



# Spur Line

Volume 49 Issue 2

May 2015

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**Summer Meet - Arizona Division, PSR, NMRA**  
**Saturday, June 13, 2015 - Rim Rock, Arizona**  
*More info and schedule on page ; map on back page*



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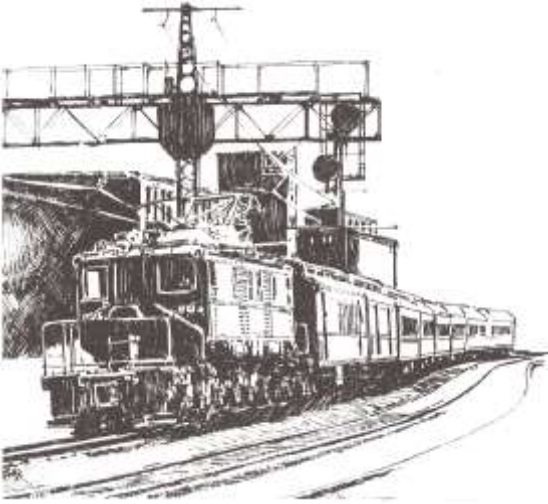
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## from the Editor - Frank Baker



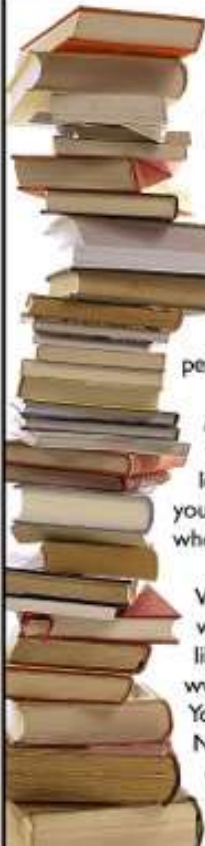
Greetings everyone. As many of you know, the Arizona division is the host of the PSR convention this September. Planning by the Arizona convention staff has been ongoing for over a year and it looks like this will be an event not to miss. A few facts include over 50 clinics, wonderful trips on the Verde Canyon Railroad, the Phoenix Light Metro and the Live Steamers. Railfans will equally be busy with Su Vino wine tasting, Arizona Culinary School and the Musical Instrument Museum. And that is only a partial list of events. Registration is well above expectations and we recommend that you register soon. You will not be disappointed. This will be the convention to attend. Check the Arizona website or the PSR convention website for more information. The convention starts with a BBQ on Wednesday night at the McCormick – Stillman Railroad Park. Everyone will be receiving more monthly email blasts on event schedules. We look forward to seeing everyone there. More later in this issue.

On another matter, The Spur Line will soon become an electronic forum. Rather wait until 6 weeks prior to the next event, you will be able to see information from the respective officers faster and more frequently. You will also be able to post comments, ask questions and participate in your area of model railroading interest. There will be a lot of threads to choose from. The Forum will be open to NMRA members as well as anyone interested in Model Railroads. Lee Stoermer, Marshall Wales and I are working on this project.

The next meet will be in Rimrock June 13th. If you have an unfinished model, bring it to Rimrock for review before bringing it to the PSR convention for judging. We hope to fill the convention contest room with your models, photos, crafts and display's.

One final item – Officer elections. Offices include Division Director, Superintendent and Chief Clerk and Paymaster. This issue includes a bio of the candidates. A ballot for superintendent and Chief clerk and Paymaster will be mailed July 1<sup>st</sup>. A ballot for director will be mailed to all members from the PSR Regional publication “The Dispatch” at the same time. See you then.

One final item – Officer elections. Offices include Division Director, Superintendent and Chief Clerk and Paymaster. This issue includes a bio of the candidates. A ballot for superintendent and Chief clerk and Paymaster will be mailed July 1<sup>st</sup>. A ballot for director will be mailed to all members from the PSR Regional publication “The Dispatch” at the same time. See you then.




### Check out 6,000 train books.

Or 100,000 train photos. Or 50,000 train magazines. In fact, there are a lot of things you should be checking out at the National Model Railroad Association's Kalmbach Memorial Library. You'll find everything from prototype railroad periodicals to vintage model kit instructions.

As an NMRA member, you have easy access to everything – it's all just a phone call, letter, or email away. Our staff will even help you do research about virtually any train topic, whether it's model or prototype.

Visit one of the world's largest train libraries at [www.nmra.org](http://www.nmra.org). You'll find that the NMRA has a lot to offer modelers.



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 423-892-2846

Check it all out!

## SPUR LINE NEWSLETTER

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

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

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

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

## Thousands of negatives still need



**your positive support.**

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

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

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

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



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

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

**Make a contribution that will make a difference for decades.** Visit [www.nmra.org/diamondclub](http://www.nmra.org/diamondclub) or call HQ at 423-892-2846 to contribute.





Congratulations! Chuck Schwartz - Best in Show

### Arizona Division Roster

<b>Director - David Irick</b>	<b>(623) 435-8534</b>	<b><i>Director@AzDiv-nmra.org</i></b>
<b>Superintendent - Alan Vincent</b>	<b>(480) 403-3034</b>	<b><i>Superintendent@AzDiv-nmra.org</i></b>
<b>Chief Clerk &amp; Paymaster - Jim Tuck</b>	<b>(928) 773-9194</b>	<b><i>Paymaster@AzDiv-nmra.org</i></b>
<b>Membership Chairman - Gordon Geiger</b>	<b>(520) 529-6223</b>	<b><i>Memberchair@AzDiv-nmra.org</i></b>
<b>Contest Chairman - Chuck Hammond</b>	<b>(623) 518-2544</b>	<b><i>ContestChair@AzDiv-nmra.org</i></b>
<b>Achievement Program - Don Stewart</b>	<b>(480) 759-5019</b>	<b><i>APChair@AzDiv-nmra.org</i></b>
<b>Nominations Chairman - Lenny Smith</b>	<b>(520) 836-7683</b>	<b><i>NomChair@AzDiv-nmra.org</i></b>
<b>Railfan Chair— Deirdre Hammond</b>	<b>(602) 471-0610</b>	<b><i>RailetteChair@AzDiv-nmra.org</i></b>
<b>Spur Line Editor - Frank Baker</b>	<b>(602) 672-6336</b>	<b><i>SpurLine@AzDiv-nmra.org</i></b>
<b>Webmaster - Lee Stoermer</b>	<b>(928) 580-3209</b>	<b><i>Webmaster@AzDiv-nmra.org</i></b>

## Summer Meet - Arizona Division, PSR, NMRA Saturday, June 13, 2015– RimRock, Arizona

### New Depot

Beaver Creek School, Rimrock, Az.  
Map and directions on the last page

### 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

### Schedule

9:00 am - Registration opens. Enter contests until noon.  
10:00 am - Meet Begins with Welcome and Introductions  
10:05 am - CLINIC: - "OPS and kids on the Wyoming Division" - Verryl Fosnight  
11:00 am - Business Meeting and door prize drawings  
11:45 am - Break for lunch at a restaurant of your choice  
1:00 pm - CLINIC: - "Electrical Basics for Model Railroaders"-Ed Stewart  
2:00 pm - CLINIC: "TBD"  
3:15 pm - Announce contest winners, door prize drawings.  
4:00 pm - Meet Ends, BBQ at Verryl's home. \$8.00 donation

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

### Contests

A complete line up of NMRA contests is planned. We are including Levity, Favorite Train and the ever popular photo contest. The Favorite Train subject will be "**DIESEL MANIA**" with a maximum of ten cars / locomotives,. The Levity category will be "**PERISHABLES**"  
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:

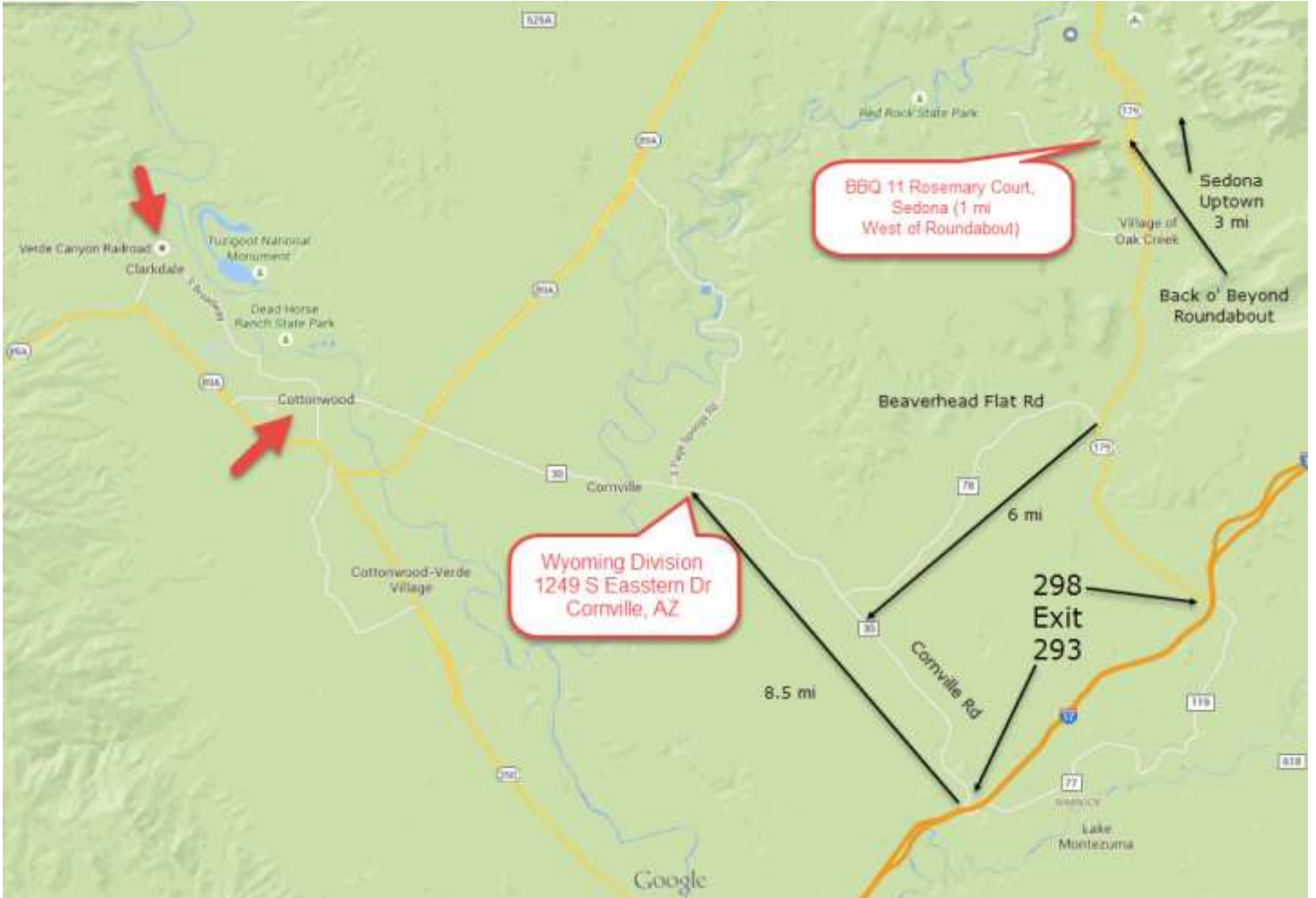
Tables will be available at 8:30 AM after the sellers' registration is paid. \$10 fee for advance table selection. AZ Division Swap Tables are free for members after advance selection has been made. Swap Tables for non-members is \$10.00 .Make a quality donation to the door prize and the fee is waived.

### 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 June 13 meet in Rimrock.



MAP TO RIMROCK , WYOMING DIVISION BUILDING AND VERRYL'S HOUSE FOR THE BBQ. NUMBER PASSWORD AT GATE IS 1700

## Direct from the Director — *David Irick*



Time flies fast when you are having fun. This will be my last column in the Spur Line as Arizona Division Director. It has been a fun packed four year journey. I am stepping down from my position with some sorrow, but also with great satisfaction for what we have accomplished together. In June, we will be electing my successor. My term will expire after the Pacific Southwest Convention in Scottsdale and someone else will be the Arizona Director. I have fond memories of the many people who have entered into my life during my tenure, helping me to build and improve our Division. I thank you all and ask for your continued support for our new Division officers. Please support them, help them and let us all continue to work together to improve the Arizona Division. But most of all let's have fun.

Unfortunately I missed the spring meet in Sun City. I was fulfilling my duties as Division Director by attending the Pacific Southwest Region Mid Year meeting in California. Highlights of the meeting are as follows:

1. Work to reverse the slow trend of declining membership.
2. Improve membership programs within the Divisions to help retain membership.
3. Review and update the Region Bylaws and Manual of Operations.
4. Approve the Regional financial audit. The Region is financially sound.
5. Reports of the four Regional Directors.
6. Reports of Regional Staff
7. Approve changes in the Region contest rules.
8. Accept the resignation of the PSR Contest Chairman effective 20 Sept 2015
9. Received the financial report of the PSR 2014 convention in San Diego

Our Pacific Southwest convention in Scottsdale, in September is getting closer and closer. Our convention team is working hard and we have a fun packed four days planned. I encourage all Division members to attend our convention, especially if you have never attended a Regional Convention before. For detailed information look at the Arizona Division web page.

Thank you again for allowing me to represent you for the past four years on the PSR Board.

Remember support your local hobby shops.

Remember that this is an election year for the Division. Don't forget to vote for Director Superintendent and Chief Clerk and Paymaster. See you in the cool climes of Rim Rock.



from the Superintendent—Al an Vincent



# NO REPORT



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Membership number: **123456 00**  
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## Chief Clerk & Paymaster Report

By: Jesse Pool e

The March meet produced a net profit of \$1169.20 on a total income of \$1531.00. There were a total of 94 attendees of which 77 were members plus 9 additional guests and visitors. Most significantly, there were 7 individuals who signed up as new NMRA members (or renewed their expired membership). In addition the company store sold \$362.00 in merchandise which included selling the last remaining 2007 PSR coal hoppers. There was miscellaneous income of \$362.00 primarily from the 50/50 raffle. Expenses for the meet were transfer payments for the 50/50 raffle to the 2015 PSR Convention in the amount of \$161.00 and an equal amount to the raffle winner, Bruce Lewis. There was also the cost of the transfer payment from 4 of the new members in the amount of \$49.74. Details of the financials are contained in the nearby table.

The checkbook balance is currently \$4788.70 which includes the net income from the March Meet, a \$500 reimbursement from the NMRA for the hotel reservation for the 2015 Convention, as well as several (small) interest payments. Expenses for the past quarter include those for the March Meet as shown in the Financial Summary.

<b>FINANCIAL REPORT</b>			
<b>Saturday, March 14, 2015</b>			
<b>Total Income</b>			<b>\$1,531.00</b>
	<b>Qty</b>	<b>Each</b>	<b>TOTAL</b>
<b>Company Store</b>			<b>\$ 239.00</b>
HO Gauge			\$ -
2007 Kit	11	\$ 5.00	\$ 55.00
2007 Kit Dozen	3	\$ 50.00	\$ 150.00
AZ Div Pin	6	\$ 3.50	\$ 21.00
Patches	13	\$ 1.00	\$ 13.00
<b>REGISTRATION</b>			<b>\$ 930.00</b>
Member	77	\$ 10.00	\$ 770.00
Guest	9	\$ 10.00	\$ 90.00
Visitor	1	\$ -	\$ -
Youth		\$ -	\$ -
Renewal		\$ -	\$ -
New Member	7	\$ 10.00	\$ 70.00
<b>Total Attendees</b>	<b>94</b>		
<b>MISCELLANEOUS INCOME</b>			<b>\$ 362.00</b>
Swap Meet Tables	2	\$ 10.00	\$ 20.00
Donations (Coffee Fund)			\$ 20.00
50/50 Raffle			\$ 322.00
Bake Sale			\$ -
<b>EXPENSES</b>			<b>\$ 361.80</b>
Insurance			
Supplies			
2015 PSR Convention			\$ 161.00
50/50 Raffle Winner			\$ 161.00
Bake Sale Profit			\$ -
Payment to NMRA for new members	4	\$ 9.95	\$ 39.80
<b>Meet Profit (loss)</b>			<b>\$1,169.20</b>
<b>Notes:</b>			
\$110 was carried over from previous Meet to Cash Drawer			
\$110 was placed in envelope to carry over to next Meet			

## From the Contest Room / Sun City / Chuck Hammond



Sun City always promises larger crowds and more entries in the Contest room. This year the meet lived up to the expectation with a dozen entries brought in for judging ranging from large scale ride on rolling stock to assembled kits with excellent detail. The popular vote categories brought in over 19 photographs, 4 display pieces, a favorite train, and a levity entry challenging the attending crowd to carefully choose between all the items on display.

Before highlighting our contest winners, I want to recognize the individuals that stepped up to volunteer as the judges. Judging is a thankless job that many times goes unrecognized by the participants in a contest. My thanks goes to Terry Dorsett, Bruce Petrarca, Alan Olson, Richard Petrina, Dan Thompson, Bill Hansen, John Determan, Charlie Nidever who volunteered their time and talent, gave up an afternoon of presentations and provided a critical eye to evaluate the remarkable pieces that were offered at the 2015 Sun City Contest Room.

The popular vote categories provided the largest array of selections this year. Favorite Train and Levity had one entry each that made casting a vote a demanding task. Interesting enough a close second in favorite Train was the Ghost train, which was only visible in the dark. Photographs were abundant with color photographs out numbering the black & white entries 16 to 3. While pictures of the prototype prevail in number, we are seeing more photographs of model railroads entering the Contest Room. Don Stewart captured an interesting view of the Turnbow Roundhouse from the Thunderbird Model Railroad Club, while Frank Baker presented two pictures showing recently built structures nestled nicely in the new home on his layout. Color prototype offers the largest selection and Joseph Droit offered some nice pieces from the Flagstaff area and Grand Canyon South Rim. Please see the contest results for the list of winners in each category.

Judged entries saw 12 items spread across Rolling Stock and Structures. The 1<sup>st</sup> Place winner in the Rolling Stock Open and earning a Merit Award was the Bobber Caboose built by John Lovely. This 1/8 scale caboose with complete brake assemble and details, features a roof assembly that flips revealing a cushioned seat for 1-1 passengers. In addition, the conductor on this caboose is also the fireman as a fire extinguished is mounted inside the caboose in the event that the iron horse sets the landscape on fire while traveling the rails. In the structure category, Lee Stoermer took 1<sup>st</sup> Place and a Merit Award in the Open Division with his Western Maryland Station. Don Stewart captured 1<sup>st</sup> Place in the Kit Division with his 2 Spout Water Tank. Our Best of Show went to Chuck Schwartz with his Minneapolis & St. Louis Engine House. Modeled after the engine house in Winthrop Minnesota, this Merit Award winning HO Scale structure featured fine craftsmanship, detailing, and weathering. Please see the contest results for the list of winners in each category.

### Calling all Arizona Division Members

The 2015 PSR Convention is around the corner running September 16<sup>th</sup> – 20<sup>th</sup> in Scottsdale Arizona. As the AZ Division Contest Chairman, I am tasked with running the Contest Room and I need your help. The Contest room will be open from Thursday 9/17 at 9am until Saturday 9/19 at 12 noon. Besides the call for judges that we need at every Division Meet, I also need volunteers to help “watch” over the contest entries and display items throughout the week. The contest room will be open Thursday and Friday from 9:00am until 7:00pm (closed 12:00pm to 1:00pm – lunch) and on

## From the Contest Room / Sun City / Chuck Hammond / cont.

Saturday 9/19 from 9:00am to 12:00pm. If you can help as either a judge or room monitor please email me at [cfhammond@cox.net](mailto:cfhammond@cox.net) and let me know your preference.

### Summer Meet in Rimrock Favorite Train Theme – Diesel Mania Levity Theme – Perishables

Rimrock is the last event prior to the PSR 2015 Convention and the last chance to get you models entered into the running for the Larry Manny Award. This is a chance to have your model judged and critiqued so you can make improvements prior to judging at the annual PSR Convention. While you cannot enter an award winning model from a National or Regional Convention into a Division Meet, you CAN enter a model from a Division Meet into the Regional or National Convention. What a better chance to get some feedback and then walk away with the best of show in September.

Cumulative score tally for the Larry Manny award end with the Summer event (Rimrock) during the odd numbered year. A new competition for the award will start at the Tucson meet where we present the 2013 – 2015 Larry Manny Award. The competition is getting tighter as Frank Baker is resting on his laurels as Alan Olson, Gordon Geiger and Paul Chandler are modeling away.

Place	Name of Entrant	# of Entries	Cumulative Total
1	Frank Baker	5	499
2	Paul Chandler	4	410
3	Gordon Geiger	4	350
4	Alan Olson	2	215
5	Lee Stoermer	2	190
5	John M Lovely	2	167
7	Don Vest	2	145
8	Chuck Schwartz	1	97
9	Stephen Drees	1	98
10	Wayne Wood	1	95



## From the Contest Room / Sun City / Alan Barnes



There was only Favorite Train entry and 1 Levity entry at the March Meet. I personally liked this Favorite Train entry, being a Rio Grande fan, but some competition would have been nice. One attendee said he needed more time to create his Levity entry than the current time between the Spurline publication date and the meet. I suggested that he e-mail the Contest Chairman with his wishes for the coming meet. The Levity category is wide open in the Regional Meet, so get going.

There was a nice selection of models in the judged contest and three received Merit Awards. The "large" caboose with working hand brakes was different – nice to see scales other than HO. I haven't seen the carved foam for rock technique for a long time, but it was very well done on the merit award winning station model. With the clinics ending early, I did not get time to review and read all the Judge's comments on all the models. The reviewed comments were sometimes extensive, and I hope that the entrants will improve their models and re-enter them in a future meet.

Some of the Structures entries were small and simple models which are more challenged to reach Merit Award scores.

The small freight house – Consider opening one, or more, of the freight doors, adding an interior floor with hand trucks, assorted freight and figures. Add freight to the outside platform. Consider adding roof rafter ends at the eaves. Outside door lights. Was there a roof stack for a pot bellied stove for winter heating? Add signs.

Small house and Idaho Hotel – Consider adding window/interior details. Chairs and figures on porches and balconies.

Roof Details. All buildings with indoor plumbing have roof vents. Fireplaces or stoves may not be installed in all structures. How about tv antennas for fifties vintage houses?

In the Construction category, make sure all joints are tight, no part casting seams, walls and roof lines are straight and square. Brick and stone foundations should not have a joint or visible seam at the corner – these are supposed to represent solid pieces, not two sides joined together. When using figures and details, remove casting lines and do not have figure bases or visible glue puddles at the "victim's" feet. When using commercial door and window castings, make sure the castings are completely inserted into the wall, and that the castings are square with the walls.

When weathering, consider if the windows should be clean or spattered. With structures rain causes vertical top down weathering with splashes upward from the ground. Rolling stock and motive power has engine soot falling from above and dust etc. from the ballast on the trucks. Light colored ballast leads to light colored truck weathering.

Thanks to all the people who took the time to bring something to the contest room and as always, a BIG thank you to the Judges.

I hope to see you, and your contest room entries, at the Summer meet, which is the last chance to get Judge's comments to fine tune your models for September. Please consider attending the PSR regional convention in September 2015 sponsored by the Arizona Division, even if for only one day.

## From the Contest Room / Tucson / Alan Barnes (cont.)

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 a 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.

## From the Contest Room / Sun City / Chuck Hammond /

Contest Results – Arizona Division Meet in Sun City

March 14, 2015

### **Judged Entries**

#### **Best in Show**

Engine House – Chuck Schwartz – Merit Award winner\*

36, 20, 20, 19,15, Total - 110

#### **Rolling Stock – Open**

1<sup>st</sup> Place – Bobber Caboose – John Lovely\* - 38, 18, 12, 19, 14 – 110

2<sup>nd</sup> Place – Milwaukee Road Heater – Gordon Geiger

3<sup>rd</sup> Place – US Nuclear Material Transport – Gordon Geiger

#### **Structures – Open**

1<sup>st</sup> Place – Western Maryland Station – Lee Stoermer\* - 24, 20, 19, 24, 15 – 102

2<sup>nd</sup> Place – Freight Station – Don Vest

3<sup>rd</sup> Place – Bashas Market – John Lovely

#### **Structures – Kit**

1<sup>st</sup> Place – 2 Spout Water Tank – Don Stewart

2<sup>nd</sup> Place – Idaho Hotel – Don Vest

3<sup>rd</sup> Place – Old West Hardware Store – Kenneth Wolfe

### **Popular Vote Results**

#### **Favorite Train**

1<sup>st</sup> Place – Rio Grande – Terry Dorsett

From the Contest Room / Sun City / Chuck Hammond /  
cont.

Levity

1<sup>st</sup> Place – Vacuum Tubes on Flat Car– Joseph Droit

Favorite Model

1<sup>st</sup> Place – Engine House – Chuck Schwartz

2<sup>nd</sup> Place – FTB Minneapolis & St Louis

3<sup>rd</sup> Place – 2 Spout Water Tank – Don Stewart

Photography

Model – Color

1<sup>st</sup> Place – Turnbow Roundhouse – Don Stewart

2<sup>nd</sup> Place – Hookers Hardware – Frank Baker

3<sup>rd</sup> Place – Rainbow Beverage – Frank Baker

Model Black & White

1<sup>st</sup> Place – Memories – Charlie Nidever

Prototype – Color

1<sup>st</sup> Place – Night on the C&TS – Don Stewart

2<sup>nd</sup> Place – All Steamed Up – Allen Gregor

3<sup>rd</sup> Place – Winter is on It's Way – Terry Dorsett

Prototype – Black & White

1<sup>st</sup> Place – Double Heading in the Rain – Charlie Nidever

2<sup>nd</sup> Place – Moffat Tunnel Dec 2007 – Don Stewart

Contest Room Judges

Terry Dorsett, Bruce Petrarca, Alan Olson, Richard Petrina, Dan Thompson, Bill Hansen, John Derman, Charlie Nidever

Note: 1 – Model scoring 87 ½ points receive a Merit Award. 2 – In order for a model to receive 1<sup>st</sup> Place award it must receive a total of 76 points.

**Best in Show**

Engine House—Chuck Schwartz\* - 36 / 20 / 20 / 19 / 15 =110



**Rolling Stock—Open**

1st place—Bobber Caboose—John Lovely\* -38 / 18 / 12 / 19 / 14 = 110





Rolling Stock / open / cont.

2nd Place - Milwaukee Road Heater Car - Gordon Geiger



3rd Place - US Nuclear Material Transport - Gordon Geiger



Structures - Open

1st Place - Lee Stoermer\* 24 /20 / 19 / 24 / 15 - 102



2nd Place – Freight Station -  
Don Vest

3rd Place - Bashas Market—John Lovely



Structures - Kit

1st Place - Don Stewart



2nd Place - Idaho Hotel - Don Vest



3rd Place - Old West Hardware Store—Kenneth Wolfe



**Popular Vote**

Favorite Train

1st Place - Rio Grande—Terry Dorsett



Levity

1st Place - Vacuum tubes on a flat Car—Joseph Droit



**Favorite Model**

1st Place - Engine house  
- Chuck Schwartz



2nd Place FTB Minneapolis & St. Louis



3rd Place - 2 spout Water Tank - Don Stewart

**Photography**

Model - Color

1st. Place  
Turnbow Roundhouse  
Don Stewart



2nd Place  
Hookers Hardware  
Frank Baker



3rd Place  
Rainbow Beverage  
Frank Baker

**Model / Black & White**

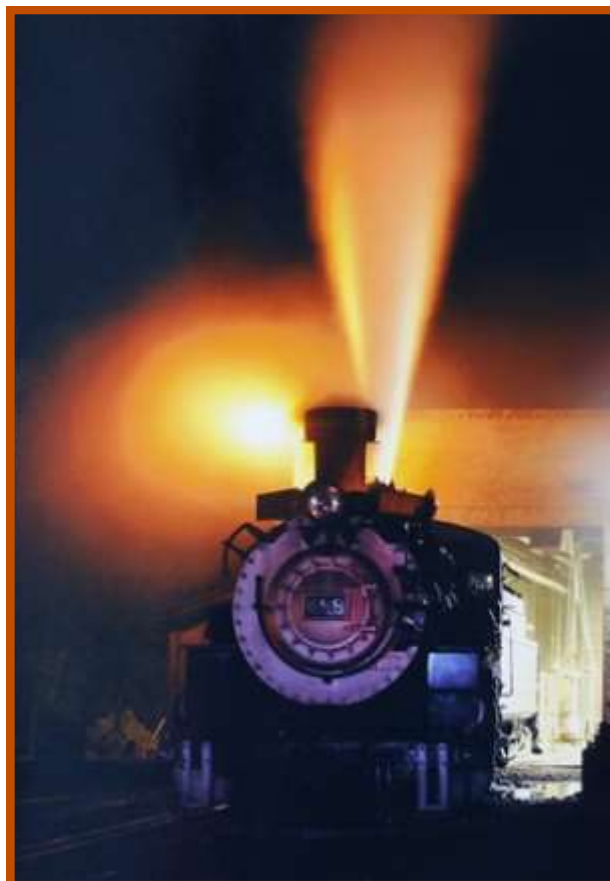
1st Place - "Memories" - Charlie Nidever



**Prototype - Color**

1st Place - - Don Stewart

**"Night on the C&TS"**



**Prototype Color (cont.)**

2nd Place

Allen Greger - **“All Steamed Up”**



3rd Place **“Winter is on it’s Way”**

Terry Dorsett





**Prototype / Black & White**

1st Place - Charlie Nidever  
**“Double Heading in the Rain”**



2nd Place - Don Stewart  
**“Moffat Tunnel Dec.  
2007”**



## From the AP Chairman—Don Stewart



The March Arizona Division Meeting brought in 3 Merit Awards from those that entered the contests. It was a good showing by the builders as the judges were tough this time, especially in Construction and Scratchbuilding.

The builders and their Merit Award winning models are:

Chuck Schwartz built an M &StL Railroad Roundhouse that scored 110 points out of 125 to win Best of Show.

Lee Stoermer scored 102 points with his Lineboro Station on the WM Railroad to earn his Merit Award.

John Lovely's large Bobber Caboose for his ST&LO Railroad scored 101 points to earn him a Merit Award.

Several other models were close to the 87.5 (84, 82, 78) points (70% of the total points available) needed to earn a merit award, but fell short in one or more of the 5 areas (Construction, Details, Conformity, Finish and Lettering, Scratchbuilding). To maximize your scores in a contest, add details to the basic model. You score points in construction (describe how you built the details) and details (amount of extra stuff added-just list the details). Remember that "I converted the model from 1936 configuration to 1951 configuration." Doesn't cut it. Was only the headlight changed? Please describe what you changed.

- If you scratchbuild the details, you score points in that area as well.
- Having a picture of your model's prototype (or at least similar prototypes) is essential to do well in the conformity area. Look on the internet. There are LOTS of pictures there.
- If building from a kit, the instructions will help explain how you built the model. Remember, we were not there when you built the model, so tell us what you did if you changed anything from the kit instructions.
- Finish and lettering is a visual category and does not need an extensive description. In all cases the complexity of the work (how difficult was it to build/incorporate/paint) and the quality of that work (how well you did the work – avoid gaps, uneven seams, and glue spots) are judged.

I presented a lot of Merit Awards at the March Division Meet. All the ones from the last two Meets and several that were misplaced. Since I present the Merit Awards at the next Division Meeting, if you cannot attend, send me your address and I will mail them to you. Many times I give the Merit Awards to someone in your area to get to you. If you are short a Merit Award, let me know and I will send it after verifying your score (send your score sheet or a photo of your model). My contact information should be elsewhere in this Spur Line.

**Construction** – Describe how you built everything.

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

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

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

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

For more information on the Achievement Program  
Check the NMRA website at: [www.nmra.org/achievement](http://www.nmra.org/achievement)



### HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.

Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. All available to NMRA members for the cost of postage.

So you can see clinics on everything from decoders to design, tools to techniques, helixes to highways, and research to resin casting.

All from the comfort of your very own couch.

Visit [www.nmra.org](http://www.nmra.org) and go to the Kalmbach Memorial Library page for a complete listing.

Then, get that popcorn ready.



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## Rail fans *By: Deirdre Hammond*

It has been a busy couple of months for all of us and they have been very productive! I am so excited because I have so many things to share with you.

The 2015 PSR Convention in Scottsdale, AZ is really blossoming into a fun and exciting event. The AZ Rail Fans have been doing their part in generating funds for the event through bake sales and 50/50 raffles at the Division meet. Currently they have generated almost \$500! At the Sun City, AZ meet the 50/50 raffle collected \$322.00 with \$161 going to the PSR Convention and the other \$161 going to the winner! For the Rail Fans members that have participated by either providing baked goods for the sales, or helped with selling 50/50 raffle tickets, I would like to say thank you. Jill Stewart has been coordinating these events with me, and I am so thankful for her help and enthusiasm.

This group has only one more opportunity for generating funds and that will be at the June AZ Division Meet in Rimrock, AZ. They will be holding a bake sale for items to snack on at the meet, as well as another 50/50 raffle. If you come to the event, be sure to stop by and say hello.

In March I took a trip to Temecula for the El Cajon Division Meet and the Annual PSR Board meeting. This was my first time at this event, and I found the location to be quite charming. I got there on Friday and participated in the Bingo event and won a couple nice items to bring home with me. In addition, I met some wonderful people and was made to feel welcome. (A little special shout out for my new little furry friend PeeWee and her momma).

Saturday was filled with clinics and I attended several of them. I first attended the Tree Building for Anyone with Todd Scott and actually got the opportunity to build a couple of trees. Todd was very knowledgeable and took the time to answer everyone's questions as well as provide anyone that wanted the opportunity to build a tree. One nice thing about tree making is that there are so many different kinds to make. This is why I enjoy going to the tree making clinics, because no two clinicians make them the same. Each one I have attended, I have learned a new technique.

The second one was the 99-cent Modeling with Gene Bohot and that was a really fun and informative clinic. This clinic provided some great money-saving tips for working and building a model railroad. I had never attended anything like this at previous meets and I really felt this was a fresh clinic with lots of great ideas.

There were other wonderful clinics at the meet, but unfortunately you can only attend one at a time. I did hear a lot of positive feedback about the other clinics. Another positive aspect of this meet is that in the clinics there were Rail Fans attending! Please remember that when you come to the Division meets or Conventions that as a Rail Fan you are encouraged to attend the clinics.

After the clinics were over and before the PSR Board meeting, I then took a walk in the local farmer's market. I won't say how much I spent, but let's just say I didn't leave it empty handed. Apparently this event occurs every Saturday in Temecula, and the little main street area is very quaint and filled with all sorts of lovely shops and restaurants.

The 2015 PSR Board meeting began and a lot of information was shared. Each of the Board members will speak to their areas, but there were a couple of items I want to share with you:

- The name of this group is now officially Rail Fans and has been approved by the Board. This name change is to encourage gender diversity, inclusion and most of all our support of our model railroaders. The Rail Fans now have both female and male members, the same as the model railroader groups within our Division.
- We are looking at a way to generate a valid listing of Rail Fan members so that we can get contact information to provide you with upcoming events, contests, or other Rail Fan information.
- The goal for me this year is to work to communicate to the Rail Fan members that there are ways you can participate and find more enjoyment at the Division meets and Conventions.

As a side note on the Board meeting, our President Carl Heimberger ended the meeting with a moment of silence for Janet Spooner. Her absence was noted at the meeting, and she is definitely missed by the Division.

If you are still deciding if you are coming to the 2015 PSR Convention in Scottsdale, AZ in September, below is a list of some of the Rail Fans events going throughout the event. Events include:

- Model railroading clinics given by Rail Fans who want to share what they have learned along the way. Clinics include painting people, making trees, modeling money savers, and tips on cleaning a layout.
- Coconut oil has been found to have so many benefits and can be used for many things. There will be a clinic on making your own body and facial scrubs with coconut oil.
- There will be a panel discussion on the conversation you need to have with your model railroader that will discuss estate planning with their layout and inventory.
- We have Susan Moore Teller who will be doing a clinic on Ancestry. Susan is an author of 9 books on ancestry.
- A private tour of the Musical Instrument Museum, and then a self-guided tour so you can spend time in the areas you are interested in.
- A wine tasting event at Su Vino Winery in downtown Scottsdale, AZ.
- Rail Fans lunch at the Scottsdale Culinary Institute
- There will be an Arts & Crafts contest for Rail Fans. This can include any type of hobby. If you have an item you would like to enter into the contest, bring it by the Contest room as soon as the Contest room opens. The award(s) given are for most popular vote, so even if you do not enter anything, please stop by the Contest room at the Convention and vote for your fellow Rail Fans!

My final note to you, if you come out to the AZ Division meet in Rimrock, AZ in June, or if you come to the PSR Convention in Scottsdale, AZ in September, please look for me as I would love to meet with you.



### Election of Officers

The current terms of the Arizona Divisions Superintendent and Chief Clerk & Paymaster are coming to an end in November at the Division Tucson Meet.

The current term of the Arizona Division Director is also coming to an end in September at the Annual Membership Meeting during the 2015 PSR Convention in Scottsdale, Az.

A ballot for division offices will be mailed to all registered Arizona Division members from the Arizona division office.

A ballot for division director will be mailed to all registered Arizona Division members from a ballot issued by the regional publication "The Dispatch".



### Division Director Candidate: Verryl Fosnight

I am Verryl Fosnight, a retired physicist, restaurant owner and operator, and real estate investor, and full time model railroader. I had an 027 gauge train set as a child, and I set it up permanently in the basement in Cheyenne.

My two boys and I had an HO layout in our California attic when they were in grade school, and I took up model railroading again after 30 years when I retired to Sedona. I planned and designed the huge 4,000 square foot HO model, the Wyoming Division in Cornville, Arizona with double mains of over 1,000 feet (2,012 feet), and nearly 5,300 feet of track. I host monthly operating sessions on it for 35 to 40 modelers, and in February hosted the first annual Winter Invitational for 35 notable out of state operators from California, Oregon, New Mexico and Texas in a 3 day meet of Open House, BBQ, 2 full days of ops, and a prime rib banquet. For me the collaboration with other modelers in joint projects, operations, and meets, BBQ's and model railroad parties is the best part of the hobby. I have some ideas about how to continue to lead the Arizona Division back into solvency with fun activities for the members that would not cost them out of their pockets. One of my biggest jobs with the Wyoming Division has been promotions to find enough operators in sparsely populated Arizona for my regular op sessions, and I can direct those talents to promoting the Division to grow its membership, increase its impact on the community, and make money in the process with very little effort.\* As the Division's liaison with the Region, I will enjoy working with the other Divisions in the Region for bigger and better Regional activities.

***The position of Director will be voted for from a ballot issued by regional publication—"The Dispatch"***



### Superintendent Candidate: Allen Montgomery

Allen Montgomery has a lifetime of passionate rail fanning and model railroading behind him. He has built many, many layouts, and currently the one he has one in his Cottonwood house dominates the whole house. He works 40+ hours per week building and collaborating on the design of the Wyoming Division HO layout in Cornville as a full partner in it, greeting guests, giving tours, and promoting it, and with his passion for model railroads, he always looks forward to going home to work on his own layout. That passion also insures that wherever he goes, he seems to get new modelers interested in visiting the Wyoming Division or in operating there. Allen has been instrumental in organizing the monthly Wyoming Division operating sessions and the recent Winter International 3 day meet. He is a frequent operator at out-of-state operating sessions like La Mesa in San Diego, Bay Rails, and SoCal Ops. He deserved a lot of the credit for the first ever 2 day Arizona Division meet in June, 2014 in Rimrock and Cornville. He is a gregarious and outgoing worker who is tireless at all aspects of model railroading, and never misses a Division meet. I look forward to making sure the Arizona Division continues to grow and becomes more educational and valuable to its members.



### Chief Clerk and Paymaster Candidate: Jesse Pool

Like most model railroaders my passion for trains goes back to childhood, but it wasn't until my children were grown that I had the opportunity to actively pursue the hobby. I am currently a member of the Gilbert Model Railroad Club and President of the Glendale Railroad Historical Society. Both are relatively new clubs building layouts and beginning operations on the layouts. I have been a member of the NMRA since I rekindled my modeling interests over ten years ago. Last year I volunteered (and was elected) to fulfil the remaining term of Stan Sachau as the Chief Clerk and Paymaster. I would be honored to serve a complete term this year in the same capacity.





## ***“DERAILED” BY LENNIE SMITH***

Honor in the model RR hobby does exist. About 15 years ago I was at Roy's Train World store looking at their super deals on used brass. In the store came a young fellow with a brass PFM 2-10-0 wanting to sell it. His story was his parents recently purchased a home and in his bedroom way back on the top shelf covered with dust was this box with the 2-10-0 in there.

Tim the store owner said he was not interested, figuring with such a story the locomotive was HOT. Being a gentleman not budding in .I waited until the young fellow was leaving and I asked HOW MUCH do you want? The young man said \$150 and I said I will take it. THEN from the other side of the shop a voice shouted I WILL GIVE YOU \$200. The voice was a customer who I did not know, trying to mess my deal up. Surprisingly, the young man with the engine said to the other fellow, this is not an auction and I made a deal with Lenny.

Tim then said that I got a great deal and if it was HOT the young fellow would have sold it to the other fellow. I told Tim that the actions of the young man were to calm and his behavior appeared to be genuine and that was the only reason I took a chance. I love a great deal, but not a hot one.. **I RUN THAT LOCOMOTIVE A LOT AND ALWAYS REMEMBER THE INCIDENT.**

Lenny Smith CASH LINE RR PRESIDENT



# Arizona Club News



## GLENDALE PEAVINE NEWS

West Valley Railroad Historical Society  
April-June 2015 No. 9

### President's Corner

Jesse Poole

By

We have a lot going on over the next two months. We're still building the layout and have stated running trains, there is a picnic coming up on April 19 and we have the Swap Meet on May 16. That's enough to keep a club twice our size busy!!

I want to encourage everyone to attend the picnic in April. This is an opportunity to get together socially and let significant others in our lives know that we are both serious about trains and that we are real people too!! Trains are the reason we get together, but the social bonds are what make this club special.

Our monthly rotation of events will start emphasizing the running of trains to a much larger extent than in the past. We have recently completed our first runs with simple trains going in opposite directions so that we can learn the layout track plan and the locations where "passes" are possible. We will soon start moving club cars around according to a prescribed manifest. The degree of difficulty will increase, but so will the fun of operating the layout.

We will continue improving the layout, although much more of the work will be accomplished on the first Saturday sessions rather than on Monday nights. Our near-term goals will be to work out the "kinks" discovered during operations, get all turnouts either hooked up electrically or equipped with a ground throw. Then there are signals. We have approved budget to start the signal for the layout, beginning on the peninsula area. They will be an exciting addition to the layout.

The upcoming swap meet is an important source of financing for the club. The success of the May meet will determine how quickly we can budget for future improvements—primarily expanding the incorporation of signals.

Each member of this club brings talents and capabilities that are evident by the rapid progress that the club has made over the past two years. This positive "can do" attitude makes the club special. This attitude is why we will succeed in all that we undertake over the next few months and by the beginning of summer, we should be well into operating trains on a great layout of our own creation.

### **Arizona Railroad History**

The Railroad Gazette reported in April 1901: The Santa Fe has acquired possession of the Santa Fe & Grand Canyon, the latter was sold at Flagstaff on July 18 to satisfy judgment, the purchase price is \$1,500,000. E.D. Kenna, 1st Vice President of the Santa Fe, will serve with E. L. Smith and J. H. Eckels on a reorganization committee which will turn the road over to the Santa Fe.

### **Club Picnic Scheduled For April 19**

The annual Club picnic will be held at Sahuaro Ranch, Ramada #3, on April 19.

The gathering will run from 10 a.m. to 3 p.m. Cost is \$10 per adult, kids free.

Dave Irick is making all the arrangements. The picnic is at the same location as last year's gathering.

Dave has a signup sheet to let him know who is coming and what each club member is bringing.

The club will provide the hamburgers and hot dogs, tea and lemonade as well as plates, cups and other utensils. Members should bring a covered dish to share.

Games and other activities are also planned.

### **Meet Planned For May 16**

The next swap meet held by the Club will be on Saturday, May 16 at the Glendale Christian Church, 9661 N. 59<sup>th</sup> Ave., Glendale, from 9 a.m. to 2 p.m.,

This is the same location as the previous **Swap** sessions.

DeWayne Koltin is chairman of this gathering. He is assisted by Craig Faris.

## Operations Begin On The GP&W



**Don Stewart** photographs his train as it reaches Ash Fork. Don's was the first train on the layout as operations began.

**Stan Sachau** controls the lead turnout going into the Maryland yard as a train passes.



**Craig Faris** places cars on the staging track in preparation to running his train.





Mike Hinderliter's train passes Ash Fork.

Dan Kubarych's train leaves the Johnson Tunnel on its way to the upper level



### Club Car Is In Planning Stages

Plans are underway to develop a club train car as a fund-raising event.

Don Stewart is heading the effort to prepare the car. Club members approved a designed that involves a refrigerator car. It would be yellow with the club insignia and that Arizona flag on the side.

**Coming Events**

<b>April</b>	
<b>Work Day</b>	<b>4</b>
<b>Operations</b>	<b>6</b>
<b>Business Meeting</b>	<b>13</b>
<b>Club Picnic</b>	<b>19</b>
<b>Operations</b>	<b>20</b>
<b>Board Meeting</b>	<b>27</b>
<b>May</b>	
<b>Work Day</b>	<b>2</b>
<b>Operations</b>	<b>4</b>
<b>Business Meeting</b>	<b>11</b>
<b>Swap Meet</b>	<b>16</b>
<b>Operations</b>	<b>18</b>
<b>Board Meeting</b>	<b>25</b>
<b>June</b>	
<b>Operations</b>	<b>1</b>
<b>Work Day</b>	<b>6</b>
<b>Business Meeting</b>	<b>15</b>
<b>Operations</b>	<b>22</b>
<b>Board Meeting</b>	<b>29</b>

**Signals Coming To The GP&W**

The club has voted to allocate \$300 to begin construction of the infrastructure for signals on the Glendale Phoenix & Western.

Eric Jonason was named to head the design and construction of the signal system.

The initial funds will be used to purchase the necessary foundation equipment and to begin determining the number of blocks and the type of signals to be installed.

No completion time has been set for the signaling project

In a separate action, the club voted to purchase ground throws for the unpowered turnouts. These will be installed as the scenery is completed around the layout..

**Operating Sessions Have Started On The Glendale Phoenix & Western**

The first operating session was held on the Glendale Phoenix & Western On Jan. 19.

Several members operated short trains from the staging area, through the Jonson Tunnel and on to the upper sections of the layouts. The bridge at Larry’s Crossing was used for the first time. After a few electrical problems were corrected, the bridge worked as planned.

Operators were asked to pause for one minute at each of the five main stations along the way.

Some minor track problems were discovered and repaired. Members also had numerous questions about some of the track names and siding locations.

Later several members operated their trains in the reverse direction to take them back to the staging area.

Photos of some of the operations can be found on later pages of this newsletter.

Another operating session is scheduled for April 6. Members are asked to bring an engine, caboose and two or three cars. Members will be started in the staging area and then asked to drop or pickup cars at several sidings throughout the layout. Some trains may be started at Phoenix to permit opposing traffic and the switching issues they bring.

# Arizona Club News

## Scottsdale Model Railroad Historical Society

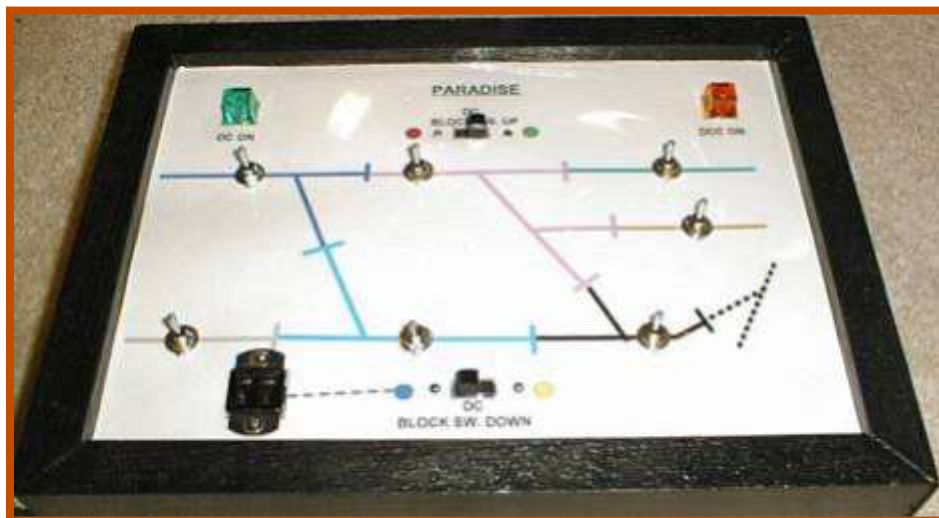
Electrical Systems / Ed Stewart

This is the sixth article in our series describing the McCormick-Stillman Railroad Park and our layout in the Park's new Model Railroad Building. Planning, designing and building the electrical systems for our new railroad has been an interesting challenge. But first, here is some history.

Our old layout in the Park's Bunk House began life in 1975 with what was at the time, the HO standard, DC powered track. Affordable commercial DCC systems were twenty years in the future. The layout was divided into electrical blocks with push button switches connecting individual DC cabs to the blocks around the layout. A central control panel was designed and installed in a small balcony overlooking the layout. This was very much the "chosen way" for many club layouts built in the 1970's and 1980's. Rotary contact switches quickly replaced the push buttons as they proved unable to handle the current needed for the locomotives of that era.

The membership soon decided that running trains from a balcony some distance away from the action would not be as interesting and enjoyable as running trains on the floor with walk-around-cabs. A new electrical system was designed and installed in the early 1980's. It included control panels spread around the layout and a mix of home built and commercial cabs. In the mid 1990's, with the old system becoming less reliable, new wiring and panels were installed with provision for four cabs. Soon after this work was completed, DCC arrived.

With DCC in the picture, additions and changes were made to the newly built electrical system to create a layout that could run either DC or DCC. A simple and often used way to add DCC power would have been to dedicate one of the four DC Cab channels to DCC and manually set all the blocks around the layout to that channel. With a serious concern for the safety of locomotives and electrical systems coupled with many users of varying skills when it comes to things "electrical", an interlocking system using relay logic was designed to safely power the layout. A mode control push button panel controlled the relay circuits to enable the entire layout to be exclusively in the All Stop, DC or DCC mode.



When the model railroad clubs were in the Bunk House, we were required to run trains for the public on Sunday afternoons. With the new DC/DCC system in place, our club voted to split the afternoon into two sections with the layout running DC for two hours followed by running DCC for two hours. As you might suspect, by the end of the final ten year period in the Bunk House, the layout was seldom operated in the DC mode since most members had acquired DCC equipment. The major and sometimes difficult DC versus DCC decision that clubs make when building a new layout became an easy one. The new layout would be DCC only.

With the DC/DCC decision behind us, other decisions affecting electrical system design were made by the club. The 164 turnouts for the standard gauge would be Fast Tracks and would require a device to change track polarity at the turnout frog. All turnout points would be driven by Tortoise switch machines. Railroad and Company software running on a layout computer would be used to control automatic trains on the standard gauge railroad. The program would require block detection information and turnout position indication. NCE components including command station, cabs and boosters would be used to run our trains. Digitrax stationary decoders would be used to drive the turnouts and provide turnout position information. Digitrax occupancy detectors would be used to detect block occupancy.

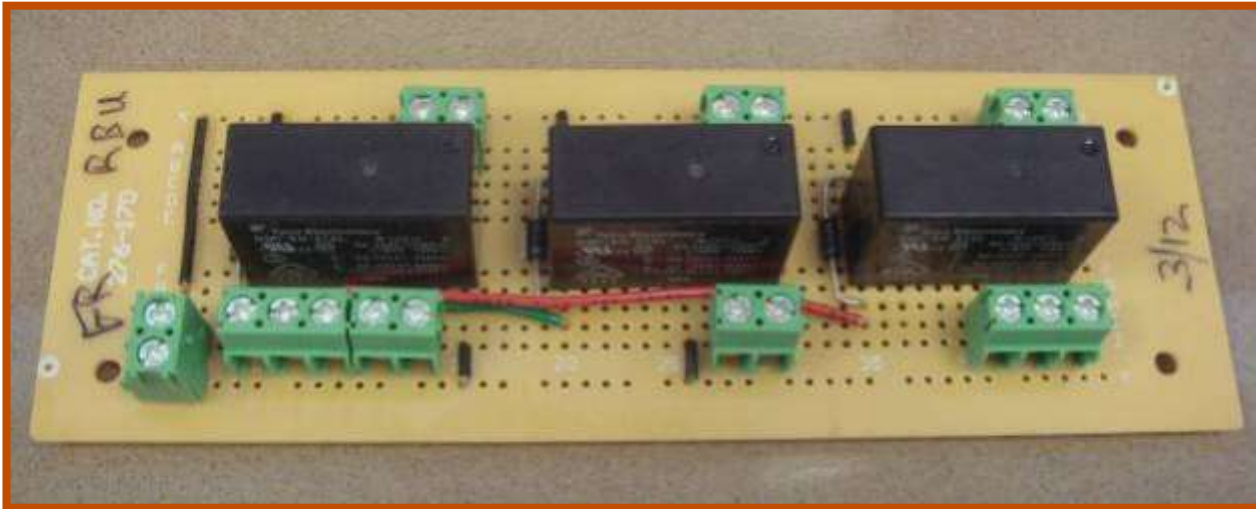


Digitrax Stationary Decoder



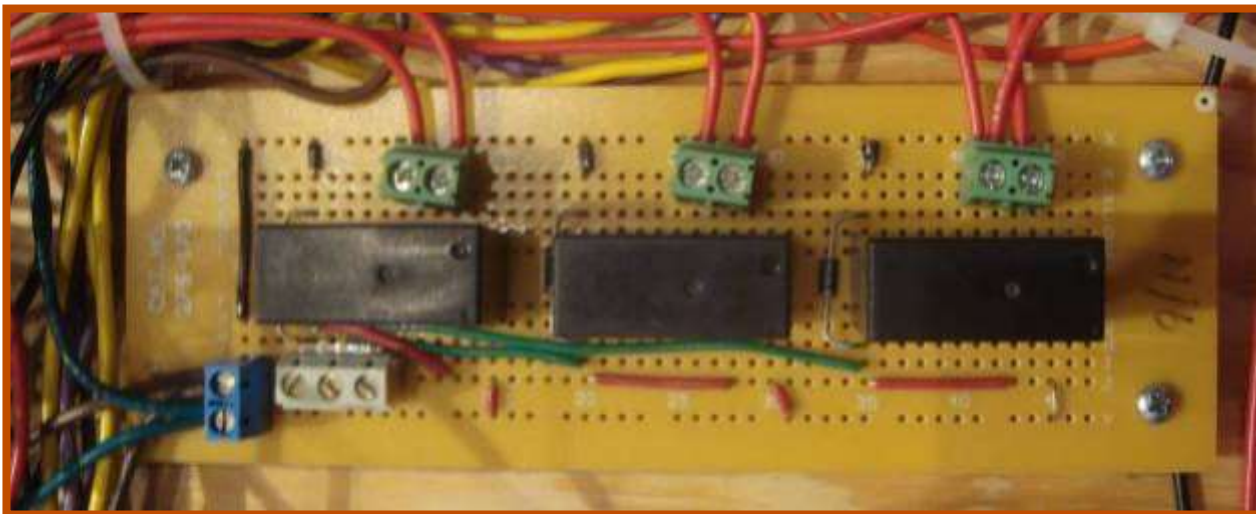
Digitrax Occupancy Detector

The first design project that the Electrical Committee took on was the device to change the track polarity at the turnout frog. We wanted a device that was reliable, durable and resulted in minimum cost. After several proposals, a custom circuit board using relays to switch frog polarity was selected and named a Frog Relay Board. Happily, a Radio Shack proto circuit board was just the right size to accommodate three small relays and the necessary connectors to handle the frog polarity for three turnouts at a parts cost of less than \$5.00 per Tortoise. The relays are activated by 12V DC, have contacts for DCC current rated at 5 Amps and are double pole-double throw which provides a second set of contacts for indicating turnout position. Each frog relay is turned on or off based on a 12V DC source that is switched by its Tortoise contacts. To date, 60 frog relay boards have been built and installed.



Frog Relay Board.

In the old layout, it was possible to shut off sections of the layout with the block switches. This allowed us to isolate a problem area for possible shorts caused by gap closures in rails or pc ties in turnouts. Since no fascia panels with block switches were necessary in the new layout, we needed a way to isolate problems. A second relay circuit was designed to interrupt one side of the DCC track block feed that passed through the block detector and was named a Track Power Board. Using a normally closed contact, a 12V DC signal from a push button energizes the relay, opening the contact and the block feed. A second push button unlatches the relay circuit and closes the contact when the short is located and cleared. To date, 39 track power boards have been built and installed.



Track Power Board Installed on a Town Panel

We also designed a custom circuit to control the position of our Walthers DCC turntable. It includes a fascia display panel with momentary toggle switches, an Aux-Box for turning track power on for the selected house, garden or approach track, an NCE Mini panel to send commands to the turntable and a second NCE Command Station independent of the rest of the layout.

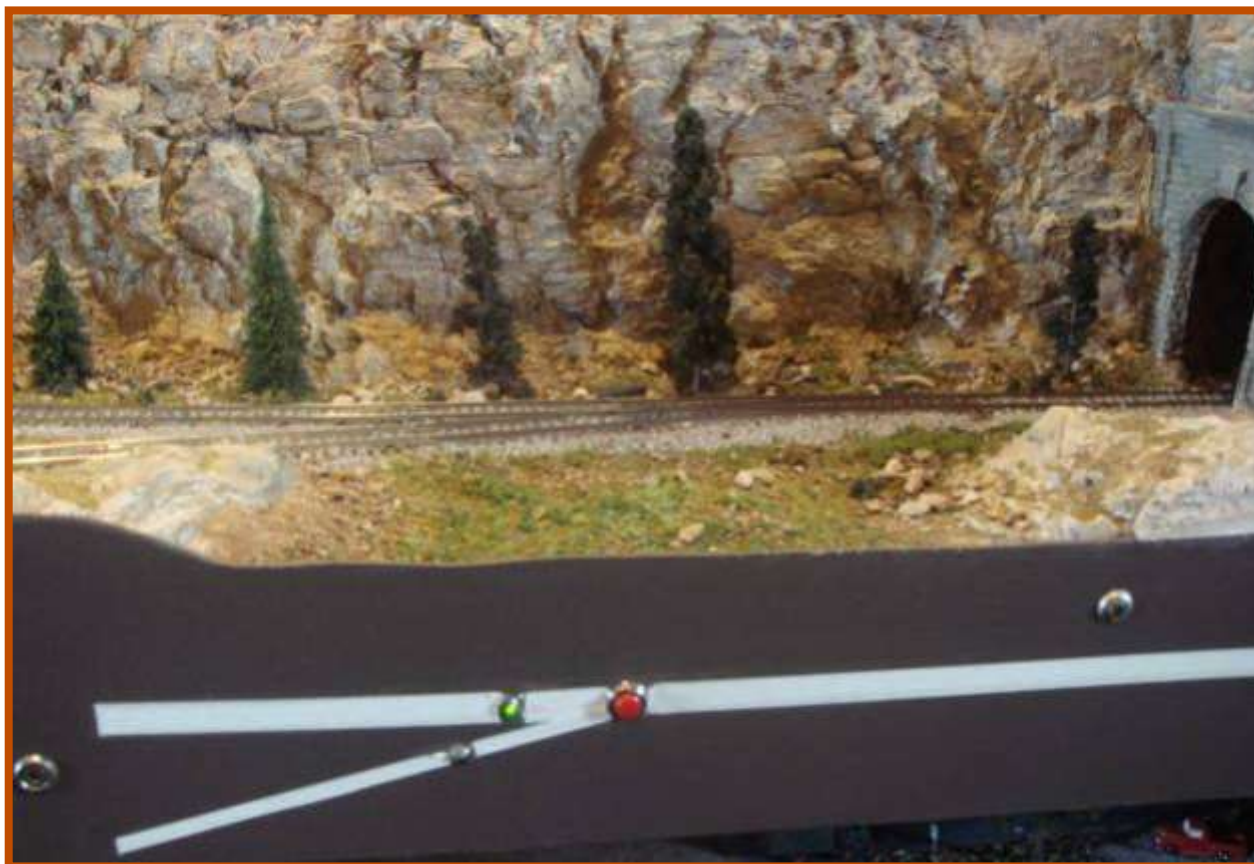


Phoenix Turntable Control Panel.



Phoenix Turntable in the selected position.

For operator control of turnouts on the standard gauge, a single push button is used to toggle the position of the turnout via the Digitrax stationary decoders. Indicator lights are driven off the 12V DC contact switches of the Tortoise switch machines. In keeping with the "walking with your train" philosophy, the turnout controls are spread across the fascia in front of each town with each turnout control located in line with the frog of its turnout.

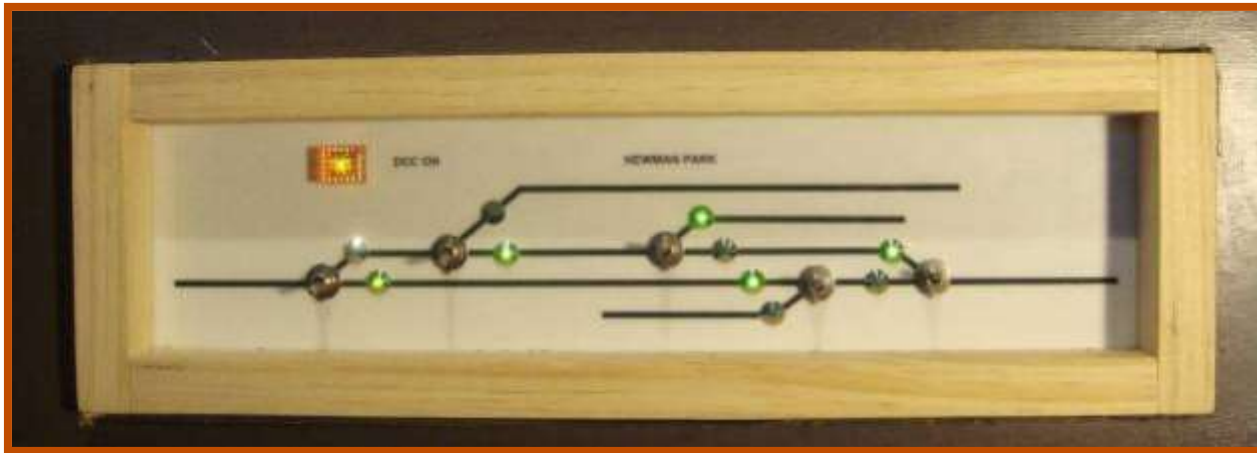


Panel control for turnout operation. Note that the pushbutton is located in line with the frog,



On the narrow gauge, for each of the three small towns, a small control panel with DP-DT toggle switches controls the Tortoise motors, the frog DCC polarity and the LED's that indicate turnout position. A simple +12V / -12V DC power supply powers the switch machines and LED's through one set of poles. DCC frog polarity is controlled by the other set of poles.

Turnout control is spread across the fascia on track diagrams.



Narrow gauge control panel in Newman Park.

The components needed for the standard gauge are distributed around the layout.. The main NCE command station is mounted in the center of the layout on a pull out board. A series of booster boards are located around the layout below the L-Girder bench work on pull out boards. Each booster board includes an NCE DCC booster with power supply, three DCC Specialties power shield circuit breakers, several 12V DC "wall wart" power supplies, a power strip for 110v ac and barrier strips for connection to the layout. Each booster board serves two towns. The DCC track power to each town is routed through an individual power shield and the third power shield is used to send DCC power and information to the stationary decoders in both towns. The wall wart power supplies send 12V DC to the town panels to drive relays, LED's and the block detectors.



Glendale/Mesa Booster Board. There are six booster boards measuring 20in x18in.

Each standard gauge town has a town panel board for mounting the required components. These boards are on hinges mounted below the front L-Girder, allowing them to be stowed under the layout or swung out into the aisle to be worked on. Included on the town panel boards are the stationary decoders, frog relay boards, track power boards, occupancy detectors, an NCE mini panel and the barrier strips for connection to the layout. Each town panel has these components but is unique depending on the number of stationary decoders, frog relay boards, track power boards and block detectors that are required. This is based on the number of turnouts and track blocks in that specific town. The Prescott town panel shown here is 32in x 19 in. The Ash Fork town panel is the largest at 52in x 24in. Phoenix has four town panels and Staging has two.



Prescott Town Panel. There are 14 town panels on the standard gauge.

A clinic at the September NMRA PSR Convention in Scottsdale will discuss these electrical elements and systems in more detail.

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

Computer systems and automatic trains,

Prototype operations.

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



# Arizona Club News

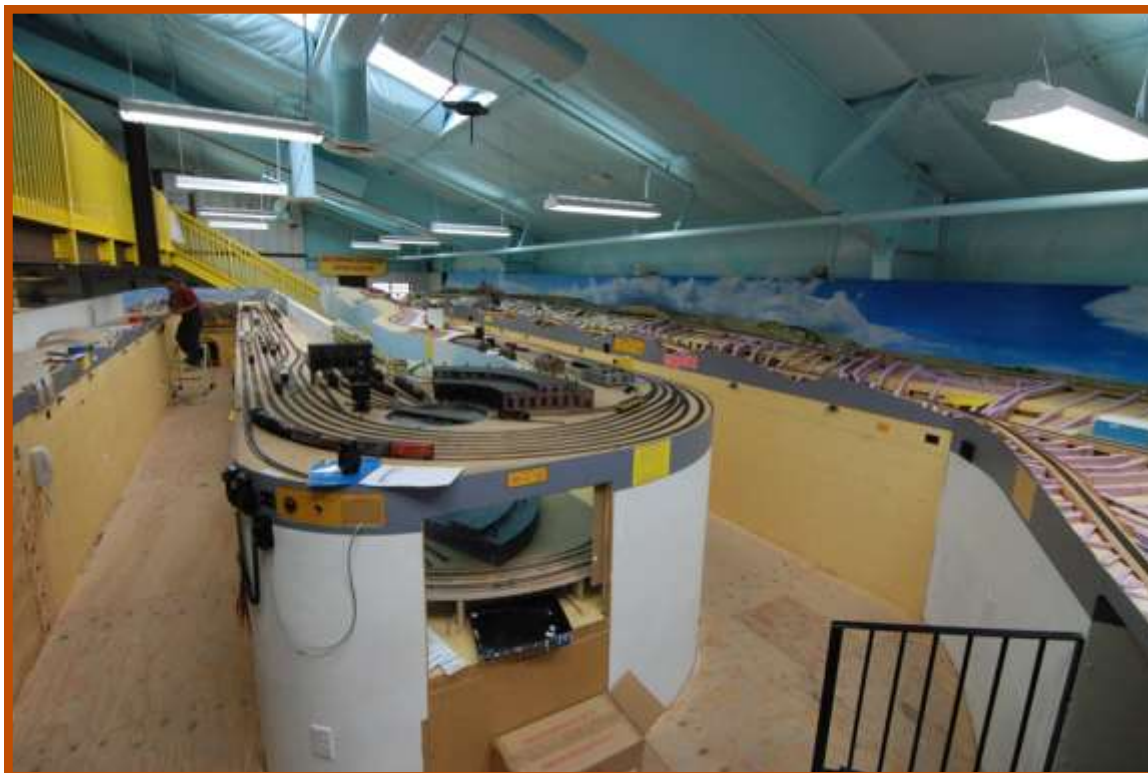
## UNION PACIFIC—WYOMING DIVISION

**The Wyoming Division** has continued to have regular monthly operating sessions on the second Saturday of each month. All are invited to come to Cornville and operate on this giant HO layout that models Cheyenne to Ogden, 485 prototype miles with over 5,300 feet of code 83 track. The main is double track with 1,006 feet each direction, so a run across the whole layout takes from 1 to 2 hours depending on the stops and work to be done. Passenger trains (the 4 Streamliner "City" trains of San Francisco, Los Angeles, Portland and St. Louis plus the heavyweight Challenger each run once or twice a session. Forwarder freights are through stopping only for helpers, power changes, or fuel (coal or diesel), water, sand and to dump ashes. There are also Manifests which stop occasionally to switch a few head end cars, and also coal extras, and locals with a lot of switching.

In February we had an extremely successful Winter Invitational for skilled non-local operators from other states. 35 attended, and in 2 days of 6 ½ hours each, we ran 50 and 57 trains! And all but the 4-6 on the layout to begin (to have some traffic distributed at the start) were staged on the fly by 2 guest operators in staging.

Allen Montgomery and I went to Bay Rails in April, and we were stars because of the Winter Invitational—the Wyoming Division is rapidly becoming nationally known. We have always had an increasing number of out of state visitors, but at Bay Rails, very many attendees were sorry they had missed this meet, and were eager for the next one. We will have more.

We still have only the barest of scenery, but the backdrops are coming along nicely. See the photos.



Backdrops up Sherman Hill and around west of Laramie.

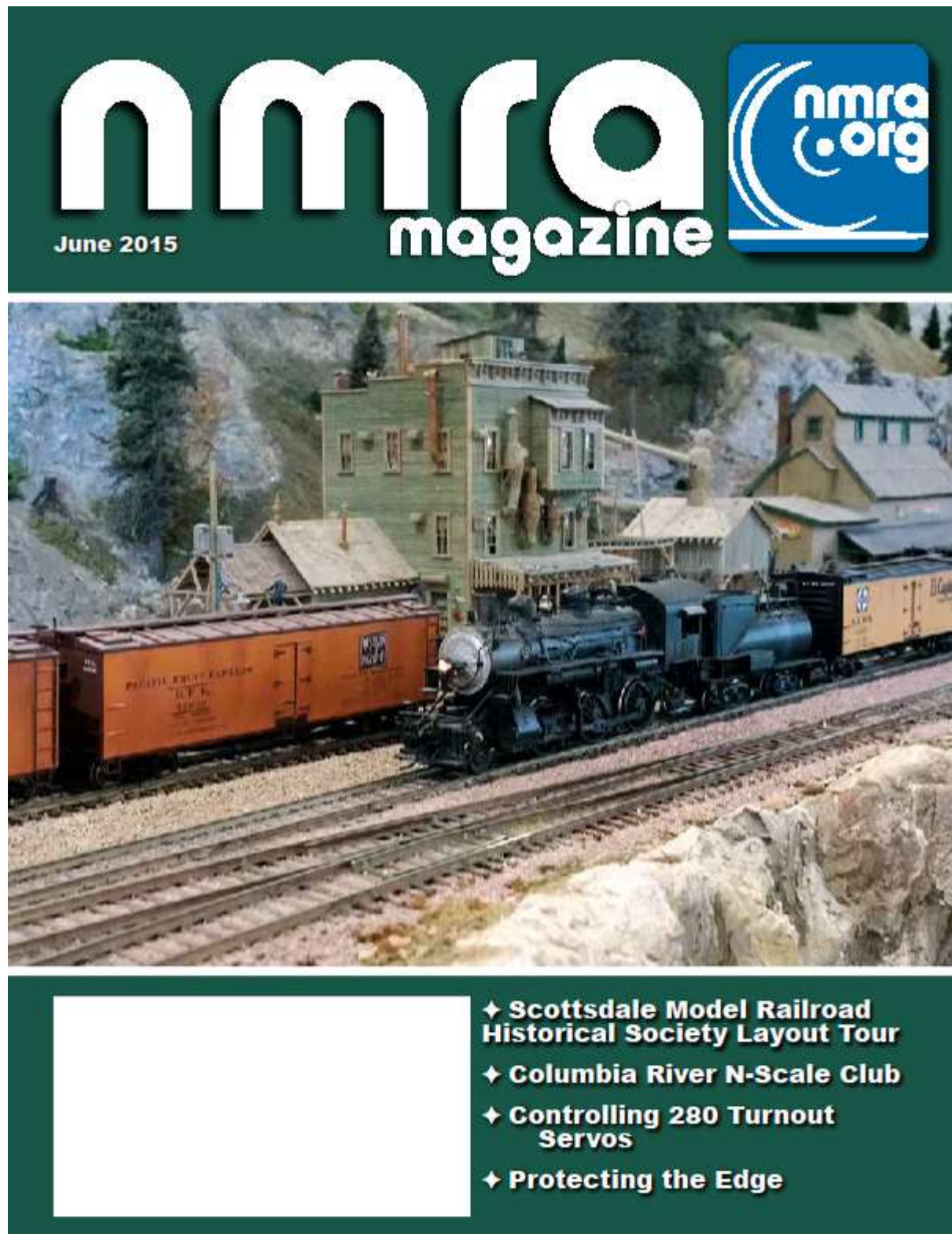
As for the scenery, Allen is gluing in the foam terrain form supports for the Bragdon Enterprises Geodesic Foam we will use (part is done as a test). Some can be seen in the previous photo. The signals, at least those mounted on masts should arrive this month, with the bridge mounted ones to follow. They will be ABS, generally—red if the next block is occupied, and yellow if the second block ahead is occupied, otherwise green. At Dale, because of the difficult angle to see the signals and their 8 foot distance from the aisle, we will signal the 3 crossovers and one junction turnout by sensing the Tortoise machine outputs there to show yellow or red only—no green due to speed restrictions. For the 4 yard entrances to Cheyenne (west end), Laramie and Green River (both ends) and Ogden (east end)—the ends without signals lead “off the layout” to staging—there will be a normally red signal to enter the yard, and the YM can give permission to enter his yard by turning the signal yellow. After about 30 seconds, the signal will revert to red automatically. After the signals are wired, we can do the scenery. It is Wyoming, so you might want to come the day we plant both trees. Watch for the notice.



Part of Sherman Hill Photo Backdrops

To make a reservation to operate on the Wyoming Division write me at [wyodivops@gmail.com](mailto:wyodivops@gmail.com) Second Saturday of each month and the special AZ Div Session Sunday, June 14, the day following the Rimrock Meet.

To see more about Verryl's layout, go to his website: [wyomingdivision.org](http://wyomingdivision.org)



- ◆ **Scottsdale Model Railroad Historical Society Layout Tour**
- ◆ **Columbia River N-Scale Club**
- ◆ **Controlling 280 Turnout Servos**
- ◆ **Protecting the Edge**

A sneak Preview of the June issue of the NMRA Magazine cover. An 8 page feature article will be in the June issue featuring the Scottsdale Model Railroad Historical Society and the PSR 2015 Convention.



## 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 -Stillman Railroad Park, great clinics and much, much more.*



- 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
- Hobo Auction
- Swap Meet
- Railfan events including wine tasting, cooking classes/lunch at a local culinary school and the (MIM) Musical Instrument Museum
- Contest room
- 50 + Clinics
- And much, much more

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

1-800-243-1332 Ask for the PSR Convention rate.

Registration (4/01/15 to 09/20/15) \$ 95.00 per person

E mail Registrar: Tom Draper at [TCDRaider@aol.com](mailto:TCDRaider@aol.com)  
Phone(602) 953-1681

Registration form on the Arizona website : [www.azdiv-nmra.org](http://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.*

# 2015 PSR Convention



This is a special supplement about the upcoming NMRA PSR convention here in Arizona in September. If you have not decided, take another look. **This promises to be an event to attend.** You can come for a day or the entire convention. The following pages will give you a greater insight to the events that have been in planning stages for over a year. Don't delay. Registration is just a page or two away or if you prefer, go on to the website: <http://psrconvention.org/>

So-o-o, here is a little of what we have planned.

## CLINICS

Richard Wehr has been working diligently on clinics, Lots of clinics. Lots of first time clinics. Lots of first time clinics to provide a greater understanding of the how's and why's of this magnificent hobby. Here is Richard's plan:

Greetings potential 2015 PSR Convention attendees. We thought you'd might like a preview of what is happening regarding the clinics this year. First of all, I am pleased to tell you that we have 50, yes FIFTY clinics scheduled for the convention. Clinicians are bringing their expertise from as far away as Nova Scotia and New Jersey. Please note below the list of clinic topics. Also let me point out that there are four hands-on clinics, in which you will learn-by-doing some very interesting modeling tools. Because attendance is limited in these sessions, it is best if you send your money in to the Registrar. Alternately, you can pay when you register for the convention on site. Lastly, if there is room, you can pay at the door. This applies to the \$5.00 charges. Please also note in the synopses of the clinics, which will be issued later in the Time Table, some basic tools you will need to supply yourself. This year we are proud to also present a Modeling with the Masters Clinic which has a \$25 charge, It is a two session set of clinics hosted by NMRA Master Modeler Allen Gross with the able assistance by Frank Baker. In the first session, you will be provided with the basic materials to make a logging sled or skidder under Allen's tutelage. You will have completed building this during the first session. During the second session you will paint, weather and detail the logging skidder and explore different types of loads that where typical on the skidders. This could range anywhere from steam hoists, donkey engines, different types of tanks, all the way to bunk houses, cook shacks and saw filers buildings.

Here is a snapshot view of the clinic categories:

- |                        |                     |
|------------------------|---------------------|
| Historical- 8,         | Weathering-2        |
| Structure building-5   | Narrow Gauge-3      |
| Modeling techniques-13 | Operations-4        |
| Animation / lighting-3 | General interest-5  |
| Electronics-3          | Building switches-1 |
| Logging-2              |                     |



**2015 PSR Convention clinics**

	Name	Subject	Extra Fare
1	Richard Wehr	Ghosts of Gasoline Alley	
2	Charlie Nidever	Modeling a Mine	
3	Frank Baker	Wood Structure Weathering	\$5
4	Carl Heimberger	Standard Kit Tune-up	
5	Paul Boston/ Bill Rogers	Animation 1	
6	Paul Boston / Bill Rogers	Animation 2	
7	Richard Petrina	Painting Geodesic Scenery	
8	Ed Stewart	Electronics	
9	Tom Boyles	Logging	
10	Gary Robinson	Transition era Gas Station	
11	James Keena	Weathering Freight Cars	\$5
12	Richard Sauerbrun	Computer Software	
13	Mike Warden	Az. Narrow Gauge	
14	Bob Mitchell	Backdrop Painting	\$5
15	Dave Irick	Thinking outside the box	
16	W. David Doiron	Time Table & Train Orders	
17	Don Stewart	Modeling Trees	
18	Bruce Petrarca	DCC	
19	Chuck Diljak	Tricks with Bricks	\$5
20	Chuck Diljak	Stained Glass Windows	
21	Eric Hiser	Santa Fe + OPS	
22	Don Vest	Geodesic scenery	
23	Ron Mei / Scott Wheat	Structure Lighting	
24	Robert Wilkinson	Arduino Effects	
25	Joachim "Joe" Hagemann	Iron, Coal & Steel	
26	Jim Nisleit	Disassembling RTR Passenger Cars	
27	Charles Swartz	Use of Historical & industry References and Documentations In Prototype Modeling	

**2015 PSR Convention clinics (cont.)**

28	Dallas Dixon / Ed Stewart	The Suspension of Disbelief	
29	Phyllis Baker	Painting Figures	\$5
30	W. David Doiron	Researching OPS in Tempe	
31	Don Stewart	modeling Logging Equipment	
32	Travis Handschug	Modeling Saguaro & Octillo	
33	Chuck Hammond	Scratch Building Switches	
34	Mike Salzetti	Modeling River	
35	Mike Salzetti	Supplies for Modeling Scenery	
36	Bob Butler	The Milwaukee Road in the 60's-80's	
37	Allen Gross / Frank Baker	Constructing a small multi use logging sled	\$25
38	Allen Gross / Frank Baker	Weathering the logging sled and possible loads	
39	John Meyer	Building "O" and "G" scale Structures	
40	Lijnda Irick	Harvey Girls	
41	Alan Olson	Vehicle Modeling	
42	Casey Burg	The Peaviner Line	
43	Jan Rons	Western Railroad Art	
44	Terry Wheeler	Black Canyon of the Gunnison	
45	Verryl Fosnight	Wyoming Division of the UP	
46	Kevin Looff	Modeling Stucco Effects	
47	Mike Sanders	It Takes a Village to Build a Model Railroad	
48	Richard Gregory	SP – Cab Forwards	
49	Dierdre Hammond	Cleaning your Model Railroad	
50	Pete Steinmetz	Weathering Freight Cars with AMMO of Mig and Pan Pastels	



## LAYOUT TOURS & OPERATIONS

Doc “eyeballs” aka ‘railroadops” Shafer has been assembling a wonderful series of layouts for viewing and operations. Co-incidentally, the Summer Desert Ops / Arizona will be in Tucson and follows the PSR Convention. The following pages are highlights of the layouts on tour for viewing or operations. A Convention Operations Schedule is being developed and will be available in your registration package. Layouts scheduled for operations has the Ops symbol as shown to the right. Should you wish to see the Tucson Layouts during the OPS sessions on Sunday or Monday, please contact the folks at: [www.desertops.org](http://www.desertops.org)



Currently there are 16 layouts for touring, 8 layouts for operations and if you are attending the PSR Conference and going on to Tucson for the Desert Ops South 2015, we have included the 5 layouts participating in the Desert Ops / South events planned for the 20th and 21st of September. Check their website for more details: [www.desertops.org](http://www.desertops.org). Layouts for operations during Desert Ops have the OPS symbol to the right.

The following pages are layout info sheets on each of the railroads that will be open during the convention. A final timetable will be available in your registration package.

LAYOUT TOURS pages 51 - 66

OPERATIONS LAYOUTS pages: 67 - 74

DESERT OPS SOUTH 2015 / TUCSON pages 74 - 78



## LAYOUT TOURS



### MORRISTOWN & ERIE RAILROAD

The Morristown & Erie Railroad received a charter to operate back in 1895. It was a short line that ran from Morristown, New Jersey to Essex Fells, falling short of its primary destination of Great Notch, New Jersey. The Morristown and Erie would connect the industries along its line to the Erie and the D.L. & W. The railroad name is used only as a reference from my childhood. Many of the towns depicted on the model railroad are not along the right of way, but are in the region of the M. & E. Scenery modeled is from memories of Pittsburgh, Chicago and parts of the Northwest. The model railroad offers both freight and passenger service utilizing steam and diesel motive power.

Start Date: 1996

Scale: HO ( 1:87)

Prototype: Freelance

Period/Era: Late 40's, Early 50's

Style: Islands and around the wall

Track: Micro Engineering Code 70

Switches: Shinohara      Switch Machines: 106 Circuitron

Turnout sizes: #6, 8,10

Size of layout: 18' x 32'6"

DCC control: Lenz

Length of Track: 500 total feet

Dual Mainline (200 feet), River Route (100 feet), In the Dark (200 feet,)

Yard & Engine facility ( 75 feet)

% of completion: 65%

Roadbed: Plywood / Homosote & Plywood and Cork

Benchwork: L girder

Major industries served : Steel, Paper, Mining

## LAYOUT TOURS



### Pennsy in Philly

Philadelphia was the home base of the Pennsylvania Railroad and a major hub for the railroad. The multi track main lines from New York, Washington and points west converge in Philadelphia. Prior to World War II, the railroads were the major passenger transport system, and right of way from the PRR is part of the northeast transportation corridor. The model is a reduction and interpretation of the railroad in Philadelphia from the legendary Zoo interchange in the north to Baldwin tower in the South running extensive passenger and trough freight operations.



Start Date: 2008

Scale: HO ( 1:87.1)

Prototype: Freelance

Period/Era: , early 50's

Style: Island and around the wall

Track: Micro Engineering Code 70

Switches: Fast Tracks, Shinohara and Peco

Switch Machines: Circuitron

Turnout sizes: , 8,10

Size of layout: 20' x 30'

Layout Height: 43" to 53"

DCC control: Digitrax

Backdrop Material: Sintra

Max. Grade"

Min/max radii: 30 /72

Length of Track:900 total feet

    Mainline 700 feet

    Staging 200 feet

% of completion: Track 85% ; Scenery 50%

Roadbed: Plywood / Homosote & Plywood and Cork

Benchwork: L girder

Major industries served :

Wheelsets: Intermountain

LAYOUT TOURS



**The Sunset Route**

A beautiful HO Scale Model Railroad in the Southwest featuring The Southern Pacific Railroad, Santa Fe Railroad, Union Pacific Railroad and the Streamliner Era.

Highlights of this model railroad include the following;

Los Angeles Union Passenger Terminal (L.A.U.P.T.) built on a 38'x 5' bench work featuring 12-arrival / departure tracks, 2-engine escape tracks, 3-baggage/REA tracks, 2-mail postal tracks, 5-private car tracks, Mission & Terminal towers, L.A. river (S.P.) (U.P.) bridges & 38 switches including 10 double slip switches.

Mission Road Coach Yard built on a 36'x 3' bench work featuring 110-passenger car capacity, 3-track storage, car washer, commissary & Pullman buildings, battery house, maintenance, machine shop & paint storage buildings.

Alhambra Engine Facility built on a 10'x 6' bench work featuring steam-diesel transition with 2-arrival & 2-departure tracks, diesel servicing track, 11-stall round house, 13-track open air serving tracks, 1-track diesel shop, 6-track diesel storage tracks, the repair (RIP) track & water-oil-diesel fuel storage tanks.

Phoenix Yard 48'x 3' featuring 6-tracks, engine facility steam-diesel transition, 6-stall round house, 4-track open air serving tracks, 3-track engine staging, & dual track 960'scale foot (12ft.) icing dock which will handle 48-40'reefers.

## LAYOUT TOURS



### SAGEBRUSH & PINE CREEK WESTERN RAILROAD



istory: The Sagebrush & Pine Creek Western railroad is a bridge railroad supporting the Denver & Rio Grande Western Railroad out of Colorado Springs, CO. The line heads west into the mountains through Manitou and Green Mountain Falls. Headquarters of the S&PCW is in Sagebrush, just west of Green mountain Falls. It travels up the mountains to Pine Creek. The area is rich in mining (gold and silver) as well as lumber. The layout is set in the late 1930s of the Colorado Rockies with an emphasis on the spectacular scenery. Both freight and passenger service are offered on this model railroad utilizing steam and early diesel motive power.

Start Date: 2004

Scale: HO ( 1:87.1)

Prototype: Freelance and D&RGW inspiration

Period/Era: Late 30's, early 40's

Style: Around the wall

Track: Walthers code 83 flex track with Micro Engineering Code 70 Dual gauge track

Switches: Walthers and Shinohara (dual gauge)

Switch Machines: Tortoise Slow Motion with Hare II control and manual throw

Turnout sizes: #6 and 8

Size of layout: 16' x 32'

Layout Height: 50" to 59"

DCC control: North Coast Engineering (NCE)

Backdrop Material: Custom painted on homasote

Max. Grade: 4%

Min/max radii: 27" / 32"

Configuration: Dogbone with dual reverse loops

Length of Track: 200 total feet

Mainline: 100 feet (including yards and passing sidings)

S&PCW standard gauge: 30 feet

S&PCW/D&RGW dual gauge/narrow gauge: 70 feet

% completion: 45%

Roadbed: Extruded foam and Cork

Benchwork: L girder



## LAYOUT TOURS



### Phoenix Glendale and Western Railroad

The West Valley Railroad Historical Society was founded in 2012 and operates as the Phoenix Glendale and Western Railroad. The club is located within Jack's Trains Hobby Store in Glendale, AZ.



The railroad centers on Glendale, AZ since this is the physical location of the club and captures this city in the steam transition era. The western terminus is Phoenix Union Station (which is still under construction) and the Eastern end is Flagstaff as represented by the historic station still in use today. In between, the operations of the railroad focuses on industries along Grand Ave.

The layout is a single track main with a staging yard in Williams and the Mobest Yard outside of Phoenix at the other end. Other yards include Alhambra and Maryland Ave in Glendale. The mainline is 350 feet with about 500 feet of sidings and yards. The control system is NCE with Tortoise and Wabbits operating turnouts.

Prototype: Santa Fe Peavine

Scale: HO

Era: 1950's Steam Transition

Location: Glendale, AZ (Phoenix, Glendale & Western)

Control System: NCE

Size: 20 X 28 ft





## LAYOUT TOURS



### Mayberry USA Railroad



The Mayberry USA Railroad is a freelance HO Railroad depicting life in rural town USA. The layout is a double track main with a traditional main street, farming and agricultural communities including corn fields, apple trees, streams and wildlife with mankind sprinkled throughout. Unique features include scratch-built bridges, lighted structures and fully functional, block detection signals. Circuit boards were scratch built with the help of a fellow model railroader.



Scale: HO

Era: Timeless

Locale: Rural USA

DCC: NCE

Size: 22' x 22'

Engines: Athearn with sound

Smoking: NO

Accessibility:



## LAYOUT TOURS



### Paradise & Pacific Railroad

The Paradise and Pacific Railroad Club was founded in 1975 and has operated at McCornick-Stillman Railroad Park since it began. It was originally called a "Tinplate" club after early toy trains that were made of inexpensive, lightweight steel plated with tin. The club runs "O-gauge" trains on a layout where it's not only the trains that move but a variety of lively, action items: from cranes moving loads and cars pulling in and out of gas stations to a crazy "town" of prairie dogs popping in and out of their underground burrows! Around and on the layout, you can see many real Arizona industries represented.

O-gauge trains were made popular by the Lionel Corporation, which, by 1903, was manufacturing electric toy trains, including track, metal cars, a locomotive and a suspension bridge. It's not uncommon for today's model railroaders to have started enjoying their hobby as little kids who owned Lionel trains. To this day, one P & P Club member proudly declares, "I don't make models... I play with trains!"



This Paradise and Pacific railroad is always changing. There are locomotives and rolling stock from many different manufacturers. Club members regularly bring in and run trains from their personal collections as well. Some engines are powered using traditional electric controls while others are truly 21st century: they're digital with wireless remote control devices that allows the "engineers" to move trains in different directions, speed up or slow down, uncouple cars and blow whistles at will. Don't miss an opportunity to help operate the trains when a member hands you a controller!



## LAYOUT TOURS



### THUNDERBIRD MODEL RAILROAD CLUB

**History:** The Thunderbird Model Railroad Club is the oldest organized HO scale model railroad club in Arizona, having been chartered on August 2, 1949 with 53 members. The membership has remained relatively stable in the ensuing years and currently numbers about 25 members. The standard gauge portion (4' 8.5" between the rails) of the club's layout is the "Phoenix, Turnbow & Apache" railroad while the narrow gauge portion (3' between the rails) in the northwest corner is the "Mogollon & Western".



**Start Date:** August 2, 1949

**Scale:** HO ( 1:87.1)

**Prototype:** Freelance with Southwestern influence

**Period/Era:** Early 1950's to current

**Style:** Around the wall

**Track:** Hand laid code 100 nickel silver track on wooden ties

**Switches:** Hand laid with custom cast frogs, points and guard rails

**Switch Machines:** Tortoise Slow Motion with Hare II control through DCC system and manual throw in yards

**Turnout sizes:** #6, 8 and 10 (most are custom built to the location)

**Size of layout:** 62' x 18' with a 32' x 4' extension into the meeting room

**Layout Height:** 34" to 57"

**DCC control:** North Coast Engineering (NCE)

**Backdrop Material:** Custom painted on homasote and the wall

**Max. Grade:** 4% on the logging siding, the mainline is 2.5% maximum

**Min/max radii:** Standard Gauge – 30" on Branch lines, 34" on the main lines.

**Narrow Gauge – 24"**



**Configuration:** double track main line loops with another loop in the mountains. These are connected with two lines through yards.

**Length of Track:** 1751 feet of Standard gauge and 167 feet of narrow gauge

**Percent completion:** 95%

**Roadbed:** Spline Homasote

**Benchwork:** L girder

**Major industries served :** Logging, Mining, Coal, Cattle, Furniture, Paper



## LAYOUT TOURS



### Sun N Sand Railroad



The Sun N Sand Model Railroad Club was founded in 1973 and moved to Scottsdale's McCormick Railroad Park five years later. Club members are passionate about creating unique environments for their miniature N-scale trains. Because of the railroad's small size, the club is also able to run exceptionally long trains in which the engine can pull dozens of cars.

This layout uses N-gauge track and, in some areas, a special modular system called N-Trak. Individual N-Trak units are built using common specifications for the location of the tracks. The 4-foot wide modules are like individual dioramas that can be picked up and moved to various locations with the assurance that they'll connect quickly and easily with other units in a layout. Sun N Sand is the oldest N-Trak Modular club in the United States.



The Sun N Sand model railroad invites close inspection: look hard and see if you can find any of the teeny-tiny, fun and funny details that are tucked here and there among the trees, around the buildings and on the trains themselves. On the new layout, Arizona's Famous "5 C's" (cattle, cotton, copper, citrus and climate and maybe some extra "C's" too) are featured. You may also want to look for the club's custom-made cars: one is a Southern Pacific car (#592002) with the club's logo and the words Arizona Copper marked on the hoods and the other is a set of six painted boxcars that celebrates Route 66 with a bright red highway map running from Chicago to Santa Monica, California.



## LAYOUT TOURS



### SUN CITY WEST MODEL RAILROAD CLUB

A 25' x 32' open grid HO layout that is 100% complete with continual upgrades to scenery, tracks and wiring. All DCC with 100 locomotives, 120 passenger cars and 550 freight cars and cabooses. The club dates to 1984 and has been located in its current building since 1990. Layout features working roundhouse, turntable and two diesel locomotive shops. There are double track mains on the lower level, an upper level branch line and a logging line, all interconnected. Trains can be run in continuous loops or point to point for operating sessions. Also has a separate DC loop for kids featuring Thomas the Tank Engine.



**LAYOUT TOURS****SUN CITY WEST MODEL RAILROAD  
CLUB****G GAUGE DIVISION**

The most recent division of the Sun City Model Railroad club is the G Gauge Division. It is located outdoors in the Beardsley Recreational Center complex. It has expanded rapidly and currently has three main tracks allowing three trains to operate at the same time. Much of the scenery has been completed. Future expansion is currently being planned. The area has seating area in the middle of the operation with table, chairs and umbrellas.



## LAYOUT TOURS



### ARIZONA MODEL RAILROADING SOCIETY



The N Scale crew is building a large N scale layout that represents a trip from the mid-west United States to the western shore. A 75' section along the wall section begins in a traditional picturesque mid-west town and an industrial area. This continues through Midwest rolling farmland before climbing into the high desert. A right angle turn leads to another 30' section where trains negotiate tunnels, cuts and grades through rugged mountains and forest. A 30' peninsula section features a busy yard, towns and industries as well as a sea-port terminus. The main line is 330' long which translates to 10 scale miles of track.



Our members have all range of skills which offers a lot of opportunity to both teach and learn new modeling techniques. We welcome those who wish to visit or help with the construction. For maximum operating realism the layout is controlled by a Digitrax DCC system with both Digtrax throttles and Wi-Fi phones/tablets/iPods using native JMRI-aware throttle applications. Trackwork is Peco code 80 with very generous large radius curves. Grades are limited to a maximum 2.5%. Watching a multi-unit lash-up of diesels straining to pulling an 80 car train up hill is quite the sight.

**LAYOUT TOURS**



**ARIZONA MODEL RAILROADING SOCIETY**

The HO layout represents railroading in Southern Arizona in the mid 1950s. Our modeling covers mostly Southern Pacific mainline railroading with some Santa Fe based industrial modeling at Mobest in downtown Phoenix. Of course, many details have been omitted or "selectively compressed" to fit the desired features into our layout space.



The track plan of the entire layout is available in the [HO Switchman's Time Table](#).

Scale: HO

Track: Code 83

Layout size: 50' x 20'

Layout configuration: H

Minimum Mainline Radius: 36

Minimum branch line radius: 18

Turnouts: Peco, Shinohara, hand built

DCC: Digitrax

Power districts: 2

Polarity; Auto reversers





## LAYOUT TOURS



### NEW RIVER AND WESTERN RAILROAD

#### SSMRR CLUB



The New River and Western Railroad is a freelance HO railroad, running throughout the Southwest in the 1960's, although not limited to that era. It has a dual design: 1) Since the space and utilities are furnished by the RCSC (Recreation Centers of Sun City), its first purpose is that of a museum. From October through April the layout is open to the public six afternoons a week. And, 2) It is designed for Club operating sessions, which are held weekly. It has numerous sidings for industries, from oil to steel, from meat packing to mining, and many others. There are several exchange yards, as well as a seven-track staging yard approximately 30 feet long. The design serves both purposes well.



Most locomotives have sound, and are a mix of mostly Western roads. The mainline is dual track for public viewing, and has optional automatic block control. For operating sessions one of the mainlines serves as passing sidings. Mainline turnouts are ground throws, but slowly are being converted to Tam Valley turnout controls. Scenery is 98% complete.

A separate smaller layout features an amusement park, Thomas the Tank train, and a back-and-forth trolley, with pushbuttons for visiting kids of all ages to activate park rides and trains.

Start Date: January, 2010

Scale: HO

Style: Islands, with long upper level industry sidings, and lower level staging yard

Track: Atlas Code 83

Turnouts: Peco

Layout Room Size: 55' x 30'

DCC Control: NCE radio

Length of Track: An estimated 1500 feet total



**LAYOUT TOURS**



**CARBON COUNTY RAILROAD**

Start Date: 2005  
 Scale: HO (1:87.1)  
 Prototype: Freelance  
 Period/Era: Late 40's to early 50's  
 Style: Walkaround  
 Track: Atlas Code 100  
 Switches: Peco Insulfrogs  
 Turnout sizes: #6, 8  
 Size of Layout: 12' by 25'  
 Layout Height: 34" to 53"  
 DCC: NCE  
 Backdrop: painted  
 Max Grade: 2%  
 Min/max Radius: 27"/34"  
 Configuration: Triple dog bone with open staging  
 Length of Track:  
 % Completion: 100%  
 Roadbed: plywood and cork  
 Bench work: L girder  
 Major Industries: Mining, Agriculture and Canning





## ADOBE MOUNTAIN RAILROAD

The Maricopa Live Steamers Railroad Heritage Preservation Society is a club for people who enjoy preserving the heritage of railroading. Club members and visitors enjoy two facets of our hobby:

- The first are those who research and build scale steam locomotives and modern diesels.
- The second are those who simply love railroading. They enjoy running, track switching, hauling and doing maintenance.

Our membership comprises people from around the Phoenix metropolitan area and non-resident members who live outside a 75 mile radius. We offer junior membership for those interested in railroading who are under the age of 18.

Many of our members build their own locomotives and cars. Other members either have their engines built or run club equipment.

We offer free rides to the public each Sunday (except Mid-May through August) from Noon till 5:00 p.m. Club business meetings are held on the second Saturday of each month. See our [calendar](#) for meeting dates and times.

**OPERATIONS LAYOUT**

**FEATURED  
LAYOUT**



**"Wyoming Division" UNION PACIFIC RAILROAD**

The Wyoming Division models the Union Pacific from Ogden, Utah to Cheyenne, Wyoming. The railroad is designed around long trains of modern diesels and UP Streamliners and large steam. The railroad is two level of connecting benchwork and is built for operations. Winter Invitational had 35 operators running 108 trains in 13 hours of operation (2 days). Scenery and structures are an ongoing project

Start Date: 2011

Scale: HO

Era: 1957

Layout size: 50' x 75'

Adjoining shop; 30' x 36'

Double track mainline: 2,012 ft.

Total track on layout: 5,500 ft.

Staging: at each end of the railroad the scenery ends, but not the tracks which continue into staging to form a coast to coast railroad.

DCC: NCE

Track: Code 83



**WYOMING DIVISION MODEL RAILROAD**  
**EXCLUSIVE FOR NMRA PSA MEET TOUR WITH THE VERDE CANYON RAILROAD**

Friday, September 18, 2015

**OPEN HOUSE & VERDE CANYON RAILROAD**

UP Big Boy on Sherman Hill  
 Harridan Cutoff

Wyoming Division of the Union Pacific

Bus to Cornville and Layout  
 Doors Open 9:00 AM for all, bus or car

Bus to Verde Canyon RR to follow



Built for ops **Get Started in Ops**

1249 South Eastern Drive (Directly behind Family Dollar)

Cornville, AZ 86336

562 458-9589



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



Wyoming Division 2015 Winter Invitational. View from other end over main helix, staging helix connects Cheyenne (top) to staging

**Directions to Wyoming Division**  
**OPEN HOUSE Friday, 9/18/15 9 AM**  
**Take PSA Tour Bus or Drive**

**From Phoenix:**

- Go N on I 17 to Exit 293
- Exit West on Exit 293 Cornville Road, go 8 mi
- On long grade down west watch for Family Dollar Store on left (south).
- Turn left (South) at the Family Dollar Store on Eastern Drive past their driveway (W side of store)
- The Wyoming Division 4,000 square foot building and 1,100 square foot shop are immediately behind Family Dollar.
- Free parking in lot or on street  
 Verryl Fosnight 562 458-9589

**WYOMING DIVISION**  
**Open House**

- NMRA PSA Special Tour of 4,000 sq foot layout, 1,006 foot double track main (2012 feet total)
- Models 485 miles UP Cheyenne to Ogden in 1957. Routes to Portland (OSL staging), LA and Oakland (Staging); North Platte, Chicago, KC, St. Louis, Miami (Staging); Denver via Harriman Cutoff (staging) make this a coast to coast operating model railroad!
- Built for Ops. 4 major yards, 2 lesser yards, plus staging yards, with Hostler, Classification Foreman, YM, Tower Operators, City and Heavyweight Passenger trains, Freights with Helpers, Loco changes, Coaling, car and block switching, dispatcher, phone OS'ing
- Simple but prototypical operating system
- Trains all have sound and individual NCE radio throttles—1957 era: Steam Big Boys, Challengers, Turbines, Diesels, all freights with cabooses
- Includes short talk on UP operations in 1957 which are modeled carefully.

# WYOMING DIVISION MODEL RAILROAD NMRA P&R MEET BUS TOUR

Saturday, September 19, 2015

## OPERATING SESSION

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



*Max number of operators? Who knows! We had 40+ once, and could have handled more!*

Bus to Cornville from Scottsdale  
Orientation and Layout Tour upon arrival  
Lunch Provided by Wyoming Division Historical Society  
Operate until Bus Leaves Back to Scottsdale

Driving up after the Meet? Write for standby reservations or info to  
Verryl wyodivops@gmail.com (not a link)  
Meet Tour naturally has preference (meet superiority, you might say)

*New to Ops? Get Started Here*



Upper level: Hermosa, far left, Laramie center; Lower: Evanston, Wyo  
Photos from Winter Invitational, February, 2015 (107 trains in 13 hours)



Upper level: Rawlins left, Cheyenne Class Yard right; Lower: Green  
River left, Rock Springs center, Main Staging right. Whole Cheyenne  
Steam Yard in distance

**Directions to Wyoming Division**  
OP SESSION Saturday, 9/18/15 9 AM approx  
Take PSA Tour Bus or Drive

**From Phoenix:**

- Go N on I 17 to Exit 293
- Exit West on Exit 293 Cornville Road, go 8 mi
- On long west grade down watch for Family Dollar Store on left (south).
- Turn left (South) at the Family Dollar Store on Eastern Drive past their driveway (W side of store)
- The Wyoming Division 4,000 square foot building and 1,100 square foot shop are immediately behind Family Dollar in tan steel buildings.
- Free parking in lot or on street  
Verryl Fosnight 562 458-9589

**WYOMING DIVISION OPS**

- Wyoming Division is a huge 4,000 sq ft HO layout built for ops with double track mains of 1,006 feet (2,012 ft total), and over 5,300 ft of track, 100+ locos and 2,400 cars. Full run is 1-2 hrs including stops.
- 1957 prototype Rule 251D with Track Warrants on a SIMPLE operating car forwarding system (Single track car cards, block cards, loco cards, train orders on one sheet to follow, *no IT, waiting or calculating!*)
- Streamliner passenger "City" trains (SF, LA, St. Louis, Portland, Challenger plus mail trains; 30 car through freights, most with head end switching; locals and drags; or be a Hostler, Classification Foreman, YM, Tower Operator, coal extra crew/coal agent, Dispatcher, phone OS, switching puzzles—we have it all.
- Helpers, Loco changes, Coal and fuel stops, car and block switching, through freights, locals, yards
- Simple prototypical operating system *easy to learn*
- Trains all have sound and individual NCE radio throttles—1957 era: Steam Big Boys, Challengers, Turbines, Diesels, all freights with cabooses
- Includes short talk on UP operations in 1957 which are modeled carefully. *New to ops? Welcome—operating system is easy to learn, a good place to start.*

## OPERATIONS LAYOUT



### Southern Pacific / Lost Dutchman



4400 sq feet, HO single level, DCC, 4ft aisles, access by stairs, no duckunders

.The two different railroads are depicted with an interchange at Tempe Arizona in a "could have been" alternate history. It is August of 1967; cattle, cotton, citrus, and copper reign.

The modeled Southern Pacific depicts the actual line between Phoenix and Chandler. Locations include Tovrea, Tempe, Normal, Mesa, Chandler, with staging representing Phoenix and Tucson. Tempe actually had 3 branches; the Kyrene, Terrace, and the Creamery branch. In the alternate history, the SP spun off the branches as well as the Tempe engine facility to the Lost Dutchman RR.

The Lost Dutchman is a bridge line / tourist railroad owned by an eccentric Cajun billionaire with minority interest held by both the Southern Pacific and the Great Northern. The branches have been rationalised and freight traffic further developed so that the line is self-supporting. The tourist operation is the special interest of the Cajun. As a result, a significant amount of "heritage" equipment is preserved and operated. Steam engines from a handful of roads are kept at the Tempe roundhouse and there are historic freight and passenger car paint schemes in service as well.

The Lost Dutchman mainline extends from the interchange in Tempe and runs north through Galveston, Uvalde, Gringo Junction, Ephrata, and Eden Perdu (all in Arizona). Staging and the Santa Fe interchange will be at "Two Guns", just west of Winslow and south of Canyon Diablo.

Size: 50' x 100' walk around.

Trackage: 1400', 186 turnouts mostly #8, 42" std radius.

Traffic management: conventional car card and waybill.

Freight car spots: 400 plus

Theme: proto-freelance, designed for operation.

Crew size: 9, lounge and bathroom adjacent.

No pets, no smoking.

Photography welcome.



## OPERATIONS LAYOUT



**St. Louis-San Francisco Railway ( using a leased AT&F RS-3  
Gasconade, Meramec & Southern Railway**

Prototype: Freelance

Scale: 2 rail O and On30

Era: 1950 +/-

Locale: SE. Missouri

Control Systems: O—DC with tethered throttle

On30—NCE wireless DCC

Size: 15' x 20'

Aisles: 33" to 36" with lift out entrance

Layout Height: 52"

Track: 99% complete

Scenery: 15%

Smoking: NO

Not ADA Accessible

Crew size: 3

Jobs: Frisco Local (2 man)

GM&S Footboard Yardmaster (1 man)

GM&S Galena / Monroe turn (1 Man)

GM&S Passenger & Ore Trains

( by Frisco Crew Member)





## OPERATIONS LAYOUT



### The Gilbert Model Railroad Club

The GMRC (Gilbert Model Railroad Club) consists of railroad enthusiasts who are modeling central Arizona during the 1950's in HO scale. The layout includes parts of the SP (Southern Pacific) and the SF (Santa Fe) railroads. Modeled areas include Gilbert, Mesa, Tempe, Chandler, Glendale, Wickenburg, Prescott and more. There are yards in Phoenix for both SF and SP plus a yard in Picacho and a yard in Mesa. Most of the layout is double-decked with two helixes at the north and south extremes.



Owner: Gilbert Model Railroad Club

Prototype: Southern Pacific & Santa Fe

Scale: HO

Era: Transition: 1950's

Locale: Central Arizona

Forwarding: Car Cards

Control Systems: NCE DCC

Layout Size: 38' x 38'

Jobs: Yard Masters: SF Mobest, SP Phoenix, SP Picacho, SP Mesa

SF Cond/Eng: Prescott & Mobest consolidated

Mobest Coal & Oil

SP Cond/Eng: Gilbert & Phoenix consolidated

Phoenix cattle & Livestock

Phoenix coal & Oil

Picacho Cond/eng: Magma, Chandler, Kyrene

Eng: red rock consolidated

Passenger / Cond/ Eng: Mobest, SP & Doodlebug



## OPERATIONS LAYOUT



### Southern Pacific Railroad Los Angeles Division- Exeter Branch

The Exeter Branch was designed for operations and switching. The track plan and industries are derived from Southern Pacific SPINS (Southern Pacific Industrial Numbering System) diagrams of the region. The majority of the industries existed on the prototype, with a few industries added for operational interest and/or the owner's druthers.



The prototype location is the San Joaquin Valley in California. The area is located north of Bakersfield, south of Fresno, and east of the SP main-line. The year is 1980 and produce traffic is always 'in season'. The primary commodity is produce throughout the region.

The railroad has staging at each end: Bakersfield (east) and Fresno (west). The western end serves eight towns: Locans, Sanger, LacJac, Reedley, Dinuba, Exeter, Lindsay, Vance. This is served by the Southern Pacific exclusively. The eastern end serves four towns: Richgrove, Jovista, Saco and Oil Junction. This is served by both the SP and the Santa Fe as on the prototype.



All motive power are four axle. Rolling stock ranges from 35' covered hoppers thru 57' mechanical reefers. The rest is a mixture of cars primarily 50' in length.

Prototype: Southern Pacific, Los Angeles Division, Exeter Branch

Scale: HO

Era: 1980

Locale: San Joaquin Valley, Central California

Forwarding: Car Card / Waybill

Control System: NCE DCC

Size: 18' x 19' and 11' x 13'

Style: Along the wall with peninsula's,

Access: Basement

Smoking: NO



**OPERATIONS LAYOUT**



Riverside, Chicago & Baltimore

The RC&B is a freelance model railroad that represents the brainchild of a modern railroad baron who began collecting short line railroads and culminated with the acquisition of Conrail and the Union Pacific to create a true transcontinental railroad. Promoting itself as "Your Coast to Coast Carrier", the RC&B had major operations hubs in Riverside (CA), Chicago and Baltimore. This is a modern era railroad that nonetheless reflects some of the eccentricities of its owner.



The modeled portion of the railroad represents the eastern approaches to the Appalachian Mountains from the port city of Metropolis to the pass at Summit. There are actually three railroads in the model. The Metropolis Terminal Railroad Association is a terminal railroad that handles all operations in Metropolis. Inspired by the Terminal Railroad Association of St. Louis, it is jointly owned by the different railroads that serve Metropolis including the RC&B, CP Rail, and CSX. The modeled portion of the RC&B runs out of staging and proceeds west from Metropolis through the suburban town of Chesterfield and past farmland before it gets to the major yard at Blackrock. Once out of Blackrock, the line continues west and begins climbing to the towns of Hillside and Billz before reaching the town of Summit, the highest point on the railroad. At Summit the RC&B interchanges with the third railroad on the model; the Western Pennsylvania, a small branch line that serves a series of four coal mines as well as providing a bridge route to the south. The main line then proceeds to staging. Most of the mainline is dual track. There are 10 staging tracks in the main staging area and 4 others in an auxiliary staging area under Summit that is accessed through Waynesburg.



The railroad was originally constructed in 1986 and was moved to its present location in 1991. The building housing the railroad was expanded and railroad extensively rebuilt in 1993. The layouts scenery is between 80 - 90% complete.



Prototype; Freelance class1 with Branch Line

Scale: HO

Era: Modern

Locale: Eastern US

Control System: NCE DCC

Size: 20' x 33'

Forwarding: Car Card / Waybill

Smoking: NO



### OPERATIONS LAYOUT



#### Stevensville, Eastport & Central Valley

The SE&CV originated as small independent branch line going east from Bedford, Pa into the mountains for shipment of coal from the mines. During the WW II, the US Government provided funds to upgrade the existing track and extend the tracks to Eastport Maryland to provide another east-west rail link for shipment of war materials and supplies. At the conclusion of the war the Stevensville City Council, concerned about the loss of revenue from the war effort, decided to host the 1952 World's Fair.

The SE&CV runs north from the city of Stevensville in south central Pennsylvania to Joshua Junction where the railroad heads east and west. The eastern division of the SE&CV goes through the mountains to Mineville. At Mineville a branch line goes north to Central Valley. The mainline continues eastward from Mineville through Proctor and No Name to Eastport, the northern most deepwater port on the Susquehanna River. There is an interchange with the Baltimore & Ohio RR in Eastport. From Joshua Junction the western division of the SE&CV leads to Bedford, Pennsylvania to interchange with the Pennsylvania RR Bedford Branch. Freight traffic is exchanged and there is daily special run passenger service from the Pennsylvania mainline to Stevensville by various Class 1 Railroads to reach the 1952 World's Fair in Stevensville.

Prototype: Freelance Class 2 with branch Line

Scale: N

Era: 1952

Locale: Southern Pennsylvania

Forwarding: Car Card / Waybill

Control System: DC with CTC blocks

Size: 10" x 16"

Style: Walk-in



### OPERATIONS LAYOUT



### Great Lakes Western Railroad

The Great Lakes Western is a freelance HO road depicting railroading around the Chicago area in the 1960s. It uses actual city names and the mix of rail-served customers and industries has been carefully designed to support extensive realistic operations. The design provides for a midwestern industrial setting as well as multiple foreign line trains which exchange traffic at a separate interchange yard.

Most locomotives have sound. The mainline is single track with passing sidings. Main line turnouts are electronically controlled, all others are ground throws. Scenery is 95 % complete. Tethered UT4 cabs are used.



The GLW's main yard and engine facilities are in Hammond, Indiana. Calumet City is a heavy industry area with a steel mill and petroleum processing. Raw material for steel making comes from Carbondale, IN (coal), Aurora, IL (limestone), from ships and from interchange lines (ore).

Four additional cities are serviced by turns from Hammond, and through trains operate both from the East and West. Seven foreign roads interchange with the GLW, five at the Clearing interchange yard, and one each at Rockford and at Aurora.



Prototype: Freelance / Regional

Scale: HO

Era: Transitional, Early 1960's

Locale: Illinois, Indiana

Forwarding: Car Card / Waybill

Control system: Digitrax DCC

Size: 20' x 40"

Smoking: NO

Crew Size: 8



Jobs: Yardmaster / Hammond Yard, Assistant / Hammond Yard, Yardmaster / Clearing Exchange, City turns (3 positions), Local Switch (2 positions)



**OPERATIONS LAYOUT**



**Santa Fe - Phoenix Division**

The Santa Fe Railway, Phoenix Division was planned to link Phoenix to the ATSF lines in southern New Mexico to create a transcontinental route between California and Texas. It provides a crossing of the continental divide with the lowest grades in the US. The railroad also includes the ATSF line from Ash Fork to Wickenburg (Pea Vine) which connects Phoenix to the north east. The model railroad is in the Scottsdale-McCormick Railroad Park and is 85% complete.



The transcon route runs from New Orleans and El Paso, through Phoenix to Barstow and beyond. The Pea Vine diverges from that route at Wickenburg and runs through the northern mountains to Ash Fork. There are six towns that provide switching for local freights. Phoenix has three industrial areas that are switched by the yard crews. The Southern Pacific runs an interchange route from Tucson to Phoenix. Dispatching is by Time Table and Train Order, but the chief dispatcher is known to be kind to novices and plenty of help is available if you need it.



Scottsdale Model Railroad Historical Society

Prototype: ATSF Phoenix Division

Scale: HO and HOn3

Era: Transition Era—1955

Locale: Arizona

Forwarding: JMRI Switchlists

Control Systems: NCE DCC

Size: 40' x 32'

Style: Walk Around

Access: full ADA

Smoking: NO

Crew size: 12-16



2015 DESERT OPS / TUCSON



Southern Pacific, Miami Branch

The Miami Branch line is a free-styled rendition of that part of the Southern Pacific that ran through and around Tucson between El Paso and Yuma. Staging is El Paso and Yuma with the mainline running through Tucson and switching locations along the way at the PFE Yard, the town of Magma, Rillito Junction, Benson and Dragoon. The layout has a branch to the copper mining town of Miami, with the smelter just beyond, and a spur line to the White Mountains where a logging operation exists in Greer. Another branch runs to the town of Coolidge with a spur to the Arizona Portland Cement plant and the copper mine at Ray. There is also a spur line from Rillito to a coal mine to be serviced.



From staging originates a coal turn that takes empties to the coal mine with pick ups and set outs along the way. Also from staging is a cement turn known as the cementpede which also has pick ups and set outs along the way. Any number of other through freights originate in El Paso and Yuma as they enter the Tucson Division.

From Tucson originate local turns to Miami, Coolidge, Benson and Dragoon. The two yardmasters work Tucson and the PFE Yard. The operations are relaxed with no strict timetable observed, but lots of fun with many industries to switch. First and second generation diesels are used on all trains except the yard at Greer where a Shay resides.

Scale: HO

Prototype: SP Miami Branch / Tucson Division

Era: Transition 1955-1965

Track:

Switches:

Turnout sizes:

Size of layout:

Layout Height; 22' x 30'

DCC: Digitrax Wireless

Max. Grade:

Min / Max radii:

Benchwork:

Length of track:

% Completion:

Roadbed:



### 2015 DESERT OPS / TUCSON



### River City & Western Railroad

The RCW is a free-lance bridge railroad set between the midwest and the Pacific coast. The equipment seen going across the railroad includes UP, ATSF, DRGW, CNW and MILW.

The scenes modeled include those which supply products that move between industries of the area, such that there is a source and a sink for each product on the line, as well as at the end of the line staging yards. River City is a division size yard with engine terminal in the middle of the 340 foot mainline run from Chicago to Los Angeles.

The mainline is single track with passing sidings controlled by CTC signals. Mainline turnouts are Tortoise motor controlled with either dispatcher or local control. All other switches are hand thrown. Many locomotives have sound.



Prototype: Free Lance Bridge Railroad

Scale: HO and HOn3

Era: Transition, 1955– 1965

Locale: Various, Central US

Forwarding: RailOp Manifests and switchlists

Control System: Easy DCC

Size: 30" x 30"

Smoking: NO





2015 DESERT OPS / TUCSON



Hoot & Toot Railroad

The Hoot & Toot Railroad does not represent any place in particular. All operations start from the Yard and return to the Yard except for those trains that come and go to various cities in Staging. Those on local operations depending on direction will go to the different towns (Cody, Fargo, Midvale, Mena, Parker).



There is also a Mountain Line with Lumber and Ore Mine operations which must be brought to an interchange track for pickup and forwarding to Staging.

The mainline is single track with passing sidings, twice around the layout. Each switching area has its own panel. Turnouts are coil thrown. Track elevations range from 45" to 55" with the Yard at 49". Approximately half of the locomotives have sound.

It's a simple railroad with many switching operations and a lot of fun.

Prototype: Regional Lumber & Mine

Scale: HO

Era: Transition 1950—1960

Forwarding: RailOp Manifest and Switchlist

Control System: Digitrax DCC

Size: 16' x 16'

Smoking: NO

Crew size: 5

Style: Walkaround, single deck

Jobs: Yardmaster, Hostler, Through Freight, Local Freight, High Line



2015 DESERT OPS / TUCSON



Southern Pacific, Lathrop Subdivision, Western Division

The Lathrop Subdivision is that part of the Southern Pacific between Tracy and Sacramento through Stockton and Lodi. The modeled portion is between Tracy and Acampo, just north of Lodi. Stockton yard is a classification yard for eastward forwards toward Roseville and for eastward forwards toward Los Angeles as well as westward forwards toward San Francisco.



Through trains may arrive from Ogden, Portland, Los Angeles, and Oakland with set-outs or pick-ups at Stockton. It's a busy place. There is also a branch up to Kentucky House that serves the Calaveras Cement plant at San Andreas.

The Central Valley was (and still is) primarily agrarian so lots of activity is centered around moving produce and animals. Lots of refers, sugar beets, and cattle cars. Local freights may originate at Tracy, Roseville, Lodi, and sometimes Stockton. All run extra. Through freights run as symbol trains on a timetable slot or as extra. In addition six passenger trains occupy timetable slots.



The mainline is partly double track with significant sections of single track. Operators will need to pay attention to their timetable and restricting orders regarding scheduled trains. And of course, there are all those pesky extras out there.

Prototype: SP Lathrop Division

Scale: HO

Era: 1954

Local: Central California

Control system: NCE DCC

Size: 22' x 26'

Style: Walkaround, double deck

Smoking: NO

Track:

Switches:

Turnout sizes:

Layout Height:

Max. Grade:

Length of track:

% completion:



2015 DESERT OPS / TUCSON



Tucson & South Western Railroad

The Southern Arizona Society of Model Engineers club HO layout is the Tucson and South Western Railroad (T&SW) nicknamed The Cactus Route. It interchanges with the McNary and Crown King NGRR, a narrow gauge HO3 line.

Prototype: Freelance Bridge Railroad

Scale: HO

Era: Transition; 1952– 1955

Locale: Arizona

Forwarding: Car Cards / Manifest

Control system: Digitrax DCC

Layout size: 24' x 34'

Smoking: NO

Crew size: 8

Jobs: Yard Switch—Indian Springs

Yard Switch—Friberg

Shifter—Benson

Industrial—Indian springs

Industrial—Friberg

Multiple—Extras,  
Passenger, Local





**So, That is a little bit of what we have planned for you. And there is a lot more. Come for a day or come for the entire convention, you will not be sorry. Every day is packed with events for the modelers or the railfan. One other thing, have a wonderful summer working on models, photographs for the contest room. We look forward to seeing you all in September.**





**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) (04/01/15 to 09/20/15)		\$95.00	
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) (04/01/15 to 09/20/15)		\$90.00	
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	
<b>Total</b>			

Credit Card Visa M/C Circle Card Type

Card Number: \_\_\_\_\_ CV# \_\_\_\_\_ Cash

Issued To: \_\_\_\_\_ Please Print \_\_\_\_\_ Check

Expiration: \_\_\_\_\_ Signature: \_\_\_\_\_ C/C

**Make checks payable to: PSR 2015 Convention**      **Send registration form and payment to:**  
**Tom Draper, PSR 2015 Registrar, 10837 N. 34th Place, Phoenix, AZ 85028-3310**  
 Registrar's contact information: Email: [tedraider@aol.com](mailto:tedraider@aol.com) Phone: 602-953-1681  
 Convention Hotel: The McCormick, 7401 N. Scottsdale Road, Scottsdale, AZ 85253-3548, 1-800-243-1322



# Model Train Swap Meet Saturday, May 16th 9:00am - 2:00pm

Glendale Christian Church  
9661 N. 59th Ave.  
Glendale, Az 85302

Sponsored By

West Valley Railroad Historical Society

Admission Only \$5.00

All Gauges Welcome Everything Trains, Food, Fun!  
Raffle

Genesis Sante Fe F7 A/B Set W/DCC &Tsunami Sound

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

**Model Train Swap Meets In Arizona.  
March, 2015****Adobe Mountain Model Train Show**

Saturday March 21

Adobe Mountain Railroad Park 22822 N. 43rd Ave, Phoenix

This show is mostly HO and N gauge, but there's always a small selection of tinsplate and G gauge for sale. It's at the railroad park, and there are operating live steam trains and many operating layouts to see

**April, 2015****Grand Canyon Mini-Swap Meet**

Saturday, April 25 9 AM

Our Savior's Lutheran Church 1212 E Glendale Ave, Phoenix

This show is put on by the Grand Canyon Model Railroaders This is a small meet with 20-40 tables of trains for sale.

**May 2015****WVRHS Model Train Swap Meet**

Saturday, May 16 9 AM

Glendale Christian Church 9661 N. 59th Ave, Glendale

This is a new show that has grown well over the past two years. A great selection of trains for sale in all gauges.

**Gadsden-Pacific Model Train Show**

Friday, May 29 and Saturday, May 30

Tucson Expo Center 3750 E. Irvington Rd, Tucson

Large Train Show in Tucson features toy and model trains, toys, and railroadiana. The only train show in southern Arizona. Operating layouts, and many tables of trains for sale.

**July 2015****Summer Cactus Swap Meet**

Saturday, July 25 9 AM

North Phoenix Baptist Church 5757 N. Central Ave,  
Phoenix

This show is put on by the Grand Canyon Model Railroaders who did the Amory show in Feb. This is a new show for them and should grow into one of the larger shows in the valley.

**August, 2015****Beat The Heat Model Train Show**

Saturday August 15 9 AM

Liberty Traditional School 3300 N. Lake Valley Rd, Prescott

Model Train Swap Meet

Large selection of toy and model trains in Northern Arizona. This is in a NEW location which should make parking and set up easier while allowing more tables.

**September, 2015****NMRA PSR CONVENTION SWAP MEET**

Saturday September 19th, 2015

The McCormick Scottsdale Hotel 7401 n. Scottsdale Road

Model Train Swap Meet. Convention attendees—Free ; General Admission—\$5.00

Contact: Terry Dorsett (480) 961-9663 or Richard Petrina (480) 563-4875 for information and table reservation information. Dealer set-up 7-9. No early public admission

**October 2015**

The **West Valley Railway Historical Society** has a Glendale show in October, but no date or further information at this time

The **Adobe Mountain Show** in north Phoenix is usually the last weekend in October or the first weekend in November. but no date or further information at this time

**November 2015**

**[Gadsden-Pacific Model Train Show](#)**

Friday, Nov. 13 and Saturday, Nov. 14

Tucson Expo Center 3750 E. Irvington Rd, Tucson

Large Train Show in Tucson features toy and model trains, toys, and railroadiana. The only train show in southern Arizona. Operating layouts, and many tables of trains for sale.





Coming Events (cont.)

# NMRA SWAP MEET

## ARIZONA DIVISION, PSR CONVENTION

WHEN: SATURDAY, SEPT. 19TH, 2015

TIME: 9:00 AM TO 1:00 PM

WHERE: THE McCORMICK SCOTTSDALE HOTEL  
7401 N. SCOTTSDALE RD.

SPONSORED BY :

THE SCOTTSDALE MODEL RAILROAD HISTORICAL SOCIETY

ADMISSION: \$5.00 GENERAL ADMISSION

CHILDREN 12 AND UNDER—FREE

CONVENTION ATTENDEES—FREE WITH ID

CONTACT: TERRY DORSETT (480)961-9663 SMRHS TREASURER

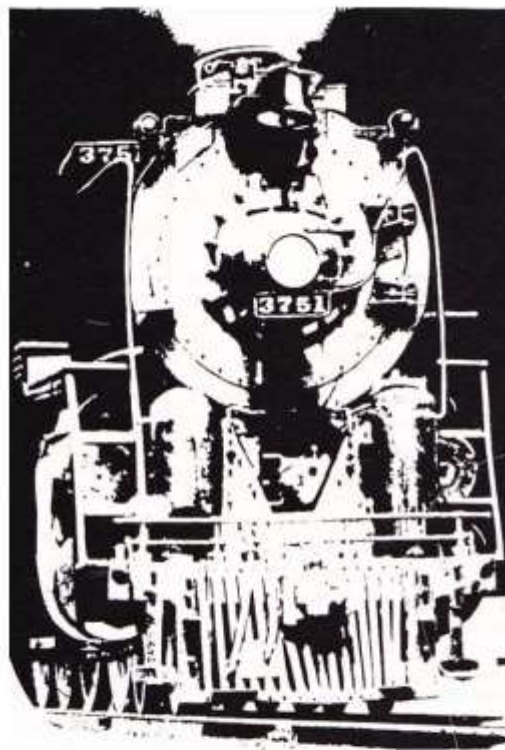
RICHARD PETRINA (480)563-4875 EVENT CHAIRMAN

TABLE RESERVATIONS

CONVENTION ATTENDEES \$10.00 PER TABLE

NON CONVENTION ATTENDEES \$20.00 PER TABLE

DEALER SETUP 7-9 - NO EARLY PUBLIC ADMISSION



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## Arizona Clubs

### **Cornville**

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

Scales: HO

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

*On the Web:* [http://groups.yahoo.com/group/wyoming\\_division/](http://groups.yahoo.com/group/wyoming_division/)

### **Flagstaff**

#### **Flagstaff Model Railroad Club**

Scales: HO, HOn3, and N

*Contact:* Larry Gibbs (928) 779-2282

*On the web:* <http://flagmrrc.org/>

### **Gilbert**

#### **Gilbert Model Railroad Club**

Scales: HO

*Contact:* Joe Padberg (480) 626-5289

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

### **Glendale**

#### **West Valley Railroad Historical Society**

Scales: HO

*Contact:* Jack Miller (623) 930-5596

### **Goodyear**

#### **Pebble Creek Model Railroad Club**

Scales: HO and G

*Contact:* Bruce Petrarca (623) 935-4837

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

### **Phoenix**

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

Scale: HO modular

*Contact:* Bob Gibbs (480) 968-1760

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

## Arizona Clubs

### Phoenix

#### **Thunderbird Model Railroad Club**

Scale: HO

Contact: Larry Platt

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

#### **Ponderosa North**

Scales: Round Robin

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

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

### Prescott

#### **Central Arizona Model Railroad Club**

Scales: Multiple

Contact: Steve Bumgardner (928) 775-3184

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

### Scottsdale

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

Scales: HO and HOn3

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

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

#### **Sun'N'Sand Model Railroad Club**

Scale: N

Contact: Mark Vanacore (602) 410-1110

On the web: [www.sun-n-sand.org](http://www.sun-n-sand.org)

### Sun City area

#### **Sun City Model Railroad Club**

Scale: HO

Contact: Bob Batt (623) 734-6377

#### **Sun City West Model Railroad Club**

Scales: HO and N

Contact: Bob Butler (623) 556-5179

On the web: <http://www.scwclubs.com/> then select Model Railroad

### **Tucson**

#### **Arizona & Southwest Model Railroad Society / Tucson NTRAK**

Scale: N

Contact: John Scott (520) 250-2800

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

#### **Rincon West Garden Railroad Club**

Scale: G

Contact: John Lawrence - johnlaw1931@hotmail.com

#### **Southern Arizona Society of Model Engineers (SASME)**

Scales: HO and HOn3

Contact: Richard Dick (520) 790-5356

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

### **Sun Lakes**

#### **Short Line Model Railroad Club**

Scales: Open to all scales

Contact: Dave Olson (480) 895-7411

### **Show Low**

#### **Silver Creek Railroaders**

Scale:HO

Contact: John Rowlinson (602) 908-9962

### **Yuma**

#### **Yuma Model Railroaders**

Scales: Multiple

Contact: Lee Stoermer (928) 344-9417

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



## BUY, SELL OR TRADE

**Wanted:**

Athearn SP Express Box Car #5777.

**Gary Gutierrez 520-247-6777**



## SPLINE ROAD BED FOR SALE



10 to 12 foot lengths



Finished road bed for HO & HOn3

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

**6 strips required for HO, 4.5 for HOn3 or N scale  
(Including spacer blocks)**

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

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

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

# BUY, SELL OR TRADE

Used on the  
Wyoming Division  
Cheyenne to Ogden  
4,000 sq foot  
2 level Layout



## Fluorescent Fixtures

T8 18w 115v 60 Hz

Steel, Rapid Start

Standard twin pin T8 tubes (not included)

\$10 each Sold only in pairs in Manufacture's Box for  
**\$20/pair**



Some assembly req'd

Rapid Start

Built in terminal strip  
to connect

## Brass Bus Bars

8 terminals for up to #10 wire

Use in Pairs for Terminal Strips

Delrin (nylon) insulating base



Wyoming Division Historical Society HO Layout

1249 S. Eastern Drive, Cornville, AZ

General email: [verrylf@gmail.com](mailto:verrylf@gmail.com) 562 458-9589

\$ 0.50 each

\$1/pair



view Photos of the Wyoming Divison: Google  
"verrylvfosnightjr.slickpic.com"

[https://groups.yahoo.com/neo/groups/wyoming\\_division/info](https://groups.yahoo.com/neo/groups/wyoming_division/info)

Available in Phoenix from "An Affair With Trains" LHS

## Arizona Hobby Shops

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

## Arizona Hobby Shops

- ARIZONA TRAIN DEPOT** 755 E. McKellips Rd. Suite 5, Mesa, Az. 85203.  
(480) 833-9486  
Hours: Mon thru Sat. 9:00 to 6:00; 9:00 to 9:00 on Wed.  
**Email:** [www.arizonatraindepot.com](http://www.arizonatraindepot.com)
- MY TRAIN SHOP** 1695 Mesquite Ave., #208A, Lake Havasu City, Az. 86403  
(928) 505-4044  
Hours: Mon thru Sat. 10:00 to 4:00; 9:00 to 12:00 on Sat..
- LITCHFIELD STATION** 1412 North Central Ave., Suite D, Avondale, AZ. 85323  
(623) 298-7355  
Hours: Mon thru Fri. 10:00 to 5:00
- JACKS TRAINS** 7021 N. 57th Ave., Glendale, Az.. 85301  
(623) 930-5596  
Hours: Tues thru Sat. 10:00 to 5:00; 10:00 to 6:00 on Sat.  
**Email:** [www.Jacks-trains.web.com](http://www.Jacks-trains.web.com).
- FLAGSTAFF HOBBIES** 2417 North 4th Street, Flagstaff, Az. 86004  
(928) 526-0383  
Email: [info@flagstaffhobbies.com](mailto:info@flagstaffhobbies.com)
- OBIES TRAINS** 2114 W. Apache Trail, Suite #11  
Apache Junction, AZ. 85120  
(480) 203-1796  
Email: [fredobermeyer@yahoo.com](mailto:fredobermeyer@yahoo.com)

**SUPPORT YOUR LOCAL HOBBY SHOP**



### Arizona Hobby Shops

**Litchfield**  
STATION  
"Making DCC Fun!"

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

**Jack Baer**  
Jack@LitchfieldStation.com

**623-298-7355**  
1412 N. Central Ave., Ste. D  
Avondale, AZ 85323-1316

**Obies Trains**  
HO & N-Scale Trains  
Full Service Store

2114 W. Apache Trail Suite #11.  
Apache Junction, AZ 85120  
(Located in Ocotillo Center)

**480-203-1796**  
fredobermeyer@yahoo.com

**HOBBY DEPOT**

DICK CHRIST

216 WEST SOUTHERN AVE.  
TEMPE, ARIZONA 85282  
[www.thehobbydepot.com](http://www.thehobbydepot.com)

(480) 968-1880  
FAX (480) 968-1192

**An Affair with Trains**

301 W Deer Valley Road, Suite 4  
Phoenix, AZ 85027

Phone: (623) 434-6778  
[www.aawtrains.com](http://www.aawtrains.com)

**MY TRAIN SHOP**  
MyTrainShop.com

1695 Mesquite Ave. #208A  
Lake Havasu City, AZ 86403

**Jerry L. Clark**  
P 928.505.4044  
C 928.486.1975  
F 928.855.0128

**Coronado** **SCALE MODELS**

**1544 E Cypress St. Phoenix, AZ 85006**  
Phone: 602-254-9656 E-mail: [coronadoscalemod@aol.com](mailto:coronadoscalemod@aol.com)  
Hours: Mon-Fri 8am-12pm & 1pm-5pm, Sat 8am-12pm

SUPPORT YOUR LOCAL HOBBY SHOP



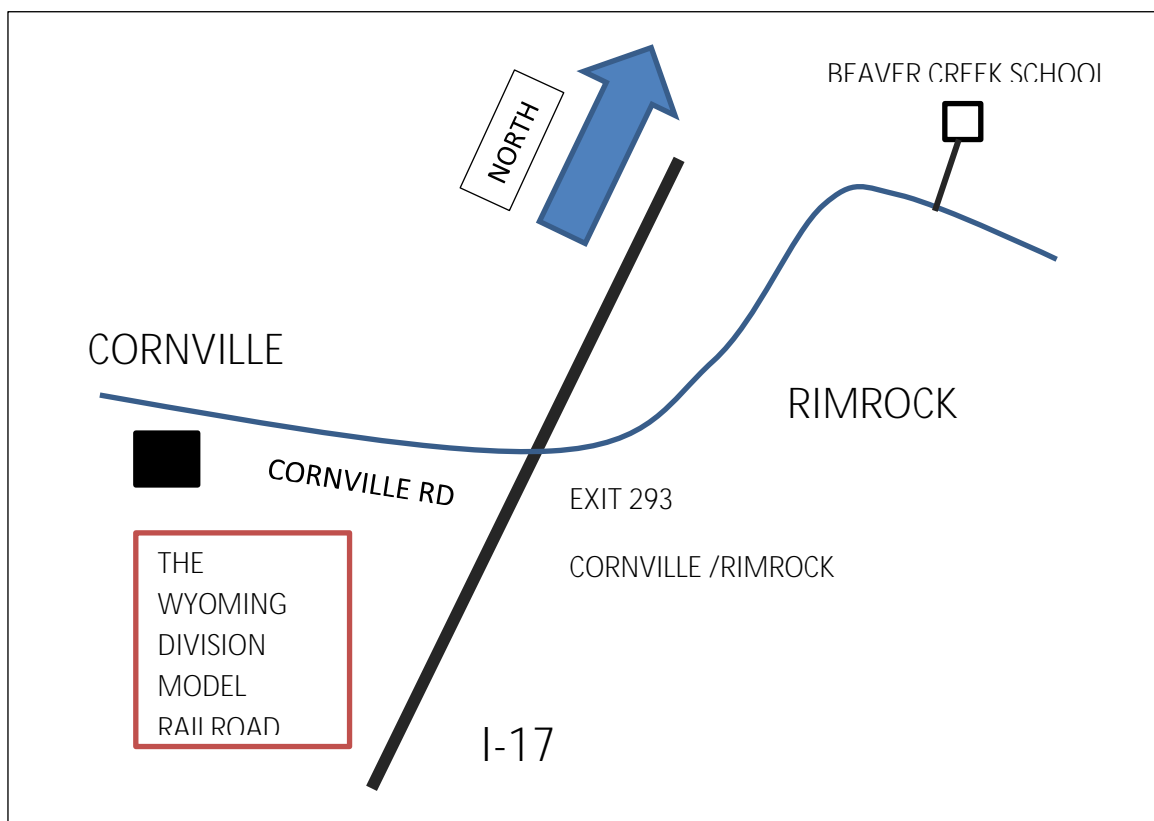
**Spur Line**  
Official Publication of the  
Arizona Division, PSR, NMRA  
Frank Baker, Editor

## Saturday, June 13 th, RIMROCK, Arizona

**Depot: Beaver Creek School, Rimrock, Az.**

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

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



*Join us in Rimrock—Bring your models!*