Spur Line

Volume 49 Issue 1 January 2015 © Copyright 2015, Arizona Division, PSR, NMRA

Spring Meet - Arizona Division, PSR, NMRA

Saturday, March 14,2015 - Sun City, Arizona

More info and schedule on page 6; map on last page

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

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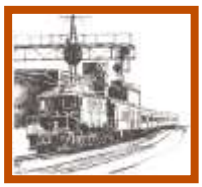

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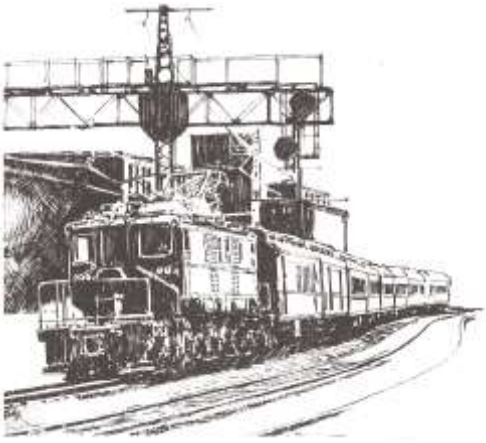
from the Editor - Frank Baker



As Editor of the Spur Line since the Spring issue of 2011, a lot of changes have been made to the newsletter. I am pleased to have been a part of these changes. The size of the newsletter has gone from twelve pages to over 80 pages. Club layouts are now included in the newsletter showing membership in Arizona, the region and national organization how and what we model. Lenny's Column has been a series of humorous events that Lenny Smith has experienced or created. We have covered the loss of hobby shops and friends and associates in the hobby. While many additions have been added to the newsletter, it still does not reach all the folks in the hobby in Arizona.

No all members take the email version of the Spur Line, even though the print version was last published over a year ago. The newsletter in its current size, consumes a lot of my time to ask, cajole and curse for information (only once). As I see it, the email newsletter still does not do what the newsletter should do and no one person can do what I feel the newsletter could do.

At our meets we talk about bringing new people into the hobby because we know that there are probably a lot more people in the hobby in Arizona than just our current membership. That being said, I am going to discuss where we will be going with the use of the computer and everyone in this hobby in Arizona. By the end of the year, the email version of the newsletter will be no longer. In its place will be a different format – a forum.

A forum that is sponsored and monitored by the Arizona division, open to anyone in Arizona interesting in the hobby. Most importantly is that the forum is an immediate tool. No longer will you wait months for me to gather and edit information from many sources and publish six weeks prior to the next meet. We live in an interactive lifestyle and as such, a forum will allow you, your friend, a neighbor, to open a thread on how to do something, ask a question, discuss the pro's and con's of materials, paints, dcc, etc. and see this information at your convenience. Sharing this information among everyone in Arizona is the key to showing that the members of the NMRA are not just a bunch of old fuddyduddys, but people interested in helping others, no matter what scale, age, etc.. Sharing of ideas and helping others is critical to the growth of this hobby and the NMRA in Arizona. Officers of the Division would be responsible to update their own threads, able to elaborate on the events of each meet, after each meet and before each meet.

I am on several Forums and have found great friends, very helpful solutions to questions and creative solutions to issues that we all deal with in this hobby of Model Railroading. Remember, our goal is to train (no pun intended) the young, help everyone and show how to enjoy, build and create. While some resist change, I hope that everyone will embrace the new forum. It will be easy to use, informative and up to date. No waiting, no fuss, just good fun.

More on this in the upcoming months.

Frank / Editor– Spur Line

SPUR LINE NEWSLETTER

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

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

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

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

Thousands of negatives still need

your positive support.

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

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

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

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

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

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

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

1935 NMRA 2010

nmra.org

Arizona Division Roster

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Summer Meet - Arizona Division, PSR, NMRA

Saturday, March 14th, 2015 - Sun City, Arizona

Depot

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

Registration

Bring your membership card
$10.00 - 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 - Spouse or 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: "**Southern Pacific Cab Forwards"** - Rich Gregory
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: "**Weathering Trucks and Modeling Tips**" - Don Stewart
2:00 pm - CLINIC: " **It takes a Village to build a Model Railroad**" - Mike Sanders
3:30 pm - Announce contest winners, door prize drawings.
4:00 pm - Meet Ends—Layout Tours

ARIZONA DIVISION WEBSITE: www.AzDiv-nmra.org

Contests

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

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

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

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

**** WANTED ****

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

Direct from the Director – *David Irick*

It is good to be back at home in Arizona. After the Regional Convention in San Diego I headed back to the sticks in Illinois to the farm. I spent my time helping harvest the crops, visiting with old friends and checked out a few hobby shops. The best part of the vacation was that for most of the time, I was off the grid. That's right, no e-mail, no cell phone and no computer. Life was great being un-plugged.

My family and I had a great time in San Diego and I would like to thank the San Diego Division for hosting a successful convention. I also want to thank the members of the Arizona Division who traveled to the convention in order to spread the great news about the 2015 Region Convention in Scottsdale, AZ on Sept 16 thru Sept 20th. A large delegation from our Arizona committee attended the convention in order to gain knowledge, ask questions and learn how we can make the 2015 convention the most enjoyable and fun pack week for everyone.

I was back on the farm in Illinois in November so I missed our meet in Tucson this year; I apologize for not attending the meet. From the reports that I have received it was a successful meet and everyone had a fun filled day. Our next meet will be in Sun City on March 14, 2015. The Sun City meet always has our largest attendance and offers the most variety of things for you to do, so mark your calendars and join us on that day.

At the Sun City meet I will be calling for someone to step forward and replace me as Arizona Director. Yes, you have put up with me for four year. The position of Arizona Director is elected for a two year term and cannot be elected for more than two consecutive terms (or a total of four years).

What do I do?

I represent the Arizona Division on the Board of Directors for the Pacific Southwest Region. The position required that you must travel to attend two Board of Director meetings a year (usually in California) and you must attend the Regional Conventions. You will be required to attend meetings to vote on admistrative policies, procedures and the general daily operations of the Pacific Southwest Region. Sound simple, but remember that all travel is at our own expense, you are a volunteer, that means no reimbursement for expenses. It is a fun job and I hope that someone in the Division will have the time and desire to step forward and run for the position of Arizona Division Director in June. The new Division Director will be installed at the Regional Convention General Meeting in Scottsdale on September 20, 2015.

We have developed our web page for the convention and it is available on the PSR convention web page. Our host hotel is currently undergoing renovation that should be completed by mid December 2014. We will have the web link to the hotel after January 1, 2015. The hotel has only 127 rooms so do not procrastinate and not get a room. There are no cheap hotels in that area of town. It could cost you two to three times what our secured rate is for a room near the convention hotel.

Some changes that you will see are clinics on Wednesday and Sunday for those who arrive early and plan to stay until Monday, the general business meeting will be a Thursday morning and the Hobo auction will be on Thursday evening. Our premiere excursion on the Verde Valley RR is filling

Direct from the Director (cont.)— *David Irick*

The rail-fans program will be packet full of events from wine tasting, a ladies lunch at a cooking school, vendor shows and field trips. We are expanding the swap meet and adding more tables and making tables available for the ladies. The Wednesday evening social will be a BBQ, hosted at the Scottsdale Railroad Park. This will be a must see event with all of the parks clubs participating in an open house. Bring your camera to this one of a kind railroad park. Check out their Web site at http://therailroadpark.com.

Many other items are under consideration at this time; watch the PSR Convention Web page for a full list of events and clinics. Also fill out the convention registration and mail it in before everything fills up and you get left saying "I wish that I could have been there and done that".

We look forward to seeing you in Scottsdale!

From the Superintendent — *Alan Vincent*

Happy New Year to my fellow Division Members and avid railroad enthuse tists. Out with the old and in with the new, and the new promises to be action packed and full for the Arizona Division in 2015. It's hard to believe that 2014 is now just a memory, and we are just starting out 2015. Where has the past year gone, and if you are like me, it just seems the days are flying by at an unbeliev able rate. I hope you each had a special time as the year came to a close, and enjoyed family, friends, and of course railroading during the Holiday Season. For anyone who enjoys the hobby like we do, even a lump of coal is a railroad related gift.

The Division closed its year as always in the company of our Tucson Division Members. Thank you to all who helped make the day's activities a success. We had a bit of a rocky start as the representative of the church with the keys was a bit tardy, and for a few minutes we thought we would be having the meet picnic style in the parking lot. The keys did arrive, and all the early birds were great in lending a hand to help out getting the rooms up and ready to go, so we were able to set up and start with time to spare! Thank you to all the Division Members who jumped right in and helped out with set up, and with the end of day break down. The day was full of informative clinics, many a good deal to be found in the swap room, and in the contest room what a spectactular group of models on display. Even though there were not as many models as we had hoped, the quality and skills of the entries was incredible, with each model entry earning a Merit Award. We can all be proud of the talent and willingness of all the modelers, to not only to show off their creations, but also to share their experience and inspire the rest of us to hone our skills even more. Well Done!! I'm looking forward to the Spring Meet to see what entries and creative skills will be presented to all of us. Thank you to Chuck Hammond, and all the volunteer Judges, you give us a Contest room to be proud of as a Division.

As we prepared to say goodbye to the old year and usher in the new one, it was time to nominate (spelled: **r a i l r o a d**), some other Division Members to take the reigns of the Division beginning at the November 2015 Division Meet. I'm happy to report that three names were put forth in the process...so far. Don Stewart was nominated to replace Dave Irick, as Division Director. Verryl Fosnight was nominated to replace myself (Alan Vincent), as Division Superintendent. Finally, Jesse Poole who stepped in to complete the term of Stan Sachau as Chief Clerk and Paymaster,

The nominations are by no means closed, and if any of you would like to throw your 'Hat in the Ring' as it were, please contact the Division Nominations Chair Lenny Smith with your intentions. I would ask the nominated candidates, and those wishing to be nominated to prepare a small bio statement about yourself so the Division Members can learn more about you. Send that information to Lenny Smith or Frank Baker the editor of the Spur Line. Their contact information can be found in the Spur Line.

If you haven't made plans yet to attend the 2015 PSR Regional Convention being hosted by the Arizona Division, I hope you will do so. This years convention promises to be a great one! Our host, The Scottsdale Model Railroad Club have many interesting and exciting things in store for all who attend, lets make this a great convention. Thanks to the Convention Committee under the leadership of Dave Irick and Don Vest, for all their efforts and hard work, it will be a great one! Looking forward to seeing you all at the Spring Division Meet, and enjoying a day of fun, friendship, and of course...railroading!

Chief Clerk & Paymaster Report

By: Jesse poole

Below is a summary of the November Meet.....

The November meet produced a net profit of $1067.00. There were a total of 77 attendees of which 69 were members or visitors and an additional 8 were guests or new PSR members providing an income of $690.00. In addition the company store sold $167.50 in merchandise and there was miscellaneous income of $209.50 from the 50/50 Raffle and Bake Sale (thanks ladies!!). Expenses for the meet were transfer payments for the 2015 PSR convention of $169.50. Details of the of financials are contained in the nearby table.

The checkbook balance is currently $3426.24 which includes the net profit from the November meet as well as several (small) interest payments. Expense for the past quarter include purchase of new checks and costs associated with publishing the Spur Line. The two checks mailed to the PSR have not been cashed in the total amount of $169.50 which, when cashed, will leave a net balance of $3256.74. A summary of the checkbook balance is shown below.

Date	Transaction	Description	Debit (-)	Credit (+)	Balance
10/6/2014	Check 1562	CHECK	$297.14		**$2,418.30**
10/15/2014	Fee	New Checks	$23.50		**$2,394.80**
10/21/2014	Check 1563	CHECK	$35.77		**$2,359.03**
10/31/2014	Interest Credit	INTEREST PAYMENT		$.05	**$2,359.08**
11/13/2014	Deposit	DEPOSIT		$1,067.00	**$3,426.08**
11/28/2014	Interest Credit	INTEREST PAYMENT		$.07	**$3,426.15**
12/31/2014	Interest Credit	INTEREST PAYMENT		$.09	**$3,426.24**

From the Contest Room / tucson / Chuck Hammond

A beautiful brisk fall morning met the participants and attendees of the 2014 Arizona Division Meet in Tucson on Saturday November 8, 2014. The meet, which was held at St. Odelia Church was again one of the larger gatherings as division members from southern and northern Arizona find this location an easy drive. This year we had 8 judged entries in structures and rolling stock and another 8 photographs entered into the popularity contests.

I arrived slightly after 8:00am to a parking lot full of people anxiously waiting to enter the event. Our host's gatekeeper had overslept and without keys many were waiting in the parking lot passing the time with tales of layout, structure, or rolling stock progress or talking about trips and excursions taken since they all met last summer. Keys arrived at about 8:30 and it was refreshing to see everyone joining forces to get the main hall, contest room, and swap meet area set up and ready to go in record time. I want to extend a thank you to everyone for helping out. With your assistance we were able to get everything up and ready by our scheduled kick off time. Model railroaders are some of the best "Can Do" people around – keep that in mind if you are ever doing a car trip across country.

This year, as I noted, we had 8 photographs entered into the popular vote categories. Charlie Nidever led the charge with 4 photographs, 1 for each category of Color, Black & White in Model and Prototype. Allen Greger entered 2 color photographs in the Prototype category and John Almond had 1 Color and 1 Black & White photograph in the Prototype category. For those that were not able to attend the meet I hope these gentlemen bring these images to the 2015 Scottsdale PSR Convention in September. A well composed and lighted photograph not only captures a moment in time for preservation, but can transport the us to that point in time and place to feel the roar of the engines, the smell of the exhaust sounds of heavy equipment rumbling along the rails. These men captured that sense of reality with their excellent work. In addition Charlie Nidever displayed photos of model railroads that forced the viewer to look twice as the realism of the photographs tricked a few of the observers to believe they were misplaced in the wrong section of the contest entries. Excellent craftsmanship on the layout and realistic composition of the image created a scene as alive as many of the prototype photos we have seen during the last year.

Our judged entries this year at Tucson were a treat that could rival any of the entries at the PSR convention and very possibly would be candidates for a National Convention. Alan Olson's Marion Shovel X-71 took Best of Show with his X-271 Shovel tender coming in as First Place in the Rolling Stock category. These scratchbuilt items combined excellent craftsmanship with a keen eye towards realism, finish and detail! Also within the Rolling Stock category Gordon Geiger built a Coke Guide car that showcased his excellent talent in creating a very realistic and well-built model.

In addition we had some great structures and displays to view and judge. Paul Chandler brought three entries. His Santa Fe Tower took First Place in the Structures category while Paul's Cement Storage Silo's scratchbuilt from a single photograph of the prototype took Third Place. Of course we can't have a contest without Frank Baker bringing one of his craftsman models and this November he brought his Little Falls Tower which won Second Place.

From the Contest Room / Tucson / cont.

To answer the unspoken question – yes there were a couple of birds hanging out on the tower. Rounding out the contest was an excellent Display piece by Richard Petrina. His Grain Elevator majestically stood over the fully detailed property conveying a sense of employees waiting for the next car to be spotted and loaded. Looking at the detail one can only wait to see how Richard will incorporate this piece into his layout.

I would like to give recognition to the men that conducted the judging at this year's Tucson event. Bruce Petraca, Richard Petrina*, Dan Thompson, Terry Dorsett, Jack Miller, Charlie Nidever, Don Stewart, John Wolfe, and Frank Baker*. (* = Richard and Frank had entries in the contest and as per Division rules did not judge models within the category that their entries were involved.) We had 8 entries and every model was very well done. At the onset Alan Barnes and I knew judging would be difficult but our judges were up to the task. Using a critical eye they looked at every aspect of the models from quality of construction to conformity and provided some excellent feedback to help our entrants improve for the next contest. An item of conversation centered on conformity. Would a tower be built with no door on the first floor? Are stairs or walkways attached to a building without supports underneath? How is a peaked roof capped on the prototype so water does not leak inside? These are things that the judges look at and provide insight so we can improve the accuracy of our model construction.

While I did say our judges used a critical eye while evaluating the entrants, this year our entrants were up to their challenge. Of the 8 entries, all earned Merit Awards which will make our AP Contest Chairman, Don Stewart a very busy man as he gets the paperwork and certificates filed for our participants. To each I say congratulations and job well done.

Update on Larry Manny Award

The Larry Manny award is based on the highest cumulative scores over the two year period of time.

The time period for the current competition is November 9, 2013 (Tucson Meet) until the Summer meet scheduled for Rimrock, 2015. The award is presented at the Tucson event.

Models must earn a minimum of 65 points in a judged category to be included in the running total.

A model may only be counted once in the cumulative total. If a model earning 65 or greater points is entered into a subsequent contest to improve on the point value of the model, only the highest score will be used for calculating the total accumulated points.

Entrants must be members of the NMRA and the PSR.

From the Contest Room / Tucson / chuck Hammond

Current Standings:

Place	Name of Entrant	# of Entries
1	Frank Baker	5
2	Paul Chandler	4
3	Alan Olson	2
4	Stephen Drees	1
5	Gorden Geiger	1
5	Wayne Wood	1
7	Charles Hammond	1
8	Gordon Geiger	1
9	Duane Buck	1
10	Tim Gilliland	1
11	Ed Urmston Sr	1
11	Jim Tuck	1
11	Lee Stroemer	1
11	Richard Petrina	1
15	Nelson Steinmetz	1
16	John M Lovely	1

Levity and Favorite Train:

I made a mistake of not creating a specific theme for our levity and favorite train popularity contest. I announced that it would be “Anything Goes” and with no entries for these categories I guess the theme should have been “Nothing Available”. To offset this gross mistake on my part I am announcing the themes for the Spring Meet in Sun City.

Levity and Favorite Train themes for the Spring Meet – Let imaginations run wild!

Favorite Train contest **“Through the Night”**
Levity contest is **“Flat Cars”**

Hope to see you all at the Spring Meet in Sun City!

From the Contest Room / tucson / Alan Barnes

There were no favorite train or levity entries at the November Meet. Everybody missed an opportunity there. There were eight excellent models in the judged contest and all received Merit Awards. I cannot remember this ever happening before. Frank Baker was also kind enough to bring his Regional Meet Merit Award winning station model for display. There was a nice selection of photos for the people to vote on. I especially liked the sunset photo of the stack train – most of us would have given up and gone home by that time – excellent work. There was also an excellent model in the Lenny's Challenge area – I think everyone enjoyed it, and I look forward to seeing were it goes. Thanks to all the people who took the time to bring something to the contest room.

As always, a BIG thank you to the Judges. There were two questions asked about the judging. The conformity category was of concern again. When you are building a model which is a compilation of various prototype models, or has specific "family features" to match your private road, then please make it easy on the judges by explaining which features of which prototype models you are using in the constructed model. This is a continuation of the theme on condensing a model for your model location requirements. You must document any changes from the prototype documentation for maximum score. The warehouse model was condensed from 4 bays wide to 2 bays wide and this was properly documented in the paperwork. The Conformity Judge praised this work and documentation with the highest score. The second comment had to do with modified commercial parts. If a commercial part is used in a model, then the Scratchbuilding score will be reduced. If a commercial part is modified by the modeler, then highlight this in the documentation for the highest score. Maybe include a sketch showing how the part was changed, so that the judges can measure the amount of work and complexity of the modification. Or maybe, before and after pieces on a display board – this method would also be very informative to the contest room visitors.

While technically not part of the contest room, I took the time to visit two excellent layouts after the meet. Both were large, took tons of work, and were double decked. The first layout was Gordon Geiger's. Don Stewart and his Achievement Program judges were there. Remember this is an option, but please bring transportable items to the meets for others to enjoy. The second layout was Paul Chandler's. These two modelers followed different approaches to model railroading fun. If you are undecided on which approach to take, then visit these two layouts. Gordon followed the "old school" freelanced approach (I am also following this approach). He has somehow included every major industry; harbor, steel, refinery, power plant, cattle etc. into his layout. He can operate just about any form of rolling stock you can imagine. Some of the other visitors commented about their favorite roads motive power being represented among many others. Paul Chandler is following the prototype approach. He is faithfully modeling a specific prototype in a specific location at a specific time. He has scenes which match prototype photographs. There is a potential Prototype Models Achievement Program location incorporated into his layout. If Paul successfully completes this rarest of the Achievement Program Certificates, this will become even more of a must see layout. Go for it Paul!

I hope to see you, and your contest room entries, at the meet in Sun City West in March 2015. Please consider attending the PSR regional convention in September 2015 sponsored by the Arizona Division, even if for only one day. Let's have the contest room filled with models/photos/crafts in the judged and popular vote areas. You may use a proxy to submit your models, but you must be a NMRA member to enter the contests. Review the previous edition of the Spur Line for the expanded list of categories – More opportunities to earn a first place plaque. Models entered in previous Arizona Division meets, even Best of Show winners, can be entered again in a regional or national meet. Let's show those visiting from other divisions and regions what the Arizona Division can do.

Contest Room Assistant

Alan Barnes

From the AP Chairman—Don Stewart

The November Arizona Division Meeting brought in 8 Merit Awards from those that entered the contests. It was an excellent showing by the builders. There were some very well built models in the contest.

The builders and their Merit Award winning models are:

Alan Olson with a Marion Steam Shovel scored 113 points out of 125 to win Best of Show.

Alan also built a shovel Tender that earned a Merit Award.

Paul Chandler built a Santa Fe Tower, earning a Merit Award.

Paul Chandler also built a Bag Cement Warehouse for a Merit Award.

Paul Chandler built Cement Storage Silos, again earning a Merit Award.

Richard Petrina constructed a Grain Elevator that earned him a Merit Award.

Frank Baker had a Little Falls Tower that earning him points for a Merit Award.

Gordon Geiger built Coke Guide Car that earned a Merit Award.

For more information on the Achievement Program

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

From the AP Chairman—Don Stewart

These last 3 structures have earned Paul Chandler the Merit Awards he needed to submit his Statement of Qualifications for his Master Builder – Structures Certificate. Paul already has his Volunteer, Author, Electrical, Dispatcher, and Civil Engineer Certificates. This will be Paul's 6th Certificate. He is on the verge of his Master Model Railroader as he needs just one more certificate for his MMR.

Another Arizona Member that is imminently close to his MMR is Gordon Geiger. He opened his layout to judges in November and earned his Civil Engineering Certificate. This is also his 6th Certificate; having earned his Author, Structures, Scenery, Electrical, and Dispatcher Certificates.

David Irick has begun to act as the alternate Division and Regional AP Manager. He signed Paul's and Gordon's SoQs in December. David earned his MMR earlier in 2014.

Rail Fans—Dierdre Hammond

The November 2014 AZ Division meet was held in Tucson, AZ and the Rail Fan activity/clinic at this event was on "How to Make Facial and Body Scrubs with Coconut Oil". This activity discussed some of the different ingredients, including essential oils, and how to mix , use and store them. The Rail Fans who attended this event each got to make and take a facial or body scrub home with them.

In addition, we had a bake sale and raised approximately $40 dollars for the AZ Division. The 50/50 raffle also generated an additional $122.50 for the 2015 PSR Convention. We will be continuing the 50/50 raffle in future AZ Division meets to help raise funds for the PSR 2015 Convention.

It is now 2015 and the plans are fully underway for the PSR 2015 convention in Scottsdale, AZ.As a member of the Board, it is exciting to see all the activity and have an insight into what is coming. This convention there will be Model Railroader clinics, Rail Fan Clinics, and I am excited to say there will be Model Railroader clinics taught by Rail Fans! As a Rail Fan you are able and encouraged to attend any of the clinics.

Some of the clinics that will be held in the Rail Fans room include: glass making, ancestry, other crafts, and games. If you are a Rail Fan and you have a clinic you would like to share at the PSR 2015 Convention, please contact me at dmhammond@cox.net with a brief description of the clinic and include your contact information. Each clinic should last 1 or 2 hours, and should be able to provide the attendees with an understanding of what you are presenting and how the attendees can get started in it when they each return home.

On a Special Note: This month we lost a creative contributor and enthusiastic participant of our group. Janet Spooner has been a long-time member of the Railettes / Rail Fans. Over the years she has shared numerous clinics that presented her many crafting hobbies and talents. For me, she was an experienced mentor and a navigator of the Arizona Division meets. Her presence, her laughter, and her kindness will be greatly missed.

Contest Results - Tucson Division Meet

November 8, 2014

Best In Show

Marion Shovel X-71 - Alan Olson

Structures — Open

1st Place - Santa Fe Tower - Paul Chandler

2nd Place - Little Falls Tower - Frank Baker

3rd Place - Cement Storage towers - Paul Chandler

Honorable Mention - Bag Cement Warehouse - Paul Chandler

Display — Open

1st Place - United Grain Elevator - Richard Petrina

Rolling Stock — Open

1st Place - X-271 Shovel Tender - Alan Olson

2nd Place - Coke Guide Car - Gordon Geiger

Favorite Model

1st Place - Marion Shovel - Alan Olson

2nd Place - United Grain Elevator - Richard Petrina

3rd Place - Little Falls Tower - Frank Baker

Photography

Model — Color

1st Place – Rocky Point Trestle - Charlie Nidever

Model — Black & White

1st Place – Whistle Stop at Chile Caliente - Charlie Nidever

Contest Results - tucson Division Meet

November 8, 2014

Prototype - Color

1st Place – Rails at Sunset - Charlie Nidever

2nd Place – Car Knocker - Allen Greger

3rd Place - Eastbound thru Yuma - John Almond

Prototype - Black & White

1st Place – K36 Mikado - Charlie Nidever

2nd Place - Checking Out D&S 481 - John Almond

Contest Room Judges

Terry Dorsett, Richard Petrina*, Dan Thompson, Jon Wolfe, Jack Miller, Charlie Nidever, Bruce Petraca, Don Stewart, Frank Baker*

Note:

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

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

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

Congratulations To all entrants!

Keep on building those models

Make sure to bring your

models, PHOTOS, AND LENNY'S CHALLENGE ENTRIES

to Sun City, March 14th, 2015!!

Marion Shovel X-71 - Alan Olson

39 19 21 19 15 113

Congratulations!
Best in Show - **alan Olson**
Merit Award Winner

1st. Place - Santa Fe Tower - Paul Chandler

37 18 23 21 11 107

STRUCTURES

OPEN

2nd Place - Little Falls Tower—Frank Baker *

39 13 15 21 11 99

STRUCTURES

OPEN

3rd Place - Cement Storage Towers – Paul Chandler

25 11 22 21 15 94

STRUCTURES OPEN

Honorable Mention– Bag Cement Warehouse - Paul Chandler

27 9 24 17 13 90

1st. Place - United Grain Elevator—Richard Petrina *

21 2 18 17 12 88

DISPLAY–
OPEN

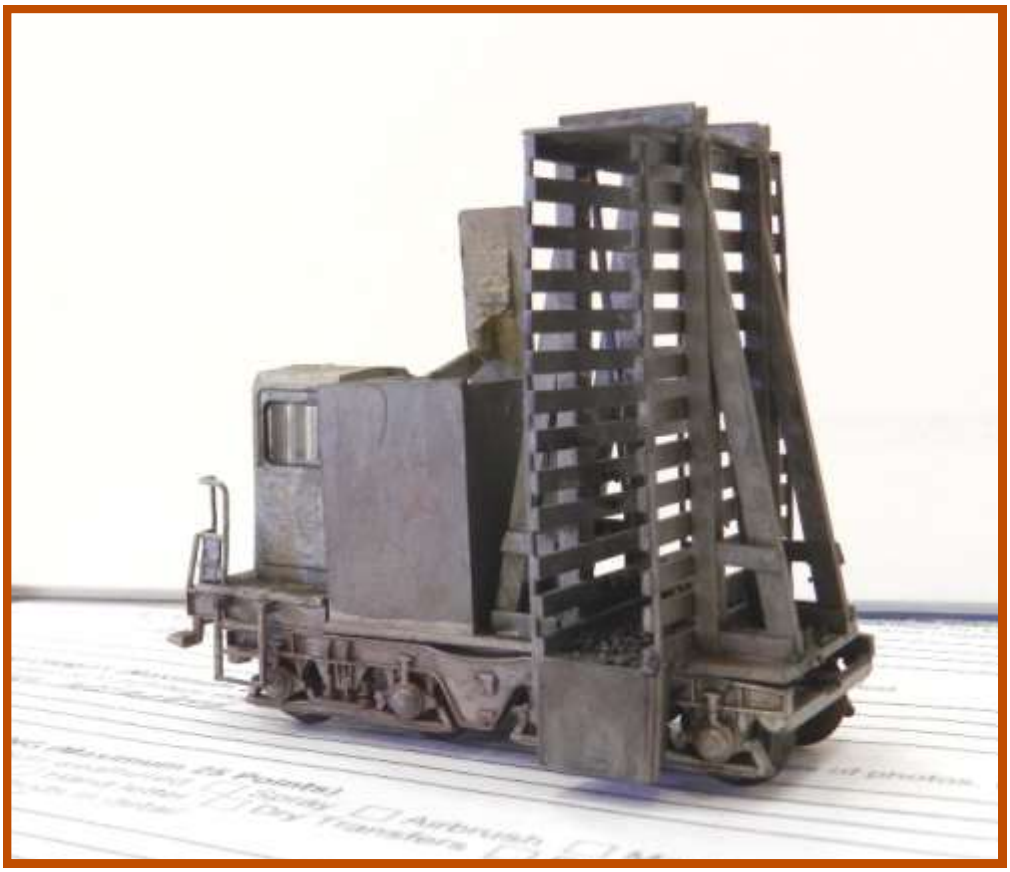
1st. Place - X-271 Shovel Tender - Alan Olson

38 18 15 21 10 102

ROLLING STOCK OPEN

2nd Place - Coke Guide Car - Gordon Geiger

36 15 15 15 11 92



NOTES:

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

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

CONTEST ROOM JUDGES

Terry Dorset, Richard Petrina, Dan Thompson, Bruce Petraca, Jack Miller, Jon Wolfe, Don Stewart, ,Charlie Nidever, Frank Baker*

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

Favorite Models

1st place
Marion Shovel
Alan Olson

2nd place
United Grain Elevator
Richard Petrina

3rd place
Little Falls Tower
Frank Baker

Photography–model color

1st Place

Rocky Point Trestle

Charlie Nidever

Photography–model B&W

1st Place

Whistle Stop at Chile Caliente

Charlie Nidever

Photography—prototype color

1st place
Rails at Sunset
Charlie Nidever

2nd place
Car Knocker
Allen Greger

3rd place
Eastbound Thru Yuma
John Almond

Photography—prototype / black & white

1st place

K36 Mikado

Charlie Nidever

2nd place

Checking out D&S 481

John Almond

2015 PSR CONVENTION

SEPTEMBER 16 - 20TH, SCOTTSDALE, AZ

Come and see Model Railroading in Arizona at its finest. Experience the Verde Canyon Railroad in Clarkdale, Verryl Fosnight's Union Pacific "Wyoming Division" in Cornville, a welcome BBQ and a new model railroad building at McCormick -

- *Over 25 layout tours*
- *OPS Sessions on numerous layouts*
- *Prototype tour of Phoenix Metro Light Rail*
- *Day trip to ride the Verde Canyon Railroad in Clarkdale and a visit to Verryl Fosnight's Union Pacific" The Wyoming Division" Model Railroad*
- *Maricopa Live Steamers*
- *Chinese Auction*
- *Swap Meet*
- *Railfan events including wine tasting, cooking classes at a local culinary school, Musical Instrument Museum*
- *Contest room*
- *Clinics*
- *And much, much more*

Convention Hotel is The McCormick Scottsdale at Scottsdale McCormick Ranch. 7401 N. Scottsdale Road, Scottsdale, Az. 85253

Registration: (09/08/14 to 3/31/15) $75.00 per person
(4/01/15 to 09/20/15) $ 95.00 per person

E mail Registrar: Debbie Draper at zdraper@aol.com
Phone(602) 953-1681

Registration form on the Arizona website : www.azdiv-nmra.org

We look forward to seeing you in Arizona. Remember to bring your models for judging and be prepared to have a marvelous time.

Scottsdale Express 2015
Pacific Southwest Region Convention
September 16-20, 2015
Presented By: Arizona Division, PSR
Millennium Resort, 7401 N. Scottsdale Road,
Scottsdale, AZ 85253-3548 1-800-243-1332

NMRA #: _____ PSR # _____ Registration Date: _____

Name(s)* (1) _____ (2) _____
* As you want to appear on your badge

Address _____ Phone _____

City _____ State & Zip _____ Phone _____

E-Mail _____

Region & Home Div: _____ Primary Scale _____

Item	Qty	Each	Total
~~Adult Rail (NMRA Member) Reg & Banquet (__Beef __Chicken __Veg) (By 09/07/14)~~		~~$80.00~~	
Adult Rail (NMRA Member) Reg & Banquet (__Beef __Chicken __Veg) (09/08/14 to 03/31/15)		$75.00	
Adult Rail (NMRA Member) Reg & Banquet (__Beef __Chicken __Veg) (04/01/15 to 09/20/15)		$95.00	
~~Adult Rail (NMRA Member) Reg without Banquet (By 09/07/14)~~		~~$60.00~~	
Adult Rail (NMRA Member) Reg without Banquet (09/08/14 to 3/31/15)		$65.00	
Adult Rail (NMRA Member) Reg without Banquet (04/01/15 to 09/20/15)		$85.00	
~~Adult Family Member (with NMRA Member) Reg & Banquet (__Beef __Chicken __Veg) (By 09/07/14)~~		~~$60.00~~	
Adult Family Member (with NMRA Member) Reg & Banquet (__Beef __Chicken __Veg) (09/08/14 to 03/31/15)		$70.00	
Adult Family Member (with NMRA Member) Reg & Banquet (__Beef __Chicken __Veg) (04/01/15 to 09/20/15)		$90.00	
~~Adult Family Member (with NMRA Member) Reg without Banquet (By 09/07/14)~~		~~$40.00~~	
Adult Family Member (with NMRA Member) Reg without Banquet (09/08/14 to 03/31/15)		$45.00	
Adult Family Member (with NMRA Member) Reg without Banquet (04/01/15 to 09/20/15)		$50.00	
Youth Member Reg & Banquet (__Beef __Chicken __Veg)		$45.00	
Youth Member Reg (without Banquet)		$15.00	
Banquet Only (__Beef __Chicken __Veg) Saturday (09-19-15)		$40.00	
Wine Tasting - Saturday (09-19-15)		$25.00	
Ladies Lunch - Friday (09-18-15)		$15.00	
One Day Reg Only		$15.00	
Non-NMRA member surcharge (applied to Rail Pass if eligible)		$10.00	
BBQ - Wednesday (09-16-15) Evening		$12.00	
Convention Patch		$5.00	
Convention Pin		$5.00	
Convention Shirts Men's Polo (Pocket w/Logo) S M L XL Circle Size		$30.00	
Convention Shirts Men's Polo (Pocket w/Logo) 2XL 3XL 4XL Circle Size		$35.00	
Convention Shirts Women's Polo (No Pocket w/Logo) S M L XL Circle Size		$30.00	
Convention Shirts Women's Polo (No Pocket w/Logo) 2XL 3XL 4XL Circle Size		$35.00	
Prototype Tours (Extra Fare)			
Tour of Valley Metro Light Rail Operations & Maintenance Center - Thursday (09-17-15 AM)		$15.00	
Tour of Maricopa Live Steamers at Adobe Mountain Park - Thursday (09-17-15 PM)		$15.00	
Tour of UP Wyoming Division in Cornville & Ride Verde Canyon Railroad (includes Lunch) - Friday (09-18-15)		$125.00	
Operations Session on UP Wyoming Division in Cornville (includes Lunch) - Saturday (09-19-15)		$25.00	
		Total	

Credit Card Visa MC Circle Card Type

Card Number: _____ CV# _____ _____ Cash

Issued To: _____ Please Print _____ Check

Expiration: _____ Signature: _____ C/C
Month Year

Make checks payable to: PSR 2015 Convention **Send registration form and payment to:**
Debbie Draper, PSR 2015 Registrar, 10837 N. 34th Place, Phoenix, AZ 85028-3310
Registrar's contact information: Email: zdraper@aol.com Phone: 602-953-1681
Convention Hotel: Millennium Resort, 7401 N. Scottsdale Road, Scottsdale, AZ 85253-3548, 1-800-243-1322

PROPOSED PROTOTYPE TOUR SCHEDULE

Thursday September 17 Morning

Tour of Valley Metro Light Rail Operations and Maintenance Center

Bus Leaves Hotel 8:30 AM Returns Noon

Extra Fare $15.00 limited to 55 attendees

Thursday September 17 Afternoon

Tour of Maricopa Live Steamers @ Adobe Mtn Park

Over 14 miles of 7½ inch gauge track

Bus Leaves Hotel 12:30 PM Returns 5:30 PM

Extra Fare $15.00 limited to 55 attendees

Friday September 18

Tour of UP Wyoming Division in Cornville & Ride Verde Canyon RR

Bus Leaves Hotel 7:30 AM Arrives Cornville 9:30 AM

Bus Leaves Cornville 11:30 AM Arrives Clarkdale 12:30 PM

Lunch on train in Dedicated 1st Class Car

Bus Leaves Clarkdale 5:30 PM Arrives Hotel 7:30 PM

Extra Fare $125.00 Limited to 40 attendees

Saturday September 19

Operations Session on UP Wyoming Division in Cornville

Bus Leaves Hotel 8:30 AM Returns 4:30 PM

Light lunch furnished at Cornville

Extra Fare $25.00 Limited to 50 attendees

If you are not an **NMRA** and wish to attend the 2015 PSR Convention, here is an inexpensive way. Join the **NMRA** six months prior to the convention for $9.95 on or after (April 20th). Join us for a day or the four day event. The convention team has been planning a fantastic convention with special trips, clinics, layout tours, OPS and speakers. Come join your fellow model railroaders at the McCormick Scottsdale.

Introducing the best deal in model railroading.

Join the NMRA for 6 months for just $9.95!*

- Have easy access to one of the world's largest railroad libraries...which includes over 100,000 prototype photos, 6,000 books, and over 50,000 modeling, prototype and historical society magazines
- Experience the fellowship and fun of getting modeling help and discussing the hobby with other members in your area
- Receive reduced rates on special insurance for your layout or collection
- Get admission to local model railroad meetings and events
- Receive 6 monthly issues of *Scale Rails* magazine
- Have access to standards information and data sheets
- Be a part of programs like "Modeling With The Masters," Pike Registry, Estate Counseling, contests, clinics, the Achievement Program and more!

Visit www.nmra.org to see what you're missing!

*RailPass offer is for new members and those who have not been NMRA members for two years or more. Individuals can join at Rail Pass rates only once; membership renewal will be at the regular membership rate. RailPass members can attend conventions and participate in contests, but cannot vote or hold office and will not receive a New Member Pak.

Sign me up!

Fill out this form and include your payment.
U.S.: Send $9.95 (U.S.) to NMRA-Rail Pass Membership, 4121 Cromwell Road, Chattanooga, TN 37421-2119.
Canada: Send $9.95 (Cdn) to NMRA-Canadian Rail Pass Membership, 69 Schroder Cres., Guelph, ON N1E 7B4, Canada.

Name_____
Address _____
City/State/Zip_____
Phone (_____) _____
Email_____
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Credit Card # _____
Credit Card Exp. _____
Signature _____

Also available in Canada!

NMRA RAIL PASS

So much bang. So few bucks.

SCOTTSDALE MODEL RAILROAD HISTORICAL SOCIETY

A CABOOSE RIDE ON THE VERDE CANYON RAILROAD / ED STEWART

On a beautiful December day, three members of the Scottsdale Model Railroad Historical Society and their wives rode the Caboose on the Verde Canyon Railroad.

I to r: Richard & Marilyn Petrina, Ron & Jean Sommer and Beth & Ed Stewart

It seems that each trip is a new adventure, no matter how many times you repeat this forty mile, four hour round trip. Everyone is familiar with the broad plain of the Verde River as you pass through the Verde Valley on I-17 traveling to Sedona, Flagstaff or other destinations in the high country. But if you have not experienced this train trip, you will be absolutely amazed at the transformation that takes place when the broad valley is replaced with steep canyon walls rising hundreds of feet above the river. The trip to Perkinsville is complete with a curved tunnel, a steel bridge and numerous other wood and steel bridges including one made from an old turntable. Wildlife abounds along the river and this trip included an Eagle sighting at the top of a tree high above the river. A fall or winter trip such as this one reveals more of the river with its collection of resident ducks and herons. Enjoy the scenery in the following pages.

In a rare switch, the beautiful, streamlined F-units are replaced by the work horse Geeps that normally pull the freight trains between Clarkdale and the interchange with the BNSF at Drake.

Beautiful red rock cliffs tower above the canyon for many miles.

The approach to the curved tunnel.

The light at the end of the tunnel.

The steel truss bridge. This is the only crossing of the Verde on the trip.

We cross the bridge just before entering Perkinsville.

At Perkinsville, the locomotives run around the train for the return trip.

The caboose is now coupled to the locomotive with the rest of the train behind us.

The view from the cupola is truly amazing.

We hope you enjoyed the journey. For the real thing, sign up for the Tour of the UP Wyoming Division and the Verde Canyon Railroad as part of your experience at the 2015 PSR Convention in Scottsdale in September. You can also buy a lottery ticket to upgrade your First Class ticket to the Caboose for you and five of your friends. See details on the next page.

CABOOSE CLASS SERVICE

Travel in luxury. The Caboose features six oversized chairs near panoramic windows and access to private outdoor viewing platforms. Two cupola seats afford a bird's-eye view of the Canyon, rarely seen by one without wings. A personal valet pours Champagne upon departure and serves fresh Southwestern-style appetizers. Non-alcoholic beverages and water are complimentary. A choice of premium alcoholic drinks is available for purchase throughout the trip.

The exclusive caboose is designed for one party of six adults. Children 12 and under not permitted.

Download the next page for a chance to travel in the Caboose.

RAFFLE FOR CABOOSE UPGRADE

I am purchasing a $20 raffle ticket for the opportunity to **upgrade** six First Class tickets to Caboose Class for the Tour of the UP Wyoming Division & Verde Canyon Railroad (Tour Package). This Tour will take place on Friday, September 18, 2015. If I win this raffle, I agree to select five other individuals to accompany me in the caboose. All six caboose passengers must be registered for the convention with one-day or full convention registration. All six passengers must hold or purchase a reservation for the Tour Package. Failure to purchase six Tour Packages within thirty days of receiving this opportunity will result in loss of the upgrade opportunity. The opportunity to upgrade will pass to the first and, if necessary, second runner-up in the raffle. The raffle winners will be drawn at the June, 2015 NMRA Arizona Division meeting. The winners need not be present to win. All proceeds from the raffle go to fund the Convention. Contact Ed Stewart at twostewsaz@q.com with questions about the caboose upgrade.

I agree to the above terms and conditions.

Signature_____ Date_____

Name (Please Print)_____

Email Address_____

Preferred Phone Number_____

_____ Cash

_____ Check payable to PSR 2015 Convention

_____ Credit Card: ____VISA ____MC ____Other

Card Number _____Expiration Date _____ _____

MO. YR.

Name on Card (Print)_____ 3 Digit CV#_____

Card Signature_____

Send this form and your payment of $20 to:

Debbie Draper, PSR 2015 Registrar, 10837 N. 34th Place, Phoenix, AZ 85028-3310

"LENNY'S CORNER" BY LENNY SMITH

Have you ever see a steam locomotive SUPER paint job and wonder how it was accomplished? This was a question I had had on my mind on numerous occasions and decided to learn from the masters themselves! I started out by contacting and spending time with super modelers Alan Gross, Bill Kress, Bob Sherlock, Carol Powell, Don Stewart and John Determan. One of my favorite memories goes back several years when I was asked by Bill Kress to come over and observe a brass locomotive paint job that he and Bob Sherlock were executing *(literally).*

On this day I learned many of their secrets involving prep work and then the actual paint spraying. Following the spraying, came the part that was very interesting, and one of Bill's SECRETS! To my amazement the pros placed the locomotive and tender on a cookie sheet and we headed for the kitchen. Bill set the oven for 125 degrees, placed the locomotive in the oven to bake the paint into the brass. We then proceeded back to the train room to operate. Approximately thirty minutes later we heard strange noises coming from the kitchen, "SNAP, PLUNK, PLUNK, PLUNK"? Upon rushing to the kitchen, there on the cookie sheet, was a brass locomotive now reverted to kit form! We noticed that the oven had been mysteriously set at 350 degrees! At that moment Bill's wife Betty entered the kitchen area with a tray full of unbaked cookies preparing to bake!

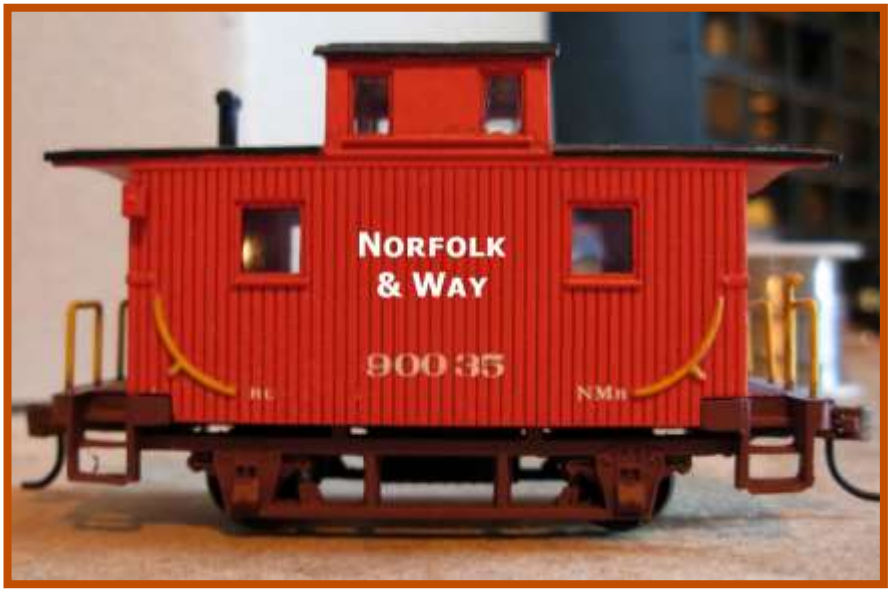
Moral: No locomotive bakie day on same day as cookie bakie day!

A garden railroader wanted to expand his already large pike. The only place to go was though his wife's prized rose garden. As he thought of how to incentivize her to give him right of way through, he decided to offer her the right to name his railroad.

When he presented his idea to her, she immediately came up with a name.

Elated with his success, he went to his workshop and immediately lettered a caboose for the new road name.

Just before he Dullcoated the caboose, he looked again at the name and suddenly realized that he may have misunderstood his wife.



Tributes

Janet Spooner

To most people who knew her, Janet was a kind and funny person. To those of us who knew her well, she was far more than that. She was a caring, intelligent, selfless person that gave more to others than she asked.

After traveling with Janet and Lowell to many PSR Conventions, She adopted me as her “Lil Brother”. That was an honor for me as I really looked up to her. Her charisma and charm overflowed and was contagious to all around her. We were all graced with her presence.

She Passed away on January 10, 2015, having blessed us for over 70 years. She was born in Spokane, Washington, graduated from Fontbonne Hall Academy in Brooklyn, N.Y.,and earned a Bachelor of Science degree from Pratt Institute in Brooklyn. She moved to Arizona in 1970 and earned a Master’s degree in Education Administration at ASU in 1984. She taught at John F. Long school in the Cartwright School district.

Janet met Lowell Spooner at John F. Long and told me that she liked him enough to get to know him better. They married on June 6, 1968. Their marriage lasted over 28 years. She retired in 1977.

Janet had been active in the model Railroading community for quite a while and through her efforts she became the Arizona Division Railette Chair, Regional Railette Chair and National Railette Chair. She proved to be a dynamic and thoughtful chair with lots of new ideas and improvements she implemented in the program while keeping the program traditions alive.

She was like a sister to me and will be greatly missed. I will always smile when I remember the great times we had at Conventions and division meets. She was a gracious, funny and heart strong lady. We are all better for knowing her.

Don Stewart, AP Chairman and friend

Tributes

Harold Shelton

It is with deep regret we report the passing of Harold Shelton, an avid model railroader, husband, father and friend. Harold reigned from Texas and resided in Arizona with his lovely wife, Anne, and their two children, Linda and Mike.

Harold was a craftsman in whatever he pursued. . He restored vintage model A automobiles to concours d'elegance condition, built a realistic and detailed HO model railroad and later built large scale radio-controlled airplanes.

Harold pursued the NMRA Master modeling Achievement Program and obtained five Master Certificates of the seven required for a Master model Railroader. His workmanship wasevidenced by his railroad, The Black Canyon Railroad. Harold single– handedly built one of the best operating model railroads in the country receiving much notability. He was very modest in discussing his accomplishments; however, always willing to demonstrate techniques and mentor numerous individuals interested in the hobby.

Harold's main interest in the hobby was building structures. Some of the structures were built to a higher level of quality of fit and finish than those showcased by the kit manufacturers. Harold further did custom quality painting of his locomotives and rolling stock, as well as assembling hundreds of freight and passenger cars. He was very creative and realistic with his scenery which represented the terrain which his Black Canyon traversed. Let us not forget his ability to do electrical and provide the power on his railroad.

Harold and Anne graciously welcomed everyone into their home. He will be greatly missed by his religious community, as well as those from his various modeling and automotive communities. In his final years, Harold built several structures for the Scottsdale Model Railroad historical Society and these structures have been incorporated into the new model railroad.

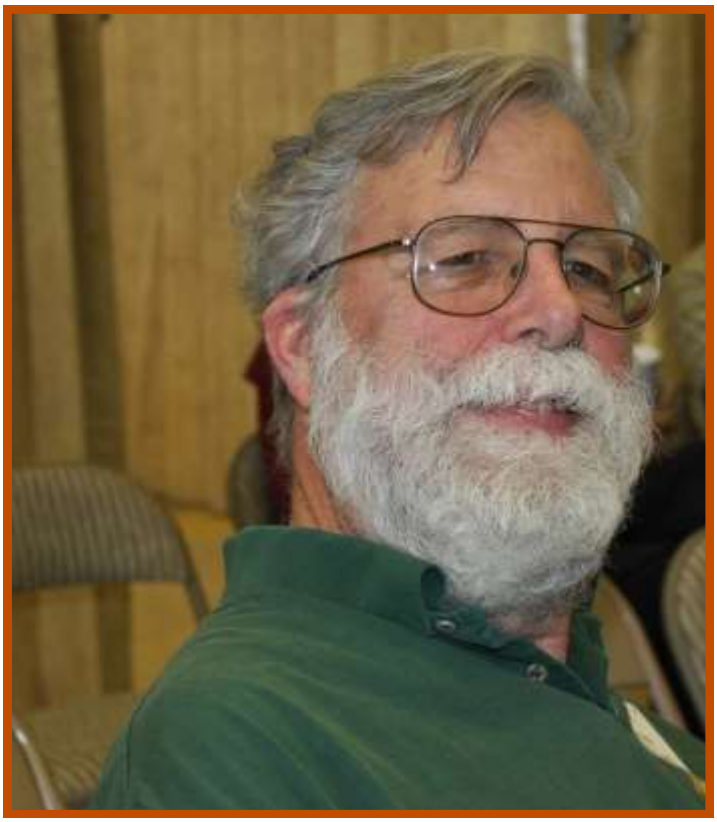
There is a link in CWRailman.com home page to a media presentation done many years ago of the Black Canyon Railroad. Please take a few minutes and enjoy Harold's layout.

In tribute to Harold Shelton, we humbly return to our model railroad layouts…..

Richard Petrina, friend and associate

Tributes

George Lopez Ceparo



George passed away on January 9, 2015. He was a Civil Engineer by profession, and could often be found talking about bridges and bridge types, particularly those related to railroads. Too, his expertise in electronics and electrical requirements for model railroads served not only the Ponderosa North Model RR Club well through the construction of numerous club layouts over the years, but also his many friends as they built layouts of their own. An Army Vietnam veteran, George loved trains, crossword puzzles, reading, and his job. He had an incredible memory, and could almost always direct a questioner to specific issues of model or prototype magazines with information on their requested subject, and as often as not expand on that information with knowledge gathered from other sources. Many was the time we rode together to train meets, and a simple question from someone in the car led to a lengthy discussion in which we all learned from George's knowledge.

A Life Member of the NMRA, he attended Division Meets and Regional Conventions with regularity (a few National Conventions also), and even presented clinics at these events. He was also one of those lucky individuals who had not one, but two model railroads simultaneously. In addition, he collected train cars and kits from yesteryear, and had a large collection of cars from the 1940s and 1950s – wood sided, cardboard and paper sided, even early metal kits, many from manufacturers who have long since gone out of business. Train swap meets would always find George carefully digging through each vendor's offerings for that special prize – a car or a kit by an unknown manufacturer that he could add to his collection. Billboard reefers were his favorite, but colorful cars of any type could likewise catch his eye and soon find their way to one of his layouts.

George also loved to operate model railroads, and he could often be found at operating sessions throughout the state, applying his expertise to whatever task he was assigned. Trains, trains, trains – he understood most everything railroad, and this knowledge, coupled with his warm, friendly personality, made him the perfect ambassador to promote the hobby of model railroading to anyone who came in contact with him.

Matt Furze

Tributes

Nelson Steinmetz

Nelson, born Nelson Curtis, 77, passed away on January 15, 2015. Born to Aaron and Johanna steinmetz on 4/4/1937. in Middletown, Ohio. He graduated Middletown High School in 1955. Nelson honorably served 5 years in the U.S. Army. He graduated from Ohio University (B.F.A) and University of Cincinnati (Master Degree).

Architect by trade, he proudly built and owned his own successful architectural products business. Nelson was most known for his love of trains. He had his first set at the age of 10 and remained a collector, layout designer / builder and award winning exhibitor. Nelson was an avid “S” scale modeler.

Preceded in death on July 1, 2014 by his wife of 39 years Sarah. Together they had five children, 10 grandchildren and two great-children.

Bill Winans, friend and model railroad associate.

Coming events

Model Train Swap Meet

Saturday, May 16th

Glendale Christian Church

9661 N. 59th Ave.

Glendale, Az 85302

9:00am to 2:00pm

Sponsored By

West Valley Railroad Historical Society

Admission Only $5:00

All Gauges Welcome

Everything Trains

Tables each $25.00 In Advance $35.00 At The Door

To sign up send stamped envelope, check or money order to:

WVRRHS

P.O. Box 5643

Glendale, Az. 85312-5643

For More Info, Call Craig Faris 623-340-3529

Coming events

The Verde River Valley Nature Organization
is planning its 2nd Annual Rails Along the River Event - APRIL 11TH

DEADLINE TO BOOK YOUR CHOICES IS MARCH 1ST 2015

Railways played a key role in the development of communities throughout the world. Model Railroaders help to interpret this exciting and pivotal history, and provide an opportunity for the public to experience rail travel as it once was and is today. Share the experience in Clarkdale this coming April 11th 2015!

Model Railroaders - FLEA MARKET AND PRESENTATION: April 11th, 2015.
Clark Memorial Clubhouse Auditorium - 9 N. Ninth St. *Clarkdale* AZ 86324. **Doors open 8a to set up and close at noon so you can catch your train!**
Contact Wendy at VRVNO.Info@gmail.com for a flyer or more information

Flea Market &/or Display Table: (2.5' x 6' table and 2 chairs) for 2 folks **20.00 ea**

*If you are interested in providing a moving display contact Wendy for more options.

Admission Flea Market & Presentation: Suggested $10 donation at the door.
*Children 13 and under accompanied by an adult *Free

***$80.00 for one 1st Class ticket on Verde Canyon Railroad only**

$165. Includes Flea Market & Presentation **Admission for 2**, & **2 First Class ticket** on the Verde Canyon Railroad plus tour map of local 'open studio' model railroads.

$175. Includes Flea Market 1 **table &/or display** space **& 2 First Class tickets** on the Verde Canyon Railroad plus tour map of local 'open studio' model railroads. Or

VIP FIRST CLASS CABOOSE on the Verde Canyon Railroad! Limited to *6 passengers only!
***$100.00 for one ticket on VIP Caboose only.** Or

$205. 2 Flea Market & Presentation Admission and 2 VIP First Class Caboose tickets & Tour map of local 'open studio' model railroads Or

$215. 1 Flea Market table/display **as above & 2 VIP First Class Caboose tickets** & Tour map of local 'open studio' model railroads Or

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*6 passengers only. *Does not include Flea Market
RESERVE THE WHOLE CABOOSE with VRVNO FOR YOUR OWN PRIVATE PARTY
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AND

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YOU WON'T WANT TO MISS A WALK ABOUT THE NEARBY OLD TOWNS OF CLARKDALE & COTTONWOOD: wine and brew tasting rooms along with antiques – art, and other shopping, Copper & Historic Museums, Tuzigoot National Monument and if you are an 'on the water' fan you must check out the new RAP – river access points nearby at Lower Tapco and Tuzigoot!

Coming events

Sincerely,

Wendy Harford - Executive Director

Verde River Valley Nature Organization (VRVNO)

POBox 2224, Cottonwood, AZ 86326

http://VRVNO.org/

VRVNO.Info@gmail.com

928.282.2202

Verde River Valley Nature Organization is a 501(c)3 non-profit organization that is raising awareness of our natural resources by providing recreation, education and nature tourism opportunities that support the stewardship of the Verde River Valley.

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www.ArizonaModelTrains.com

Arizona Clubs

Cornville

Wyoming Division Model Railroad Club

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

Flagstaff

Flagstaff Model Railroad Club

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

Gilbert

Gilbert Model Railroad Club

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

Glendale

West Valley Railroad Historical Society

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

Goodyear

Pebble Creek Model Railroad Club

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

Phoenix

Grand Canyon State Model Railroaders

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

Arizona Clubs

Phoenix

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

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

Prescott

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

Scottsdale

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

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

Sun City area

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

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

Tucson

Arizona & Southwest Model Railroad Society / Tucson NTRAK

Scale: N
Contact: John Scott (520) 250-2800
On the web: http://home.comcast.net/~tucsonntrak

Rincon West Garden Railroad Club

Scale: G
Contact: John Lawrence - johnlaw1931@hotmail.com

Southern Arizona Society of Model Engineers (SASME)

Scales: HO and HOn3
Contact: Richard Dick (520) 790-5356
On the web: www.sasme.org

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

Scales: HO
Contact: Tom Beecher (520) 579-3768
On the web:

Show Low

Silver Creek Railroaders

Scale:HO
Contact: John Rowlinson (602) 908-9962

Yuma

Yuma Model Railroaders

Scales: HO and N ,other scales and railfanning.
Contact: Lee Stoermer (928) 344-9417
On the web: www.yumamodelrailroaders.org

ARIZONA CLUB NEWS

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

THE WYOMING DIVISION MODEL RAILROAD CLUB

KIDS AND LADIES ON AND ABOUT THE WYOMING DIVISION

Or

Don't Tell Me There Ain't No Kids or Ladies in Model Railroading

We often think of model railroading as a solitary hobby punctuated by a few fleeting moments of showing off our work to visitors who come to admire and see the progress on our layouts.

Even if one is building a large home layout and has friends who visit and help with the construction and modeling, these times of working together and sharing are often truncated to one or two days or nights a week. But if one wants to go to the layout at odd times, it is always there to work alone on if desired.

Participation in a club layout is usually the same, except one cannot go to the layout whenever there are a few minutes to work and enjoy the hobby. It takes more time at such odd times, because one must drive to the club, often taking a toolbox or supplies.

At first glance we may overlook the advantages of group membership in the NMRA. In Arizona we have the Arizona Division of the NMRA, which has many meetings each year. To see a calendar see http://www.azdiv-nmra.org/calendar.html which shows over 20 meets for the coming year. At these we get together and have contests of models, displays, talks, and socialize with other modelers, often getting great ideas for our own layouts.

All of the above forms of model railroading indeed make it the "World's Greatest Hobby," but there are some concerns to them all. They are

The lack of younger modelers in the hobby, and
The Model Railroad Widow Syndrome.
The loss of the LHS—Local Hobby Stores

Briefly, these first two concerns are caused by the very exacting, time consuming, and expensive aspects of our hobby, and we could have a whole lengthy discussion of them, but we all know the reasons, and we would still have them at hand unless we looked beyond the layout as the only purpose to our hobby.

There is one aspect of the hobby that features all the flavor and savor of real modeling, is consistently a social activity, and is great fun with trains, because we see them run like real trains run, and what is more, we get to do the running. **In addition, young folks can be attracted to this feature, and it need not exclude the ladies in our lives.**

THE WYOMING DIVISION MODEL RAILROAD CLUB

That activity is *operations*, and I mean formal operations that occur on a layout regularly with a group of "operators" that assume "jobs" patterned after those on real railroads, for the purpose of running trains with a purpose, and the purpose is always meant to mimic real railroad operating methods.

These methods involve:

- Point to point train movements to deliver passengers and freight as if to make a profit by charging those passengers or freight owners a fee
- make such deliveries with an organized pattern of pickups of passengers or freight from logical places, and
- delivering them in a timely manner to intended places, such intended places having been planned and contracted for in advance.
- Make multiple and simultaneous deliveries and pickups with several trains at once
  according to a schedule, or
  at least a plan: x goes from A to E, and y goes from F the other direction to B.
  or in symbols:

```
A  B     C   D   E     F  G
x--------------------->
     <-----------------------y
```

and so on.

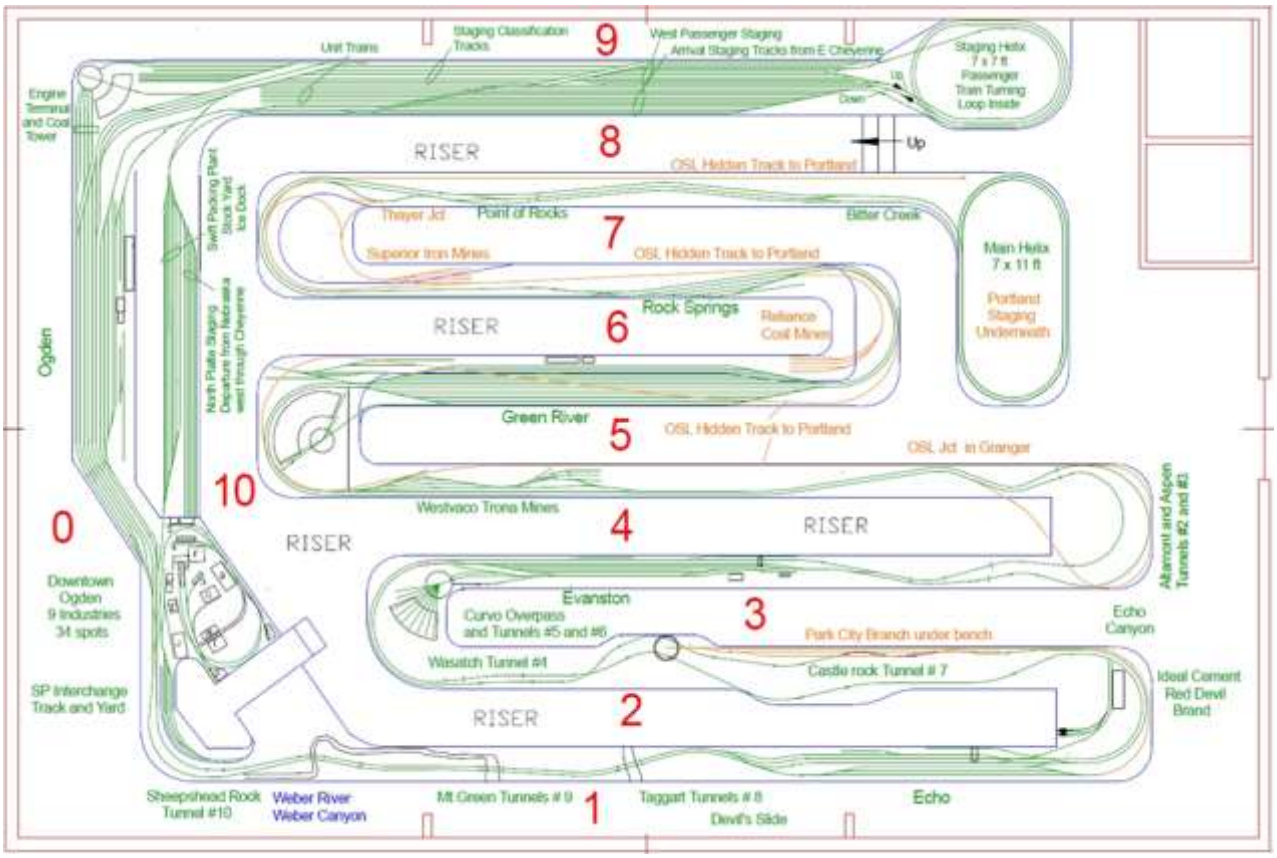
Such train movements and "work" picking up and delivering freight and passengers also require
Prototypical simulated fuel stops, including coal or diesel fuel, sand, and water and ash dumping and other support and maintenance of locomotives and rolling stock (cars washing, RIP tracks, commissary, icing reefers, stock yard resting and feeding, etc.).
They may be on a formal schedule of a Timetable, but not necessarily, and
should include a "car forwarding" system and
a train control system for "safety," for although lives are not at stake, the model pike should be operated as if they are--train wrecks should be avoided even on our small scales,
maintenance of the road and rolling stock may be included, and a host of other simulations of the activities of real railroads.

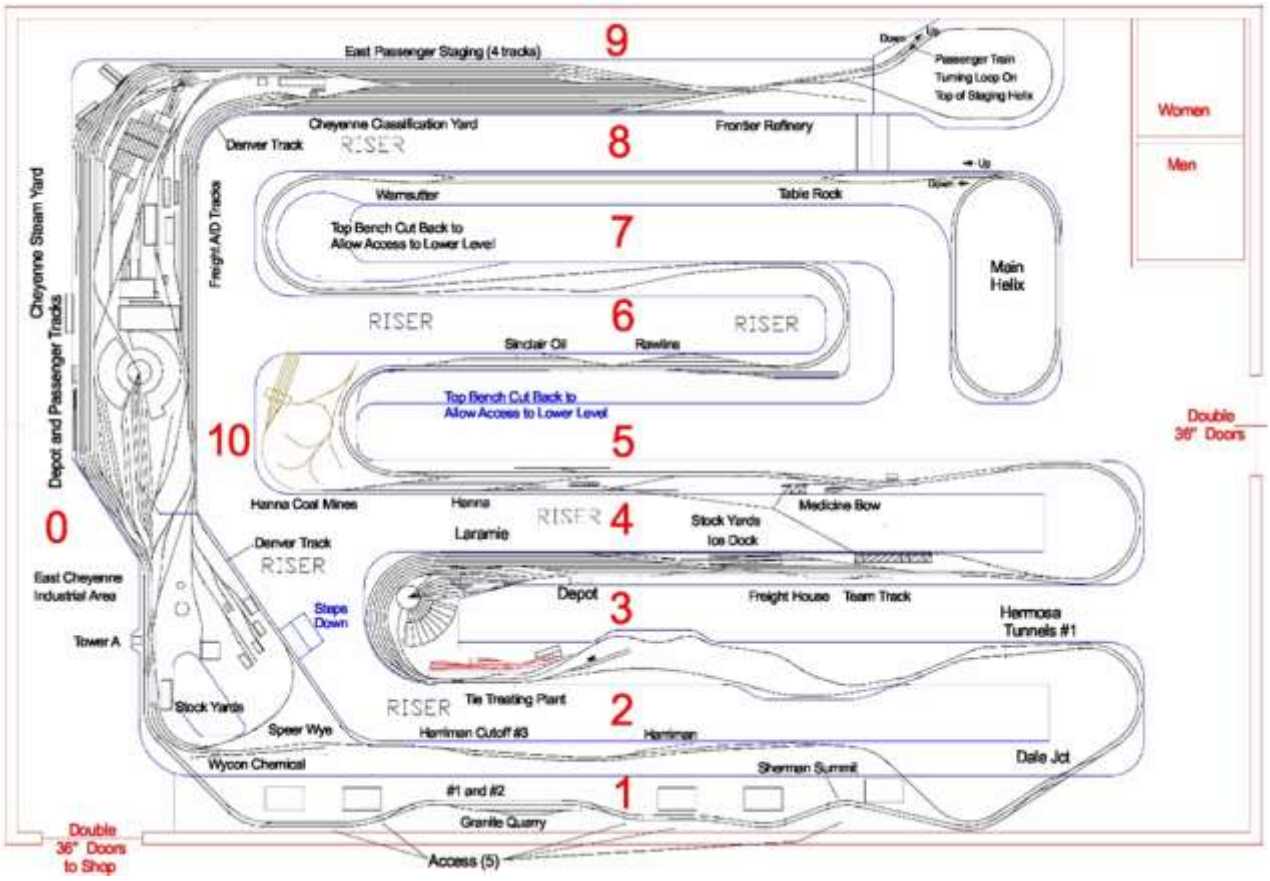
In other words, not just running a train around the Christmas Tree, but running many trains at once with individual purposes, as if to make a profit from railroad operations, with or without a formal schedule, but with rules that govern how the trains run, who is in overall control, and other lifelike issues.

The logical question is "Where do the kids and ladies come in to this?"

On the Wyoming Division (see Appendix) we have 3 high school students from Sedona's Red Rock High School who have operated 7 months in a row. They work as road Crews or in yards as Classification Foremen helping YM's or on the "Nebraska Job" a Road Switcher job bringing whole trains up the staging helix from staging to ready them for Road Crews leaving Cheyenne westbound, or returning eastbound trains down the helix to staging for reforming into new trains by the staging YM and his Classification Foreman.

THE WYOMING DIVISION MODEL RAILROAD CLUB





THE WYOMING DIVISION MODEL RAILROAD CLUB

Danny and Steven Hill, 9 and 7 years old have operated 3 months in a row with their grandfathers, and once their father operated with the other two generations. At the end of the October session, acting as Call Boy, I sent Danny out with a train on his own and he completed the whole 1 hour+ run across the layout (it is a BIG layout) by himself! I meant to "work" with him, but soon said to myself, "Shoot, this kid does not need me," and I sent him out alone, and he did well.

We have two ladies who operate regularly. Sandy has operated about 6 times, and the last 4 months in a row, and Linda, who embroiders our shirts, has operated 3 times in a row. The both work as road crews operating trains over the layout making stops and pickups and setouts as determined by my car forwarding system (about which I have written here before).

Wives and significant others are always invited to Wyoming Division sessions to operate or watch or to meet up with my wife, Sharon who tour guides them to and through Sedona (shopping and the sites) and other local spots. Sharon has led them to Jerome for the history sites and museum there, and quaint shops, and on November 15, she took them to Terrie Frankel's home, the so called "Lucy's House" in Sedona. Terrie's house was once owned by the Lucille Ball family, and Terrie is one of the original TV Commercial Doublemint gum Twins. She is a player in Hollywood, on the Academy of Motion Pictures Board, and her home is filled with many Hollywood mementoes and treasures. She is also a dear a real character.

We have biannual BBQ's at Sharon and my home following sessions in the spring and fall, and several wives come to the layout to see it or deliver their men, and then go on with Sharon. Then at the BBQ they eat and visit with us.

Finally, I have a free Open House policy at the Wyoming Division, and we are available Monday through Friday from 8:30 to 3 to show the Layout and Model Railroading to visitors who drop in. The Wyoming Division has become one of Sedona-Cottonwood-Cornville's important sites to see when visiting the area. Many out of state visitors find us by reputation or are brought by the locals they are visiting, and we always take a lot of time to give them the whole tour, especially if they have kids. And no matter how young—if they can walk—we put a throttle in their little hands and let them run a DCC train over a lot of the layout. If they are too little to see the top of the 42 inch tall benches, we have a rolling 3 step ladder we push around on for them. They usually run a train while we throw turnouts ahead of them for 100 to 200 feet. Often we need to move that train somewhere else before the next session, so this is a good time to do it. And we put a track cleaning car or cars on it as we go. We don't waste any opportunities! We just remember to move the car and block cards with the train, so it is still viable for the next session from its new place where the children leave it.

The following photos show some of these activities.

THE WYOMING DIVISION MODEL RAILROAD CLUB

This young couple with the clipboard and throttle lives in Cornville and visits frequently. They each "grew up with trains." I got them to operate one in October. Their run lasted over an hour.

Allen Montgomery with Operator Sandy at BBQ of 11/15/14

Fred Eisenthal and Wife at BBQ of 11/15/14

Linda who embroiders our shirts with Sharon's brother from Canyon Country, CA

Joseph, James, and Spenser of Red Rock High School operating in their 7th session in a row. They started out with passenger trains,

THE WYOMING DIVISION MODEL RAILROAD CLUB

Spencer in Green River

Joseph and James working

Frontier Refinery in Cheyenne

7 and 9 years old and running trains across a 1,006 foot mainline alone!

THE WYOMING DIVISION MODEL RAILROAD CLUB

Some Operators and Wives at BBQ

Young Local Couple who "grew up with trains." I got them to operate a train (see Throttle and Clipboard?). This is Laramie yard and Ice Dock with Guy Forsythe, the day's Laramie YM.

Fred Shinn and Terrie Frankel (Doublemint Twin and Lucy's House) with LOML (Love of My Life) Sharon

THE WYOMING DIVISION MODEL RAILROAD CLUB

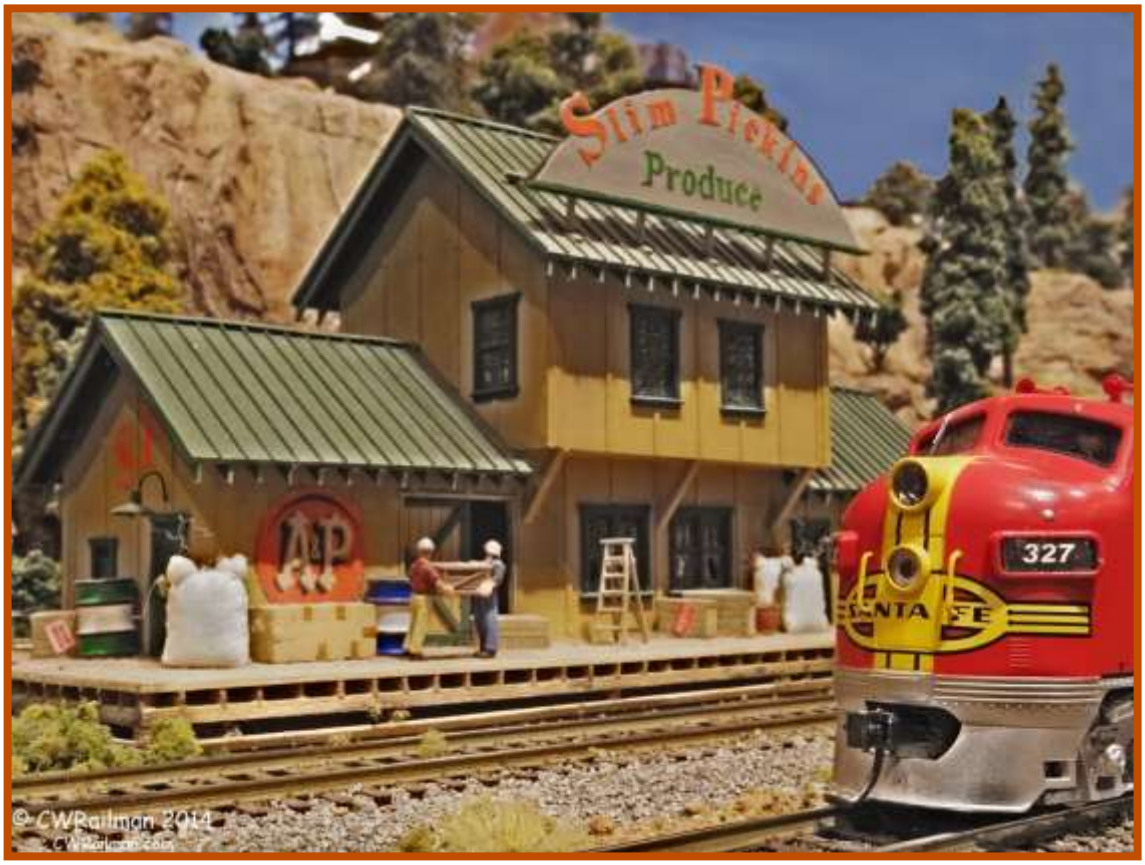
Danny Hill

Bob Ellis with a really good Passenger Train Engineer for a change!

Final thought: you think some of these kids won't take up model railroading at some point in the future? The hobby won't die if we care for it by sharing with all kids in a meaningful way. **Let them run trains!** --Verryl Fosnight verrylf@gmail.com Info on Ops: mailto:wyodivops@gmail.com

SCOTTSDALE MODEL RAILROAD HISTORICAL SOCIETY—Richard Petrina

This article on scenery development for the railroad is divided into two sections. The first section will deal with the placement of the towns, industrial sidings, buildings, roads and associated environs. The second section will deal with the development of the mountains, painting and detailing, as well as the placement of trees, water and associated structures.



Slim Pickin's Produce in Mesa. Photo courtesy of CW Railman.

Prior to construction, we agreed there would be nine towns on the standard gauge layout and five towns on the narrow gauge layout. For the standard gauge layout, Phoenix would be the center in a point-to-point operational representation of railroads in Arizona. There would be four towns to the west with Ash Fork at the west end and four towns to the east with Safford at the east end. Many destinations beyond Ash Fork and Safford would be represented in staging. We further agreed each town would contain up to ten railroad-related industries, where and if possible. The industries would represent the five “C’s” of Arizona; Copper, Cattle, Citrus, Cotton and Climate. Prototype operation was a chief consideration in town design based on access and multiple car placements. The towns would also have a station for passenger train operations. For the narrow gauge layout, a point to point representation of railroading in the Arizona high country between Flagstaff and Jerome with three small towns along the route would focus on the timber and mining industries. An interchange with the standard gauge would take place between Ash Fork and Flagstaff.

The Engine House in Ash Fork. Photo courtesy of CW Railman.

We also previously decided on the types of buildings that would be considered in the various towns. Based upon the area, consideration was further given to its use as industrial or agricultural. Upon determination of the industries in the area, space became an essential and important factor. Sighting of the buildings, roads and associated structures such as cranes, machinery, trees and vehicles are primarily the creative aspect of a town. The main theme in this planning process is to assure there is continuity, sensibility and believability. Preparing a building to fit a space or siding is not complex, but does need to be functional. Compression also needs consideration due to space allowance and its relationship to the overall landscape.

Rawlings Furniture in Prescott. Photo courtesy of CW Railman.

Another prerequisite for the buildings required they be mounted on a piece of 1/8" masonite. The buildings can then be tacked down with track nails rather than glue. This would allow for the scene to be easily removed for repair or future alterations such as lighting and/or animation. The size of the masonite is arbitrary, but should be large enough to contain all of the building's scenic details such as figures, trees, equipment and any other items to enhance the layout. Additionally, mounting the building on masonite assists in bringing the building closer to track level.

Downtown Wickenburg complete with Starbucks.

Photo courtesy of CW Railman.

The second section of this scenery development discussion includes the mountains, ground cover, painting and detailing. When the layout was ready for scenery, we initially started with the normal standby—plaster. In this case, it was casting plaster over a Styrofoam base built to the semi-desired shape. It has characteristics similar to Plaster of Paris in accepting stain, but dries faster and is less expensive. Therefore, the working time for carving and patching is somewhat reduced and it is recommended for use in smaller quantities. Subsequently, we were introduced to a product known as Geodesic Foam, a method of rock face casting manufactured by Bragdon Industries in California. We found its characteristics interesting; for example, it was chip resistant, lightweight and flexible for shaping. With many different molds available, casting duplication should be minimized. Further, areas of the finished and installed product could be moved, shaped or changed by heating it with a heat gun if issues developed after the initial installation. We agreed to give it a try!

While selecting the components of the rock castings and selecting the scenery for a specific mountain, a determination had to be made as to whether it was to be a rock face, a field or a combination of both. Initially, we would rough out the area with styrofoam, cardboard strips or wood depending upon the height and width of the area involved. The mold for the rock casting is selected with consideration for the geology of the area. We had previously selected and purchased the molds that best represented the mountains and terrain on the layout. The procedure for making the rock castings and dealing with the molds is explained in the Bragdon DVD which is readily available from Bragdon Enterprises. Additionally, a clinic will be presented at the 2015 NMRA Regional Convention in Scottsdale. At that time, you can get a hands on demonstration on how we manipulate and install the rock castings in a given area. Staining the rock castings is a matter of personal preference. We commence with the staining on the light side and adjust the stain for the desired color in a particular area. I believe the hues and contrasts of the rock are key to creating mountains that look and feel as realistic as possible. The shading in any given area depends on one's taste

in the color that should represent the geology that is being modeled. Many of the eastern states are more of a shale-type rock; therefore, more whites and browns would be the preferred overall colors. In the western states, reds and grays are more prevalent.

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

Electrical systems

Computer systems and automatic trains

Prototype operations

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

YUMA MODEL RAILROADERS / Lee Stoermer

The Story of the Southern Pacific Locomotive #2521 in Yuma, AZ

The Southern Pacific Railroad rostered a large variety of steam locomotive wheel arrangements during its existence. From the early 4-2-4 Huntington to the SP unique 4-8-8-2 Cab Forward. But one type stands out as being one of the most common and highly utilized, if not longest lived, that being the 2-8-0 Consolidation. One in particular that is the subject of this article is the SP Class C-9, #2521.

SP #2521 is now on permanent display in Yuma, Arizona. It was donated to the City of Yuma, Arizona in April of 1957 by the Southern Pacific Railroad. Built by the Baldwin Locomotive Works in Eddystone, Pennsylvania in August of 1907, it was added to the SP active roster and placed into service 1908.

#2521 started its career working in the California and Oregon regions.

I am still looking for roster conformation for the prewar era but with the 2521 being run out of the Los Angles Division in 1949 it is quite possible that it had made it way to Yuma on occasion as the 2-8-0 were very common on early operations into and around Yuma.

With thanks to Chris Coscia for the roster information during the later postwar era, here are some locations of its home shops: Jan. 1, 1949 Los Angeles; Aug 1, 1951 Portland, OR Division; January 8, 1954, Coast Division; July 1, 1955, Western Division.

The September 30, 1956 roster shows no record of it but it was stricken from the roster on 1-18-57 in Western Oregon and donated to Yuma, AZ 3-29-57. It was formally removed from the active roster effective January 1957 in Yuma and noted for display donation. It is estimated to have traveled well in excess of 2 million miles during its working life in California, Oregon and finally in Arizona.

It is known for fact that #2521 had been operating in Yuma for the last several months of its active service even though it isn't shown on the roster. Possibly it was just a loss of documentation around 1956 when numerous steam locomotives were being moved about while awaiting being donated or sent for scrap. A story told to me by a family member of the engineer who operated #2521 was that this locomotive was placed in its display location under its own steam power. We are working with that family now to garner additional information with the hope of future article about that occasion.

The first display location of the SP 2521 was on the site of the original SP southern transcontinental rail crossing where it first entered Arizona after crossing the Colorado River in 1877. I have been told by many friends' stories of how it was climbed on and viewed during this time, at its stay at the north end of Madison Avenue. This area was now a parking area that was an entrance point to access a recreational area along the Colorado River that was very popular with locals during the warmer times of the year. The current gravel parking area had been the site of the Southern Pacific

YUMA MODEL RAILROADERS / Lee Stoermer

Hotel Depot from 1888 until 1933. Early on there was a metal stair case to access the cab of the locomotive, and then a fence was placed around it as visible in the period photos. Sometime in the mid-1970's it received a coat of paint, where the smoke box gained a little more silver coverage than is typical, but otherwise was pretty much as it was when first placed into position in 1957.

A decision was made to relocate the 2521 to the Yuma Quartermasters Depot State Park about 1987, where it was placed on a section of display track alongside Southern Pacific wooden coach car #1643 that had been donated to the State Park by Yuma local, Don Trigg. It rested there until 2008 when it was moved once again, back to the original SP 1877 transcontinental route which traveled down what is now Madison Avenue in Yuma. This site was in the midst of a major renovation and redevelopment into the Pivot Point Park, with the 2521 and the Hilton Garden Hotel and conference center being a centerpiece of it all. The Pivot Point Park is so named for the Southern Pacific Railroad rotating pivot bridge that existed on this site. More on this another time.

This move was coordinated by the Jim Clark Company, a well known railroad operator and railroad operations consultant for Hollywood TV and movies, including the latest Lone Ranger movie. The move was a major event entailing a significant amount of planning and the use of a multi-wheeled trailer and heavy cranes. Research indicates that the 2521 had undergone a significant shopping a few years prior to its retirement. A review of the locomotive by Jim Clark and Steve McKeown, a member of the locomotive moving consultant, shows it to have mechanically survived the years very well and would be a very good candidate for operational restoration. Hmmmmm……..

The Yuma Model Railroaders provided assistance in the cleaning, painting and local resources in its restoration for display at the new location once it was in place. In June of 2010 the Pivot Point Park was given a Grand Opening and SP #2521 was rededicated. Members of the YMRR, Lee Stoermer and Tim Gilliland, were on hand as docents, giving tours and presenting information about the locomotive and the railroads around Yuma in general.

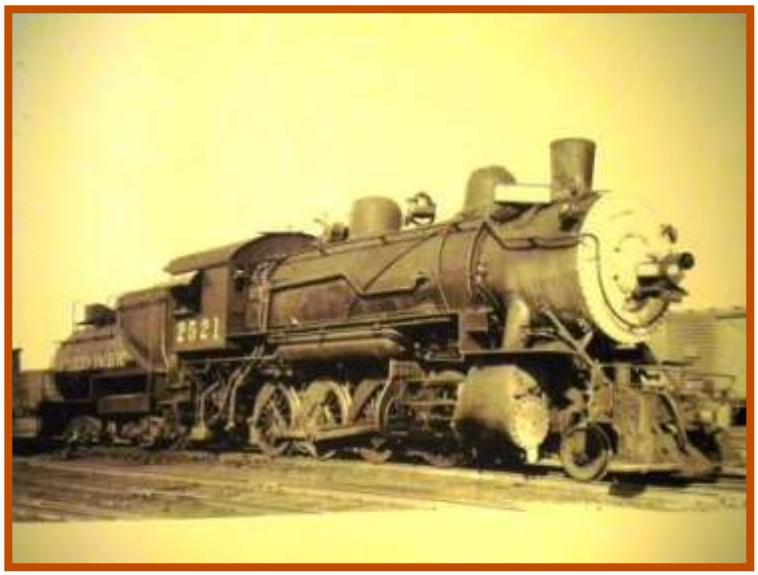
The YMRR continues to be advocates for the locomotive. Numerous members provide many hours of volunteer time in the maintenance of the SP 2521 so that all may continue to enjoy it for many more years to come. We appreciate their efforts, and those of the Yuma Crossing Heritage Foundation, in the preservation of this locomotive. More information can be found on the Yuma Model Railroaders web site. Or even better, stop by for a visit on site while on your way through the area!

SPRR 4149 Cab forward

Early photo postcard showing a SP 2-8-0 Consolidation crossing the Colorado Riv
bridge into Yuma, AZ. Could this have been the #2521?

(USBR archives)

SP 2521 while in Eugene, OR about 1950.



(unk- collection of L Stoermer)

SP #2521 at its original SP mainline location at Madison Ave location, this photo circa 1975.

(postcard- collection of L Stoermer)

SP 2521 about 1984 at original mainline location on Madison Ave.

(collection of L Stoermer)

SP 2521 at its mid-life display location at the Yuma Quartermaster Depot State Park. This photo taken in 2007 just a year prior to its move to the current Pivot Point location.

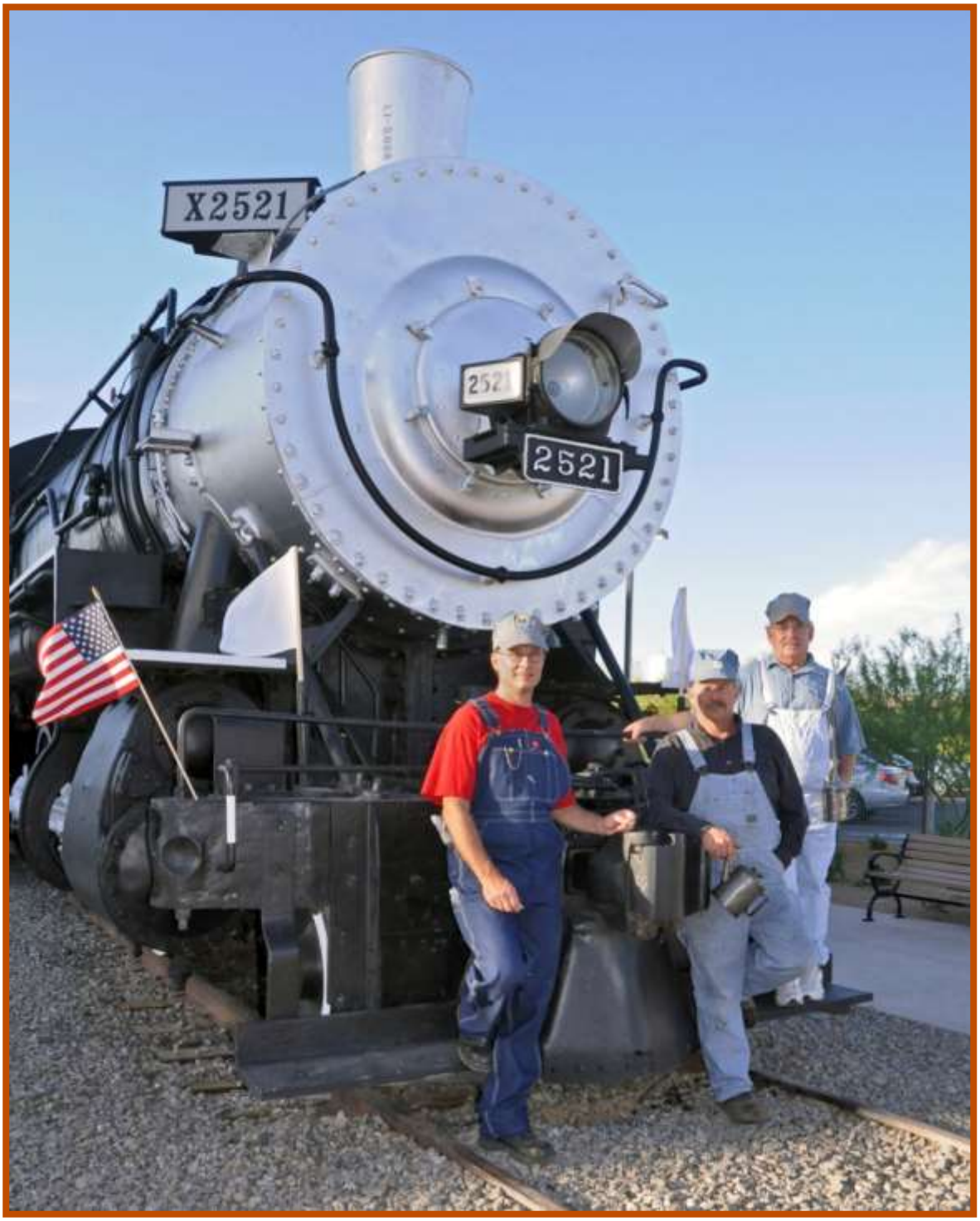
SP 2521 locomotive and tender being craned into its new, original, position.

Overview of the Pivot Point Park site, looking north, Hilton Garden Hotel location be just to left of the loco in this photo. It looks very different today from this 200 view.

SP 2521 spring cleaning by members of YMRR.

SP 2521 at its rededication event June 2010

l-r: Lee Stoermer, Steven McKeown of the Jim Clark group, Tim Gilliland



Photos by L Stoermer except where noted.

H.O. BROTHERHOOD OF ENGINEERS (HOBOE)

3145 West Jusnic Circle

Tucson, AZ, 85705

Contact Person: Tom Beecher (520) 579-3768

We have good news and bad news this year. The bad news is we lost another member shortly before the Tucson gathering. Tim Mittmant passed away on October 22,2014. We miss him greatly. But we are now working on scenery and some final designs for our layout. And we have two new members, whom we are encouraging to join N.M.R.A. !

We also held three auctions and went to three swap meets and held our own selling off the train collections we inherited. We raised $3000.00 for Mr. Blakslee's widow.

We hold open running on the first Tuesday of the Month and our Business meeting is the last Tuesday of the Month. Come visit us at 3145 W. Jusnic Circle, in Tucson. Or call me at 520-479-3768.We welcome our newest members Mark Schwartz and James (Smitty) Smith.See y'all in Phoenix in March!

West Valley Railroad Historical Society

With the completion of the 2014 Glendale Glitters celebration, the West Valley Railroad Historical Society moved into its fourth year of operation. The West Valley Railroad Historical Society, or WVRHS, was started in May 2012 when Bob Libby approached Jack Miller, owner of Jack's Trains, in Glendale. Libby's idea was to develop a public model railroad on the west side of the Phoenix metropolitan area. Both agreed that was such a need for a model railroad club.

The club is 100 percent NMRA, with all equipment Digital Command Control (DCC) equipped.

The line, now called the Glendale Phoenix and Western, tries to emulate the Santa Fe Railroad's line through Glendale in the 1950's era. The line, known to the Santa Fe as the "Peavine, in the 1950s ran from the ATSF mainline in Ash Fork to downtown Phoenix. That line exists today, but the connection with the mainline was moved to Williams Junction in the 1960s. A further decision was made by the group to concentrate the layout on the area from Mobest Yard in West Phoenix to the Ennis Spur at Surprise. The center point of the display is the Glendale Depot. Additional trackage covers the area from the Phoenix Union Station to Flagstaff.

One of the first major decisions by the club was to have a portion of the layout ready for the 2012 Glendale Glitters celebration. It was ready in five months, with trains running on two loops through the area representing Phoenix and the Mobest yards. The layout now consists of two levels. The top, or main level, comprises all of the trackage that covers the area from Phoenix through Glendale. A lower level on one side of the room contains a large staging area. This is the Williams and Flagstaff areas. The connecting ramp is known as the Johnson Tunnel, named for an abandon tunnel between Ash Fork and Williams. The first section covered the areas of Mobest Yards and the Phoenix Union Station. Loop tracks at each end allowed continuous running while the rest of the layout was under construction.

In the second year, In January, work began on construction of the layout along the south wall. This section contains the lower level staging area. Work was quickly completed and track work began. As the staging track was begin put down, work began on the peninsula. A gradually climbing track was constructed under the peninsula to allow trains to between the two levels. The focal point on the peninsula is the Glendale Depot. Using photographs provided by the Glendale Historical Society, Jesse Poole constructed the depot. This is the structure that was torn down in 1964. It was located where Grand Avenue now goes under 59th Ave,

Also using plans and photographs from the Glendale Historical Society, Dan Kubarych began building the Glendale sugar beet factory, a building the still exists today. Dan formerly developed displays for the National Air and Space Museum in Washington DC. He is about 80 percent complete on the main building. Additional side buildings will be also built. Lee Ritterbush is building the Glendale Crystal Ice Plant, which was destroyed by fire in 1990, near the depot. He had completed a mock-up which was on the layout during Glendale Glitters.

A model of the Flagstaff depot, using Santa Fe plans, was constructed by Dave Irick. It is located on the reverse loop at the end of the lower level. Scenery was started on the layout during the second year of operation. An oil storage facility and an industrial area were constructed in the middle of a large loop near the entrance of the layout room.

The work began on the peninsula scenery. The track leading down to the lower level is visible in two locations. One section was used to construct a diorama to show how the scenery is applied. On the other section, an area depicting Ash Fork was built with red rocks and pine trees covering the hills. Ash Fork was the point where the Peavine joined the main line. Later, after the Crookton Cutoff was built, the Peavine was extended to Williams Junction. Scenery around the Glendale depot and the area of downtown Glendale is under construction. A number of buildings for downtown are now being built by several members.

Since its beginning, the club has held several swap meets as fund raisers. The next one will be May 16 at the Glendale Christian Church. Tables are $25 each, with admission set at $5. Fliers will be posted shortly with all the details.

Also in October 2013, the first family get-together was held. A barbeque was set up outside the back of the store where hamburgers and hot dogs were cooked. Tables and chairs were set up so that members and their wives or other family members could enjoy the meal. The day was planned by Dave Irick and his wife Linda, who fixed most of the side dishes. Several other wives brought dishes or desserts.

In August 2014, the club held its first annual banquet at a local restaurant. Officers for 2014-15 were introduced. A slide show covering the first two years of the club's existence was also presented. Don Stewart was given The Outgoing Board of Directors Award for his work on establishing the scenery design for the layout and other projects.

Officers are Jesse Poole, president, Eric Jonason, vice president, Dave Brown, secretary, Dave Irick, treasurer, Jack Miller, club advisor, Don Stewart, board member. A second board member position is currently vacant.

Memberships are open. The club meets on Monday nights at Jack's Trains in downtown Glendale.

Don Stewart works on the diorama showing how scenery is constructed

Flagstaff Depot built by Dave Irick

Glendale Depot constructed by Jesse Poole

Glendale Depot constructed by Jesse Poole

The Arizona model Railroading Society at Adobe mountain Railroad Park / Steven David

The Adobe Mountain Desert Railroad Park is located in Northwest Phoenix at 22822 N. 43rd Avenue (just south of Pinnacle Peak Road). We have three organizations at the park each offering different things to the model railroader and railfan enthusiast.

The Sahuaro Central Railroad Heritage Preservation Society Inc. maintains a museum that is open on Sunday afternoons. Sahuaro Central also host two swap meets a year. The third Saturday in March and the first Saturday in November. Admission is $5.00 for adults. Children 12 and under are admitted free with an adult.

The **Maricopa Live Steamers** has a 7 ½ inch scale layout that allows the public to ride on Sunday afternoons. They have 15 actual miles of track over several different routes so you never know which route you will ride on-most rides last 20-30 minutes.

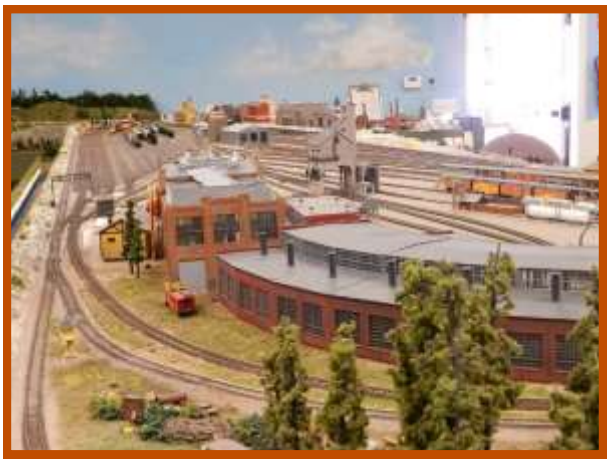
The **Arizona Model Railroading Society** maintains four separate layouts in four different scales-N, HO, O, and G. The N and HO layouts are housed in a 3000 square foot building and the other two are located outside. We are open on Wednesday evenings, most of the day on Saturdays (usually until at least 2:00) and on Sunday afternoons.

All areas of the park are free (donations only if you want). Sunday afternoon activities are open mid-September until mid-May. Wednesday evenings and Saturdays are year round.

Feel free to come and visit us sometime. We would love to show you around. When you come, go south on 43rd Avenue off of Pinnacle Peak and take the first right to the museum and the second right to MLS and AMRS.

HO SCALE

n scale



Maricopa Live Steamers

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- #8 code 83 curved turnout assembly fixture 30”/21” radius $50
- #8 code 70 double slip switch fixture and point forming tool $75

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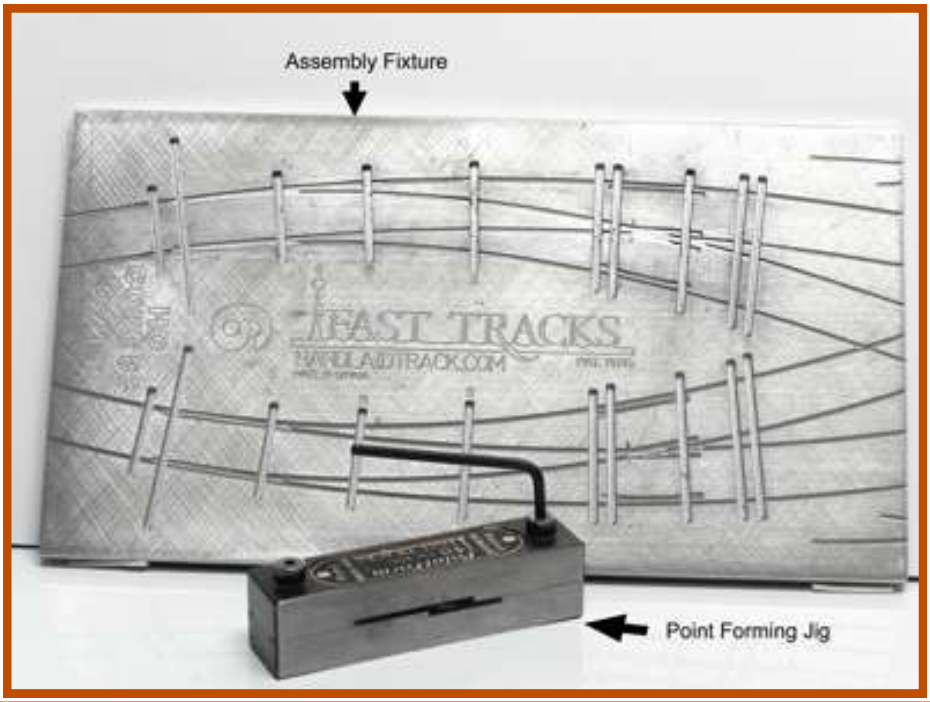
(cell phone) 602-463-3678



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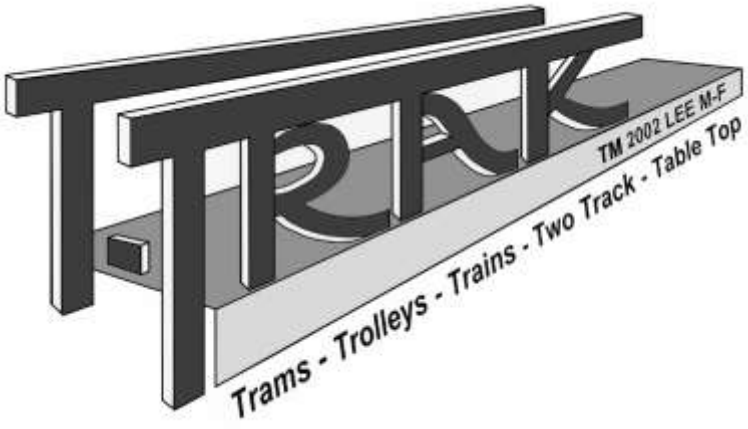

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Contact Scottsdale Model Railroad Historical Society at contact@scottsdalemrhs.org or visit us at McCormick-Stillman Railroad Park in Scottsdale.

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FOR SALE—The Arizona Division has a large stock of PSR items which may be of interest to PSR members. Contact: Stan Sachau, Arizona Division Chief Clerk / Paymaster

SHIPPING: Will bill for actual shipping and packaging.

NMRA ITEMS	PRICE	QTY
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Flagstaff Hobbies

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