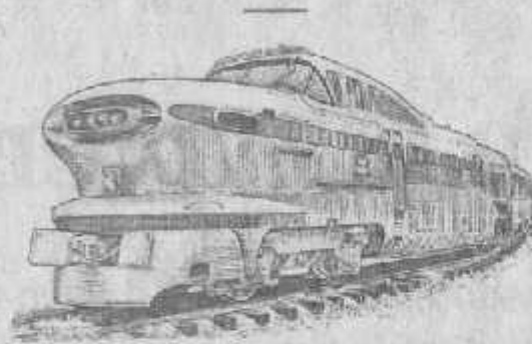
As you can see, we are very proud of the Wyoming Division, and invite you to visit and operate with us. There is more about the Wyoming Division [http://groups.yahoo.com/neo/groups/wyoming\\_division/](http://groups.yahoo.com/neo/groups/wyoming_division/) The space between “wyoming” and “division” is an underscore, “\_”.

You can learn more about the Wyoming Division on SlickPic, where I have posted photos with captions at <http://verrylvfosnightjr.slickpic.com/> Go to the album with the train mailbox on the cover. Take a look at the track plan and the empty building, the first 3 photos, then you can skip around. I also have some photos in a sub-album in the above album with photos of the session in October.

Verryl Fosnight



## DUBIOUS MOMENTS IN ADVENTURE



### “The Crain”

*Sexy, modern, fast—just like your car! General Motors designed the lightweight Aerotrains in the 1950s to cater to a railway industry suffering from America’s postwar love affair with the automobile. With a rounded nose, wraparound windshield and (yes) fins, the train didn’t just look like a car; it was essentially built from modified GM bus bodies. Therein lay part of the problem—passengers complained about lack of space, as well as the bumpy ride. Only a couple of samples were ever built; after being toured and tested around the country, they were put to use as commuter trains around Chicago. —Sara Clemence*





## YUMA MODEL RAILROADERS / LEE STOERMER

**We've** had quite a busy past year here at the Yuma Model Railroaders. It has come full circle from another highly successful run at the Yuma County Fair to an unforeseen change club location that has worked to our benefit.

Our continued stewardship of the Southern Pacific Railroad Steam locomotive 2521 and 1878 coach car 1643 was demonstrated with our quarterly cleaning of SP 2521. In addition we make regular visits to check on the condition and needed maintenance issues that arise, as this is open to public access.



The Yuma Model Railroaders Modular railroad display at the Yuma County Fair was held from April 1 to April 6 this year. YMRR has grown from 12 modules in 2006 to more than 30. This year 28 modules were available to be displayed. Themes ranged from across the U.S. including Old Tombstone, an Arizona Mainline Water stop, Alaska, Cannery Row, a Pennsylvania Amish farm and many locales in between. A major new addition is a large, curved wooden trestle on a corner module, while many other members did changes and updates to theirs, including one who did a complete makeover during the event!



## YUMA MODEL RAILROADERS / LEE STOERMER



Myke Breussel and his Tombstone module continue to be a crowd favorite.

At this year's display it occupied a space of 28' by 48' set up in a long L shape. There were 22 straight modules, 4 outside including a brand new large corner module with trestle. Gary Southworth had been working on this module section for many years and finally was able to complete his wooden trestle for it along with all the scenery. We were all quite impressed with its construction, strength and operation.

Our modules follow the basic NMRA design of height and setbacks. Our main difference is the connections between modules for track power use a standard 4 wire automotive trailer wiring plug set. These are inexpensive, easy to find and most importantly, they are rugged. We can run either DC, DCC or both as each loop is independent of the other loop. A single loop around of the dual track mainline ran 128' giving a total of 256 feet of mainline. That totals out to 22,272 HO scale feet or a shade over 4 HO scale miles!

## YUMA MODEL RAILROADERS / LEE STOERMER

Stan Ramey has a discussion with one of the visitors about construction methods.



Alan Barr's Arizona Water Stop module, noted for its attention to details throughout.

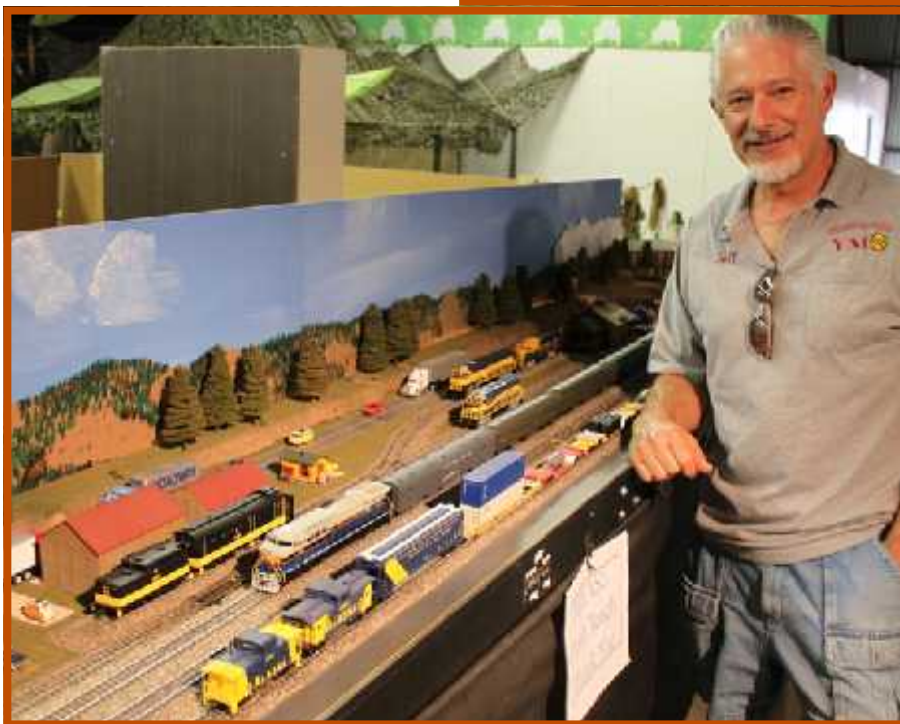




## YUMA MODEL RAILROADERS / LEE STOERMER



Es Heikila totally rebuilt his modules in time for the Fair to another Route 66 tourist trap motel and added some switching possibilities on his neighboring one.



Jeff Tellechea with his collection of Alaska Railroad rolling stock and modules. These are a pair of six foot long modules with a passing siding on each mainline along with several sidings near the station.



## YUMA MODEL RAILROADERS / LEE STOERMER



John Dye continues display his interest in passenger trains with his Amtrak station module. This is an early shot of it as he continues to add details and scenery to it. Note the 'Train Watching Platform'.



## YUMA MODEL RAILROADERS / LEE STOERMER



Jim Currie continues to stretch out his covered hopper train, seen here snaking through the passenger platforms of the Yuma Arizona Depot.

During the Fair Jim worked on his scenery of his three modules, as he had totally demolished them and was then able to demonstrate to visitor's tips and techniques of scenery construction. Thomas is shown making one of his many trips through.

Thomas the Tank Engine (an all time kid's favorite!) and some of his friends from the show continue to make their rounds. Thomas has logged in so many hours of run time that the replacement for the first one we began running is now showing wear and is due for replacement before next years. Kids have been known to run laps several times around the display, keeping pace with Thomas as he makes his rounds.





## YUMA MODEL RAILROADERS / LEE STOERMER

Thanks go to all our members, some of them shown in the following photo. A BIG Thanks to Myke Brussel as being out furthest traveled, having come in from his now year round residence in Silver City, NM.

Members of the Yuma Model Railroaders with modules displayed this year included: Alan Barr, Myke Brussel, Jim Currie, John Dye, Tim Gilliland, Ed Heikila, Stan Ramey, Gary Southworth, Lee Stoermer, and Jeff Tellechea.

Shown are:

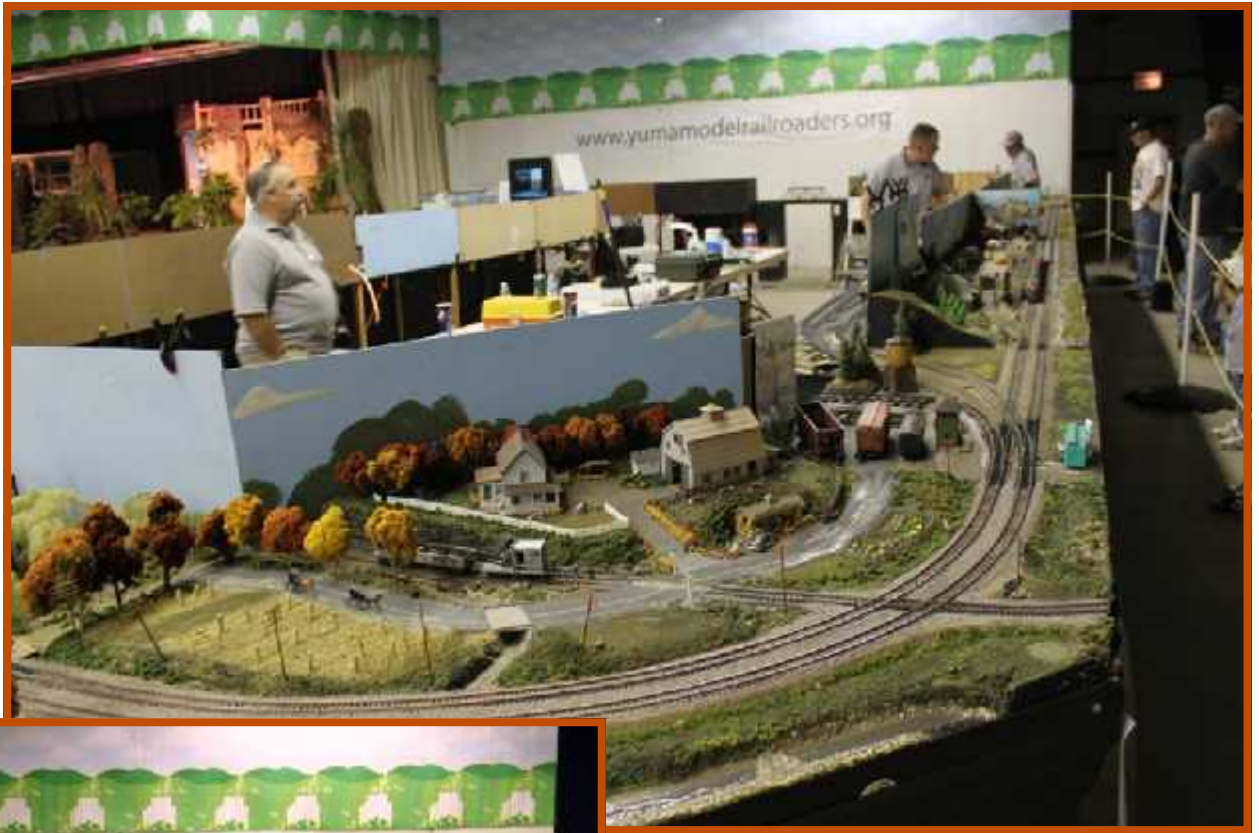
l-r: L Stoermer,  
S Williams, T  
Gilliland, E  
Heikila, J Dye, G  
Southworth, J  
Harris, S  
Ramey, J  
Tellechea



YMRR  
north end  
2014 Fair-  
overview



YUMA MODEL RAILROADERS / LEE STOERMER



YMRR north end 2014 Fair-overview

## YUMA MODEL RAILROADERS / LEE STOERMER

YMRR Secures new long term location!

As you may have heard, we had lost our location at the Southgate Mall due to new owners that wanted to demolish and rebuild. Of note, it's been 18 months since then and no work at all nor is any foreseen in the near future to the site. So the search went on for another location. Having received continued assurances of a permanent location once our 'real' long term location gets a major renovation and remodel, which is still in the design and funding phase, we looked around for several locations. As chance would have it through an acquaintance, I was able to arrange for our use of a building at one of the schools that was no longer being used and having been so for several years. It is 60' by 60' with a 30' x 30' corner portion of it having been used as a classroom previously. So with it came whiteboards and bulletin boards. While the classroom portion was nearly move in ready, the remainder will require some cleanup and maintenance. Over the next month we will be repainting the walls, rearranging the boards to better suite our needs, preparing for our formal display arrangement after our National Train Day display at the Yuma Quartermaster Park is complete. Then doing a major clean up of the remaining L-shaped portion of the building for our future expansion will be worked on, as that part of the building had been the wood shop and currently has a large selection of chalkboards and other unused equipment in storage that will be going to surplus.



So for the next edition we will give you an update on our move into our new building and a report of our National Train Day activities along with our work with the Yuma Heritage Foundation in an operating display model of Yuma circa 1915 for the Arizona (1912) and Yuma (1914) Centennials and railroad history room displays.

In the meantime, we invite you to visit our web site at

[www.yumamodelrailroaders.org](http://www.yumamodelrailroaders.org)



## SCOTTSDALE MODEL RAILROAD HISTORICAL SOCIETY

### Twelve Years in the Making—Ed Stewart

In our first article, we told you about the history of our model railroad club and Scottsdale's McCormick-Stillman Railroad Park that we call home. Our second article described the story of our new railroad including some real and some fanciful "history" of railroading in Arizona. In this article, we will share the twelve year story of how are new railroad became a reality.

In 1998, we learned that a new building to house the Park's three model railroad clubs was being considered. The ground breaking for the new building did not occur until 2010. That sounds like a long wait. But the intervening years proved to be a big advantage on two counts.

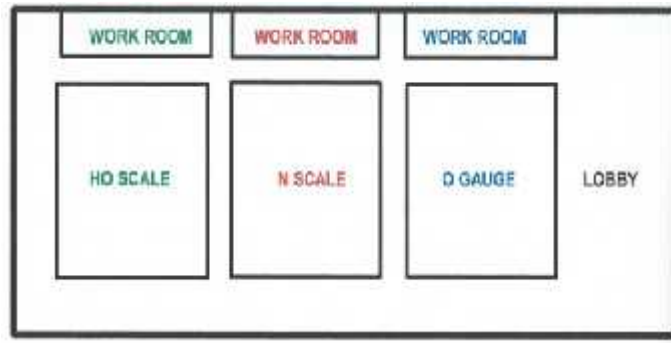
First, beginning in 1998, we focused our financial planning on accumulating funds to pay for the new railroad. We began to actively seek donations of model railroad equipment and to participate in model railroad swap meets. We continued to improve our old railroad but tried to spend wisely. We purchased items that might be used on the new layout or sold when our old layout was taken down. This allowed us to begin construction in 2010 with sufficient funds to build a "world class" model railroad.

Second, in 1998, the club already had a layout design process in place. We had an elected officer (currently called the Project Director) along with his Layout Construction and Design Committee, who were then, and continue to be, responsible for the theme, design and construction of the club's layout. Hundreds of hours of meetings of the committee and periodic updates and discussions with the total club membership resulted in a detailed plan for the new layout that had broad acceptance among the membership in 2010 when construction began.

In 1998, the three clubs submitted "new building wish lists" to Park management for review. It would be a number of years before the final plans for the building were completed. Being typical model railroaders, we thought big in the early years of layout planning, contemplating a 3,000 to 4,000 sq. ft. layout that would model at least a portion of nearly all the railroads in Arizona. The clubs submitted updated "wish lists" late in 2005 - ours continued to "think big". By the end of 2008, things were coming together. The Park had settled the plan for expanded parking, the building location was determined and members were building turnouts for use on the new layout.

Early in 2009, reality set in. The new building would be 10,000 sq. ft. with a lobby area opening into a large open space housing the three club layouts. Each layout space would be 32 ft. by 40 ft. with walls consisting of 42 in. high wood topped by glass of varying height. Public aisles providing viewing on all four sides would surround the layouts.



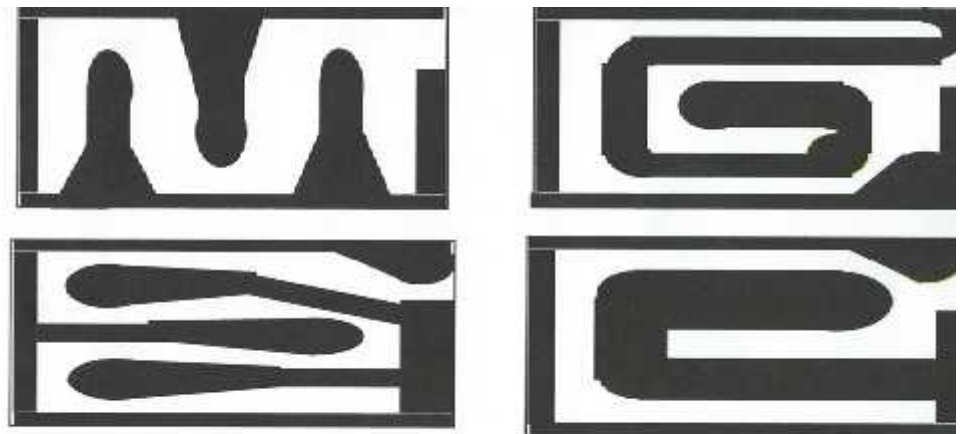


NEW BUILDING PLAN

With layout dimensions and wall configuration in hand, layout planning kicked into high gear. Maximum layout bench width was set at 30 in. based on reach. After considerable discussion, operator aisle width was set at 48 in. We knew wider aisles forced us to give up some railroad but it would improve our comfort and convenience when building and operating the new layout.

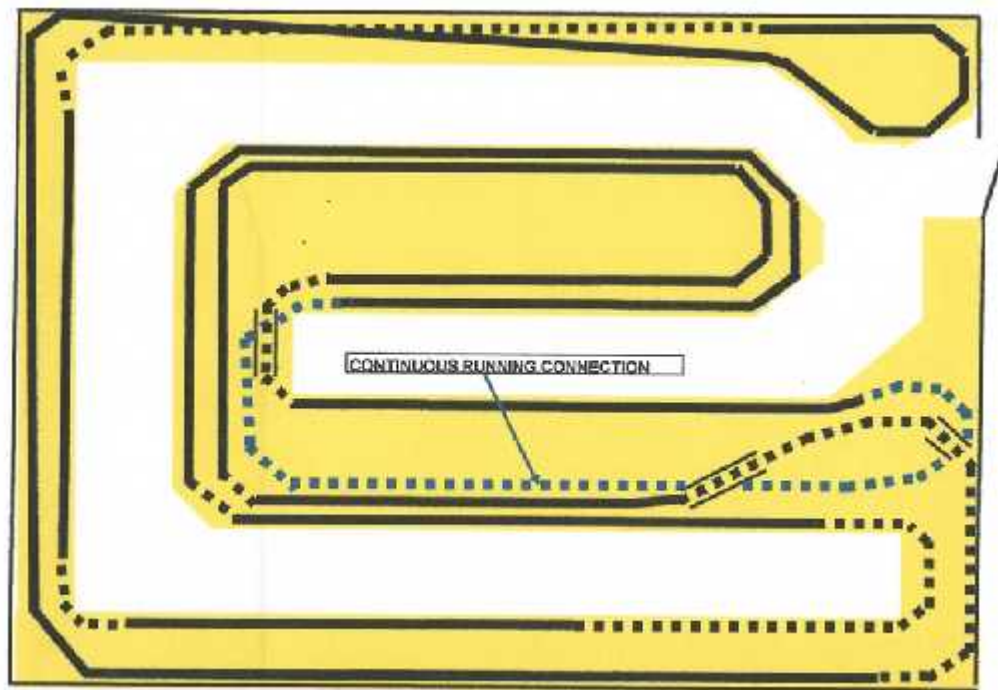
Committee members submitted a number of different arrangements for optimizing the bench work within the 32 ft. by 40 ft. space. In other words, how much layout could we fit into exactly 32 ft. by 40 ft. of space with no room to expand into the “furnace room or closet”. These plans included proposals with and without duck-under, multiple layers, mushrooms, multiple peninsulas and spirals. Over time, support developed for no duck-under, bench work next to the windows to provide close-up public viewing and a design that allowed operators to walk with their trains at all times. Some plans required operators to walk to a different area of the room to reconnect with their train. None of the decisions came easily but we had the luxury of time to thoroughly investigate the various proposals.

FOUR OF THE MANY BENCH WORK DESIGNS CONSIDERED



After many months of deliberating on at least a half dozen proposals, the final design for the bench work was settled. Simply stated, the proposal showed bench work against all the glass walls except at the location of the door to the room. A single U-shaped peninsula led off this bench work at one location to fill the rest of the available space in the center of the room. A first attempt was made at locating the main line track for the standard gauge on the selected bench work.

## THE SELECTED BENCHWORK AND STANDARD GAUGE MAINLINE



The new layout had to support three modes of operation including running trains for public viewing, prototype operation of the railroad during Operating Sessions and casual running of trains by members.

Running trains for the public required that the trains be in view and near the public aisles as much as possible. A continuous running loop was added to allow trains to circulate on the bench work against the glass walls of the public aisles and not on the peninsula in the middle of the room. The track was laid for the bench work against the glass walls first which allowed us to get trains running continuously before work on the center peninsula started in earnest.

Prototype operations called for the development of towns along the route of the mainline. Plans were drawn for each town, always including a run-around track and various siding combinations depending on the industries planned for each town and the available space on the bench work. Each town has a unique plan and they range from easy switching work to true switching puzzles. A single staging area evolved and became the lowest track level and was located in the center peninsula. Access to staging originated in two towns but eventually increased to four towns. A long descent through several areas of the bench work including all of the center peninsula was selected over using a helix to handle the necessary elevation change.

Casual running required a mainline with passing sidings with the longest continuous running loop possible. The layout needed to include storage for casual running cars owned by the club. A five track storage yard was planned for a lower area in the center peninsula. We also needed a location where members could place and remove their personal locomotives and cars during their casual running session in a manner that minimized any damage to the layout scenery. Safford in the center peninsula was designated as the location for loading and unloading personal rolling stock. Scenery in and around the loading track will be minimized in an area less visible to the public.

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In keeping with narrow gauge history of the West, it was an easy decision to locate our HO<sub>n3</sub> track high in the mountains of the center peninsula. A standard gauge track rises out of the flat lands in Ash Fork leading to a transfer interchange between the two railroads in Flagstaff.

At this writing, all five of the standard gauge towns against the window are complete including detailed scenery. The staging area in the peninsula is operational. The standard gauge towns on the peninsula range from 80 percent complete in Hayden, Prescott and Ash Fork to ten percent complete in Safford. The narrow gauge has its main running track operational. The two narrow gauge towns of Mogollon and Newman Park are nearing completion. Major work continues in Munds Park, Jerome and Flagstaff.

The members of SMRHS thank Mike Warden for his 25 years of service in the Project Director position through 2008. Mike continued to play a key role on the Layout Construction and Design Committee and is credited with putting forward the bench work and track design that was ultimately selected. Mike and Jim "Doc" Shafer spent many hours at the computer creating detailed track plans on Cadrail. Richard Petrina took over for Mike as Project Director. He manages the difficult process of gaining the consensus of the committee and the membership as we continue on the "adventure" of designing and building our new layout.

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

Bench work, roadbed and track

Scenery design and construction

Electrical systems

Computer systems and automatic trains

Prototype operations

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



## Scottsdale Model Railroad Historical Society

### The Elephant in the Room / Richard Petrina

"I have a model railroad layout and .....I would like to dispose of it.....determine its value.....discuss my options. Are you interested

This is a frequently asked question to the members of the Scottsdale Model Railroad Historical Society ("SMRHS") by the public including family members and friends in an effort to dispose of a complete layout and/or its equipment. Generally, the layout and its equipment have some monetary value to its owner.

Thus, was the case when Jon Lerner approached me seeking our help. Jon's father was killed in a motorcycle accident several years ago and he was an avid model railroader. Jon proposed I look at the layout to determine what possibilities it may have for disposition. I agreed to work with him and some members of the SMRHS went to his home to view the layout, complete a general inventory and better evaluate the overall situation.

My expectations as I went to his house were to view a detailed, well-modeled railroad as a result of many diligent hours of hard work. Upon entering the railroad room, I was not prepared for the "elephant" in the room. I was taken back by the size of what appeared to be an actual one-to-one replica cab of an SD 38 diesel locomotive from the trucks up. I was amazed at the very realistic detail and construction including the metal look of the finish. On further inspection, the locomotive had the prototypical Leslie horn, marker lights, window shade number boards, and main controls in the cab with original engineer seats. It was spectacular. My mind barely registered the HO switching layout that surrounded the locomotive on three sides. After further review, photos, and evaluation of the scope of the project, we came away shaking our heads as to where, when and how we approach the "elephant" in the room. Removing the HO layout would be similar to what we had done many times over in the last years. The "elephant" would be an entirely different story.

The SMRHS members and officers discussed the matter in great length and detail. Needless to say, this would be one of the utmost ambitious projects the SMRHS had undertaken. I was agreed to pursue the project proactively in an effort to place the locomotive in a museum or specific location for public viewing. This goal would fulfill a part of our charter responsibility to preserve railroad history.

We set out pursuing as many interested and qualified parties as possible, not an easy task in the space requirements. The locomotive measured 17ft long, 10ft wide and 8ft high. Those interested parties liked what they saw but space limitations was always the problem. Alas, as time passed the chances that the locomotive would find a home became questionable. However, I received a call from our member, Terry Dorsett, indicating that Albert (“Al”) Richmond from Williams would like to speak to me about obtaining the locomotive. My first reaction was “here we go again.” But let’s not allow “any port in the storm” to go by without some investigation.

Al is the Chairman and CEO of the Arizona State Railroad Museum Foundation. They are set to construct a 116,500 sq ft Museum on 21 acres on the corner of Routes 66 and I40 in Williams, Arizona. The construction is scheduled to start early in 2014, be completed in 2015 and open in 2016. The museum will house locomotives, cars, artifacts and many other items pertaining to the railroad industry. I took Al to see the locomotive and he liked what he saw and asked “Can you help us get it to Williams?” Can we? “You bet we can, and are happy to do so”. Now the party and all the fun begins.

The first day’s Plan A was to start and remove the “easiest” and most obvious items from the engine—so we thought! Even the “easiest” was difficult, if not impossible. We removed hundreds of screws and nails with little progress. We decided to go to Plan B; cut the unit into sections that would make it easier to get through the door, as well as reassemble. Needless to say, this was also difficult. After three days of determination including removal of pots of screws, broken saw blades, personal splinters, cuts and bruises, the unit was loaded on the truck and headed for its new home in Williams.







I would like to take this opportunity to thank the membership of the SMRHS for their trust and confidence in going forward with this endeavor. The effort by the SMRHS helps to fulfill our charter that requires us to preserve railroad history. I appreciate the effort put forth by members Don Nee, Kim Bannister, Don Vest, Mike Warden, Tim Koch, Ed Stewart and Doc Shafer, as well as Al Richmond for his overall tenacity in completing this project. Last I would like to thank Jon Lerner who had an exceeding amount of patience through the project. Without his help this would not have become a reality both for him, the Arizona State Railroad Museum and SMRHS in the preservation of railroad history and model railroads.





It all had to go out the door on the le

Part of the work crew. L to R: Mike Warden, Don Vest, Jon Lerner, Richard Petrina, Tim Koch and Ed Stewart.

SOUTHERN ARIZONA SOCIETY OF MODEL ENGINEERS

SOUTHERN ARIZONA SOCIETY OF MODEL ENGINEERS

March 2014

Volume 2014, Issue 1

# The Railjoiner

## LAYOUT CHANGE COMMITTEE

Inside this issue:	
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SASME Picnic	1
Elections	2
Calendar	2
Member News	2
<b>BALLOT</b>	<b>3</b>

**Special points of interest:**  
 Running Nights: see Calendar on page 2  
  
 32 Active Members  
 1 Applicant Member

The survey that was sent to the club has been reviewed and summarized. The results were presented at the February meeting by Frank Flasch. 16 of 30 members replied. There was consensus among members for the following: point-to-point with staging at either end, leave the maximum radius as is, willingness to accept multiple levels and downtime for the layout not to exceed 3 months. There was more divergence regarding the width of the aisles, % of treasury to be used and preservation of towns and industries, both standard gauge and narrow gauge.

Most participants in the survey wanted to be able to review the plans. And any final changes need to be approved by a majority of the club. Frank and the committee sent the results of the survey to all active members. The committee has been divided into two teams, and will work to come up with proposals for the club. Input from members has been requested and is due in early March. In April the entire committee will review proposals from the two teams. In June, the proposal will be presented to the club for a vote on whether to move forward with de-

tails. In August, the committee is to have the final details ready to present. After that, actual work may start. There is a lot of effort going into the discussion and any input you may have should be given as soon as possible so it can be evaluated and incorporated as seen fit. The committee is doing their best to make all this effort meaningful to be able to present a good proposal. If you have questions, please talk with Frank. He will be able to answer them or point you in the right direction.



# SOUTHERN ARIZONA SOCIETY OF MODEL ENGINEERS

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The Railjoiner

## ELECTIONS

SASME will hold election of Officers and Directors for the 2014-2015 term at the March 5 business meeting. The slate of candidates are:

**Pres:** Nick Buchholz and Richard Dick

**VP:** Frank Flasch

**Sec'y:** Don Willhoit

### DIRECTORS:

Mike Bording  
Tom McComb  
Mike Smith

The treasurer is elected for a two year term and remains Roger Tanner. Directors are elected for two year terms. Robin Cherry and Pete Sheakley are Board mem-

bers whose terms expire. Andy Baldwin and Jim Homan are the two Board members who will continue for one more year.

The ballot is on page 3, which only goes to active members. Please print out the ballot, vote and bring it to the March 5 meeting.

## CALENDAR

### March

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

### April

Business Meeting	2
Work Nights	9, 16

Open Running	29
Operations	23, 30

### May

Business Meeting	7
Work Nights	14
Open Running	27
Operations	21, 28

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



## MEMBER NEWS

The editor was remiss in the last edition to mention that Joe Doherty, a long time member of SASME, passed away last October. I think most of us will remember the Boston baked beans (not from a can) that he used to

bring to our picnics as well as many other good things about Joe.

We have approved three new members; Paul Buhrke, JC Williams and Jen Westholm. And we have received an application from John Hickey.

If you haven't already met these folks, come around and get to know them! In fact come around and participate in our activities.

We will be working to get some "clinics" going again. Hope to see you there!



**H.O. BROTHERHOOD OF ENGINEERS(HOBOE)**

3145 West Jusnic Circle

Tucson, AZ, 85705

My name is Thomas G. Beecher, Vice President of The H.O. Brotherhood of Engineers here in Tucson. We are a very small club, only Ten members, but we've really accomplished a lot in a little over a year. We have small committees that review everything before we do it.

After four years at one location, a tear down and starting over, we have our own building and have come a long way since May of 2012. We reconstructed the building, completed our benchwork and mainlines and we are working on scenery and concepts for our sidings and yards and roundhouse. We have no Master Modelers ( although one member could probably qualify) so it is a learning experience for all of us.

We want to do a nice layout realizing, of course, that "done" is a four letter word in model railroading. But we think we are on the right track! Six of us are N.M.R.A. members we hope we can convince the entire club to join so that we all might be able to use the great N.M.R.A. resources.

I am the contact person for the Club, so if you have any questions about us feel free to call, 520-579-3768.











## BUY, SELL OR TRADE

### Wanted:

Athearn SP Express Box Car #5777.

Gary Gutierrez 520-247-6777



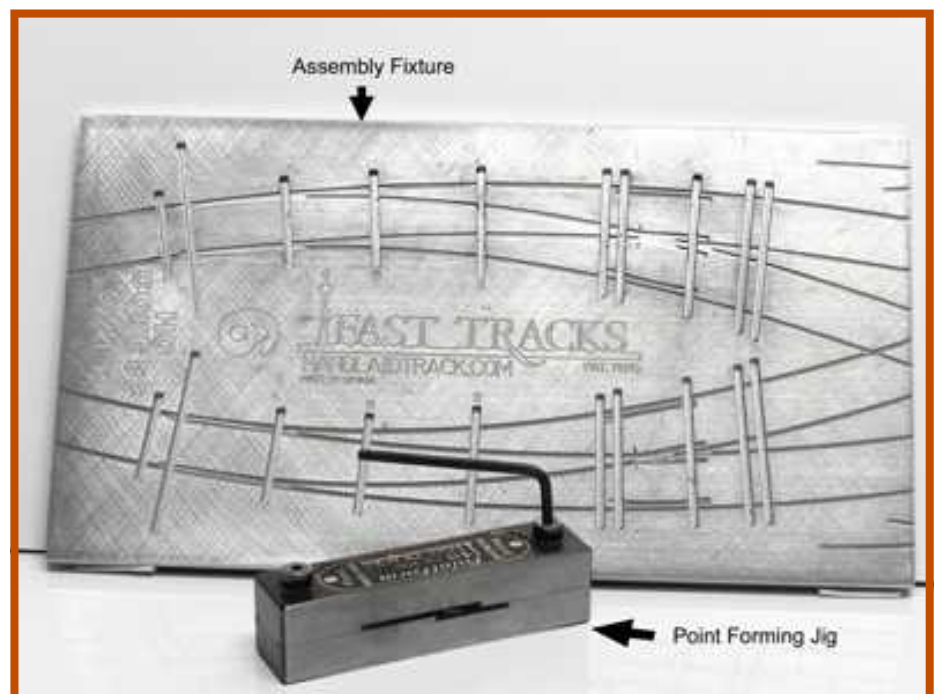
### FOR SALE:

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](http://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
- #8 code 70 double slip switch fixture and point forming tool \$75

Call **Russ Henzel** for details.

( cell phone) 602-463-3678



## BUY, SELL OR TRADE

# SPLINE ROAD BED FOR SALE



10 to 12 foot lengths



Finished road bed for HO & HOOn3

**Flexible poplar lumber cut to 0.22 inch width.  
(0.22in. x 0.75in. x 10 to 12 feet in length)**

**6 strips required for HO, 4.5 for HOOn3 or N scale  
(Including spacer blocks)**

**Ideal for large layouts with broad curves.**

**\$2.00 per strip. Quantity discounts available.**

**Contact Scottsdale Model Railroad Historical  
Society at [contact@scottsdalemrhs.org](mailto:contact@scottsdalemrhs.org) or visit us at  
McCormick-Stillman Railroad Park in Scottsdale.**

## BUY, SELL OR TRADE

Phoenix, Turnbow & Apache 60<sup>th</sup> Anniversary 3 Bay Hopper.



Accurail HO Scale kits custom decorated for the Thunderbird Model Railroad 60<sup>th</sup> Anniversary. The black with red and white markings, 7500 Series Offset Triple Hopper features metal wheelsets, brake system components with piping and levers, slope-sheet end braces, fine stirrup steps, interior details and hidden weights. Fully assembled kits with Kadee couplers, coal load, and light weathering \$25.00 + shipping. Unassembled kits with Accurail Accumate couplers and less coal load \$15.00 + shipping. Shipping \$3.99 for single car, additional cars add \$1.00 each. Mail Orders (checks payable to Thunderbird Model RR Club) to: TBRRC, c/o 12915 W. Lawrence Ct. Glendale AZ 85307 or order online at [www.thunderbirdmodelrrclub.com](http://www.thunderbirdmodelrrclub.com)





## BUY, SELL OR TRADE

**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
1996 Long Beach National Pin	\$0.50	34

### **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
1992 Laughlin	\$0.50	204
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:**

1991 Tucson	\$0.50	43
1995 Phoenix	\$0.50	75
1997 Cajon Zephyr	\$0.50	19
1999 Flagstaff	\$0.50	144
2007 Tucson	\$0.50	142

**ARIZONA HOBBY SHOPS**

- THE HOBBY PLACE @ACE** 6959 E. 22<sup>nd</sup> St. Tucson, Az. 85710  
(520) 747-9473  
**Email:** [thehobbyplace@gmail.com](mailto:thehobbyplace@gmail.com).
- AN AFFAIR WITH TRAINS** 301 West Deer Valley Rd., Suite 4, Phoenix, Az. 85  
(623) 434-6778  
Hours: Closed Monday,  
Tues. – Fri 10:00 – 5:30  
Sat. 9 – 5; Sun. 1 – 4  
**Website:** aawtrains.com
- CORONADO SCALE MODELS** 1544 E. Cypress St. Phoenix, Az. 85006  
(602) 254-9656  
Hours: Mon. – Fri. 8:00 – 12:00 / 1:00 – 5:00  
Sat. 8:00 – 12:00  
**Email:** [coronadoscalemod@aol.com](mailto:coronadoscalemod@aol.com)
- HOBBY DEPOT** 216 w. Southern Ave, Tempe, Az. 85282  
(480) 968-1880  
Mon., Tues., Thurs 10:00 to 6:00 Wed., 10:00 to 8:00  
Fri. 10:00 to 7:00 Sat. 9:00 to 5:00 Sun noon to 5:00
- HOBBY BENCH** 8058 North 19th Ave., Phoenix, Az. 85021  
(602) 995-1755  
Hours: Mon thru Fri: 9:30 to 8:00  
Sat., 9:30 to 6:00 Sun., 11:00 to 5:00
- BURLING'S TON OF TRAINS** 16939 East Colony Drive, Suite 2 Fountain Hills Az.  
(480) 816-6501  
Hours: Mon thru Fri: 11:00 to 5:00  
**Email:** [tonsoftrains@cox.net](mailto:tonsoftrains@cox.net)
- OBIES TRAINS** 2114 Apache Trail , Suite #11  
Apache Junction, Az. 85119

## ARIZONA HOBBY SHOPS

- ARIZONA TRAIN DEPOT** 755 E. McKellips Rd. Suite 5, Mesa, Az. 85203.  
(480) 833-9486  
Hours: Mon thru Sat. 9:00 to 6:00; 9:00 to 9:00 on Wed.  
**Email:** [www.arizonatraindepot.com](http://www.arizonatraindepot.com)
- MY TRAIN SHOP** 1695 Mesquite Ave., #208A, Lake Havasu City, Az. 86403  
(928) 505-4044  
Hours: Mon thru Sat.10:00 to 4:00; 9:00 to 12:00 on Sat..
- LITCHFIELD STATION** 1412 North Central Ave., Suite D, Avondale, AZ. 85323  
(623) 298-7355  
Hours: Mon thru Fri.10:00 to 5:00
- JACKS TRAINS** 7021 N. 57th Ave., Glendale, Az.. 85301  
(623) 930-5596  
Hours: Tues thru Sat.10:00 to 5:00; 10:00 to 6:00 on Sat.  
**Email:** [www.Jacks-trains.web.com](http://www.Jacks-trains.web.com).
- Flagstaff Hobbies** 2417 North 4th Street, Flagstaff, Az. 86004  
(928) 526-0383  
Email: [info@flagstaffhobbies.com](mailto:info@flagstaffhobbies.com)

ARIZONA DIVISION WEBSITE: [www.AzDiv-nmra.org](http://www.AzDiv-nmra.org)

**SUPPORT YOUR LOCAL HOBBY SHOP**





# Train Swap Meet

Saturday, May 17, 2014  
9 a.m. to 2 p.m.

Location: Glendale Christian Church  
9661 N. 59<sup>th</sup> Avenue, Glendale AZ 85302  
*Located on the S.E. corner of 59th Ave at Mountain View,  
the half-mile point between Olive & Peoria*



Sponsored by  
West Valley Railroad Historical Society

Everything Trains!  
General Admission: \$5.00

Event Contact: Jack @ (623) 930-5596  
Mailing Address: 7021 N. 57th Drive, Glendale AZ 85301

**Seller Registration: \$25** (payments are non-refundable)

I would like to reserve \_\_\_\_\_ tables at \$25 each\*\*

*\*\*Mail with a self-addressed, stamped envelope and a check payable to the West Valley Railroad Historical Society.*

NAME(S): (print clearly) \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

PHONE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

If you want a table by a buddy, send registration forms and payments TOGETHER in one envelope.

Set-up opens at 7:00 a.m. Not responsible for lost or stolen items.

By purchasing a Seller Table, I agree to not hold the organizers of this event liable in any manner and will commit to exhibit until closing at 2:00 p.m.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_





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"Making DCC Fun!"

[www.Mr-DCC.com](http://www.Mr-DCC.com)

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Jack@LitchfieldStation.com

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1412 N. Central Ave., Ste. D  
Avondale, AZ 85323-1316

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[www.thehobbydepot.com](http://www.thehobbydepot.com)

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FAX (480) 968-1192

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MyTrainShop.com

1695 Mesquite Ave. #208A  
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**Jerry L. Clark**

P 928.505.4044  
C 928.486.1975  
F 928.855.0128

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Hours: Mon-Fri 8am-12pm & 1pm-5pm, Sat 8am-12pm

SUPPORT YOUR LOCAL HOBBY SHOP





## SPUR LINE

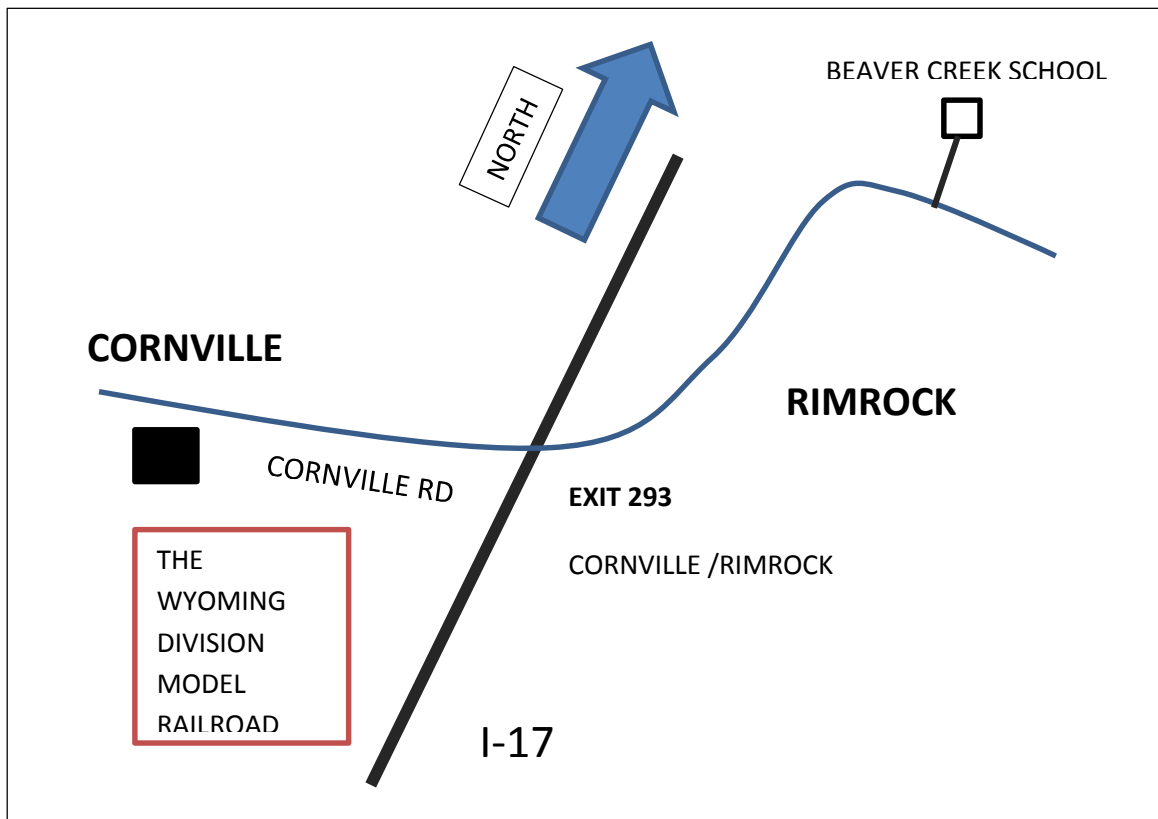
Official Publication of the  
Arizona Division, PSR, NMRA  
Frank Baker, Editor

### SATURDAY, JUNE 21ST, RIMROCK, ARIZONA

Depot: Beaver Creek School, Rimrock, Az.

Directions to the Meet: Take Highway I-17 North to Exit 293 ( Cornville / Rimrock ); Follow the signs to Rimrock. Pass the Airport sign. Take a left turn on Beaver Creek School Road. School is at the end of the driveway.

Directions to The Wyoming Division Model Railroad. I-17 to Exit 293. Loop onto Cornville Road West. Approximately 8.8 miles on the left will be Family Dollar Store. The Wyoming Division building is right behind the store.



***Join us in RIMROCK—Bring your models!***