



# SPUR LINE

Volume 47 Issue 3

September 2012

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## FALL MEET - ARIZONA DIVISION, PSR, NMRA

Saturday, Nov. 10, 2012 - Tucson, Arizona

*More info and schedule on page*



**WELCOME!**  
To the Arizona Division Meet  
Pacific Southwest Region  
National Model Railroad Association

 Dave Erick Director	 Alan Vincent Superintendent	 Jim Truck Chief Clerk/ Treasurer
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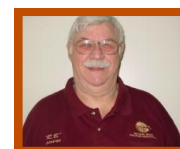
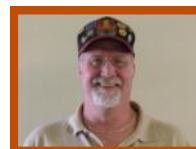
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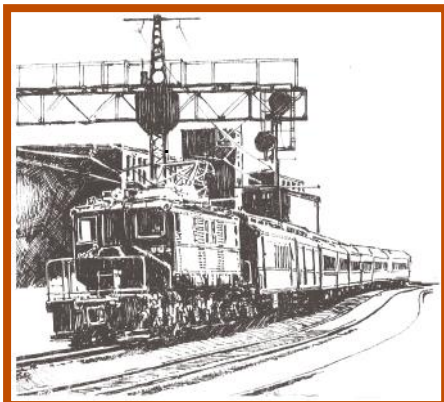
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## FROM THE EDITOR



The long, hot summer is almost over and it is time for another *Spur Line* issue packed with lots of photos and interesting articles on recent model railroading events here in Arizona and the PSR Division.

**IN THIS ISSUE:** For those of you that do not know of Verryl Fosnight or his railroad empire, In this issue you will find a story and photos of his **Union Pacific “Wyoming Division” Model Railroad Club** layout under construction in Cornville. Verryl and his team are constructing an awesome layout. The layout in Cornville is housed in a 4,000 sq. ft. building with an adjacent shop of 1100 sq. ft. The article and photos will amaze you. This is worth a trip now that it is getting cooler!

Another added feature added in this and subsequent issues will be a Buy / Sell / Swap page. Looking for that special something? - send me an email @ [SpurLine@AzDiv-nmra.org](mailto:SpurLine@AzDiv-nmra.org) .of your Buy / Sell / Swap / items and it will be added to the next Spurline. A quick reminder, keep it simple, and concise. Please limit the number of items.

While Flagstaff attendance was not huge, the weather contributed to a great day, especially for those of us traveling up to the high country. The clinics were very interesting and informative. While the contest room was less that full, the models presented were excellent. The day ended with a Golden Spike ceremony and BBQ at John Lovely’s. A special thanks to Cynthia Lovely and her friends for the wonderful selection of food.

David Hall has a celebration planned for **National Railroad Month**. Help David by bringing a young friend, son, grandson, or Scout Troop to his open house on December 1st. This is an event not to be missed. Come see David’s world of railroads and his numerous layouts on display. Please contact David if you have any questions.

Al Hovey, chairperson for the **“Rails along the Rio Grande 2013”** in Albuquerque next year sent in this article. This looks to be an action packed event next June 6-9, 2013.

Bob Libbey reports on the **“Ventura Flyer”** PSR event held in Oxnard, California. Along with his report are Bob’s photos of the event, layout tours and a train ride on the Fillmore and Western. Everyone that attended had a busy and wonderful time. Enjoy the photos of the events and contest room. Michael Gross was the keynote speaker and train enthusiast. He even attended the swap meet Saturday morning. Four people were presented the 2012 “Member of the Year” award. Bob Mitchell Chairperson, presented the next PSR event agenda—” Gateway to Cajon Pass” scheduled for September 2013. more about that inside. Bob has an exciting agenda. Check it out.

R.B. Trombley submitted an interesting article about **Trains in Death Valley**.

**Most importantly**, there is a new meet location in Tucson. Let your friends know of this change. We want to make sure that no one misses out on the next great meet. **See you in Tucson**.

**One final notice**, this is your magazine and if you have any ideas of what else you would like to see included, please drop me an email. **ENJOY**.

## 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.

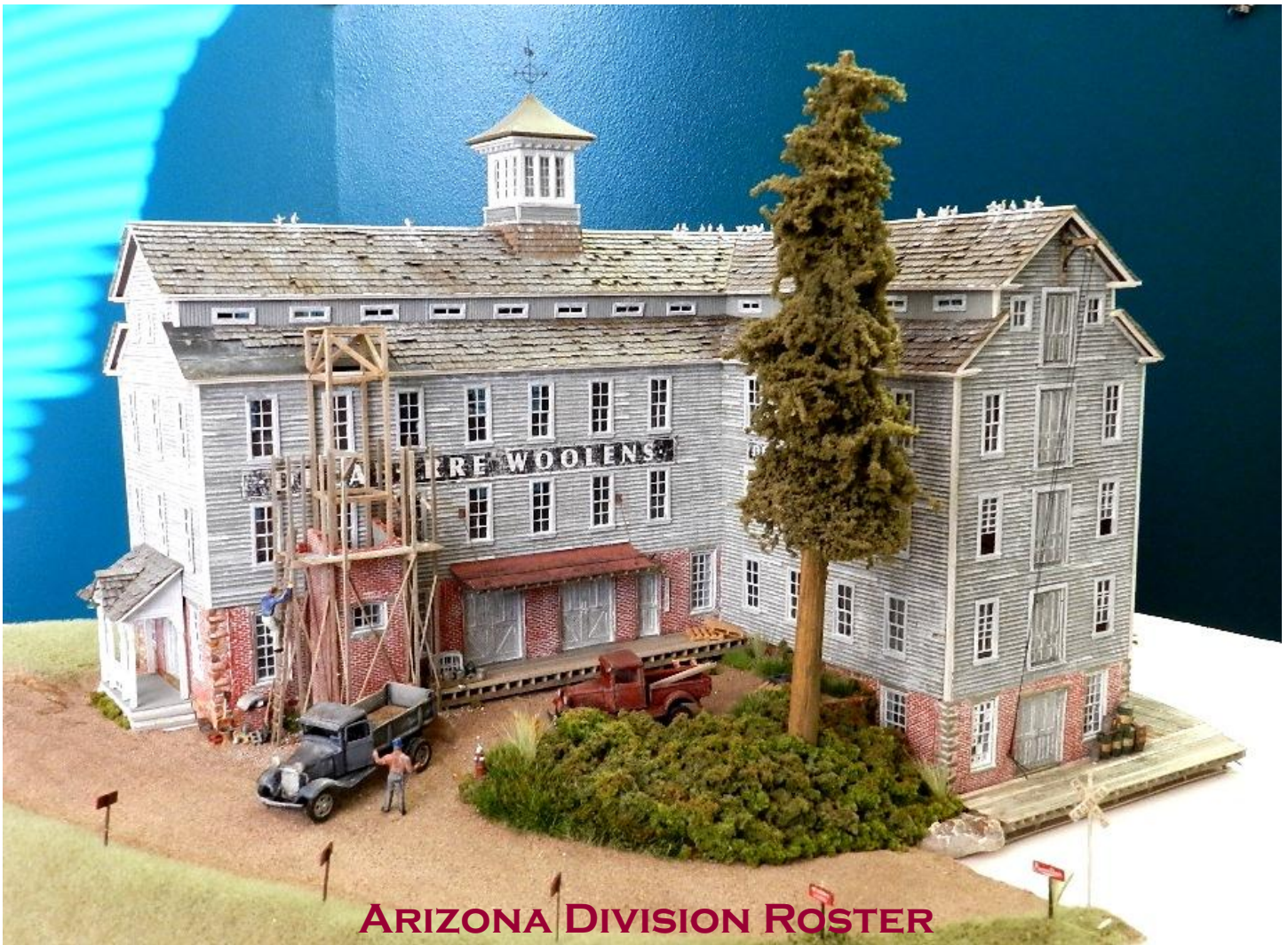
**RESPONSIBILITY:** Except for official reports, all opinions are those of the authors, and do not necessarily represent those of the Arizona Division or its parent organizations.

**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.**







**ARIZONA DIVISION ROSTER**

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

## FALL MEET - ARIZONA DIVISION, PSR, NMRA

### Saturday, November 10, 2012 - Tucson, Arizona

### NEW DEPOT

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

### REGISTRATION

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

### SCHEDULE

9:00 am - Registration opens. Enter contests until noon.  
 10:00 am - Meet Begins with Welcome and Introductions  
 10:05 am - CLINIC: *"Realistic Operations for Model Railroaders"*- R.B.Trombley, PhD, MMR  
 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 *" Making RR Track Guard Rails"* - Bob Libbey  
 2:00 pm - CLINIC: *" Modeling an Art Deco Building"* - Art Carlton  
 3:15 pm - Announce contest winners, door prize drawings.  
 5:00 pm - 6:00 Layout tours

### 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 **"TANK CARS"** with a maximum of ten cars/locomotives,. The Levity category will be **"CABOOSE HOP"**. 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.

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

### SWAP MEET:

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

### RAILETTES:

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

**\*\* WANTED \*\***

**GOOD QUALITY MODEL KITS, TOOLS, RR EQUIPMENT, ETC.  
 FOR DOOR PRIZES AT THE MARCH 10TH MEET IN PHOENIX.**



**DIRECT FROM THE DIRECTOR — DAVID IRICK**

We just completed another successful event in Flagstaff, I hope that everyone had a good time and enjoyed the cooler weather. My thanks go out to the Flagstaff crew for hosting the event and to John and Cynthia Lovely for hosting a cookout, at their home on Saturday evening, for the Golden Spike Ceremony of the San Timoteo and Live Oak Railway.

Our next meet will be held in Tucson on November 10, 2012. Mark that date on your calendar and be sure to attend. Watch the Arizona Division website for directions to the new venue, we have secured larger facilities to better accommodate the larger crowds. Watch for additional details to follow as things are finalized.

The Arizona Division has purchased a new projector for clinicians to use at meets. We put off this purchase for a long time due to the cost, but we found it a must to join the 21 century. Now days everything we do is on computers; our clinicians are using PowerPoint or a like program for their presentations so in order to bring the best to you, we opted to make this necessary purchase.

In March, I attended the National Train Day at the Arizona Railway Museum in Chandler, AZ. They had in the neighborhood of 24 cars that you could walk through plus a number of local clubs and vendors were there with tents set up. It was a great morning visiting with everybody and touring the exhibits. The crowd was estimated to be around 3000 visitors. If you have not visited the Arizona Railway Museum in Chandler I encourage you to think about it this coming fall as they are closed for the summer. Visit their website at [www.azrymuseum.org](http://www.azrymuseum.org) for hours and dates.

There is a new club organizing on the West side of the Phoenix area, the "West Valley Railroad Historical Society". The group has started a new layout in the back of Jack's Trains, 7021 N 57<sup>th</sup> Dr., Glendale 623-930-5596, if you are interested contact them. Jack's is located one block east of the square in downtown Glendale.

In Flagstaff I was introduced to Verryl Fosnight, who is building a very large layout in Cornville, AZ, and yes that is right in the middle of nowhere. Verryl has built a 50 x 75 foot building behind the Dollar Store to house the UP Wyoming Division Model Railroad Club. I stopped by on the way home from Flagstaff and I was quite impressed by his undertaking. You can contact Verryl at [verrylf@gmail.com](mailto:verrylf@gmail.com) or check his yahoo group at [http://groups.yahoo.com/group/wyoming\\_division](http://groups.yahoo.com/group/wyoming_division). If you are interested, Verryl is looking for modelers to join him, so give him a call.

On the Region front I don't have anything to report at this time. We will have our next Board meeting at the Region Convention in Ventura, CA on September 5<sup>th</sup>. Watch for your next issue of the Region newsletter 'The Dispatch', which will contain your ballot for President and Vice President. Please take the time to vote.

I know that Ventura is a long drive from Arizona but please consider joining us, I have no doubt that by the first of September, this will be a welcome relief from the AZ heat. As always, I know, we all will have a great time. As stated in my last column we have to opportunity to see new layouts, hobby stores and railroad hot spots in the Northern Los Angeles area.

I look forward to seeing all of you in Ventura, CA in September or in Tucson in November.

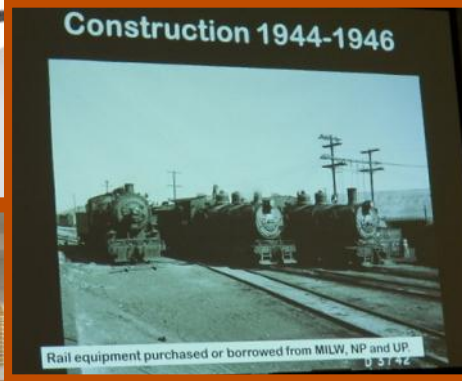
**FROM THE SUPERINTENDENT—ALAN VINCENT**



**NO REPORT AT THIS TIME.  
ALAN HAS INJURED HIS  
BACK WHILE HELPING HIS  
MOM MOVE AND HAS  
UNDERGONE SURGERY TO  
CORRECT THE PROBLEM.**



**GET WELL SOON!**





**CHIEF CLERK & PAYMASTER REPORT**

*By: JIM TUCK*



63 attended the June meet in Flagstaff--once again at the Flagstaff Federated Community Church. The group included 55 NMRA members, 5 visitors, 1 renewal and 2 new NMRA members. Three of the guests were brought by Arizona Division members under Alan's competition. Each of the following has credit for one guest:

March: Alan Barnes, Vernal Fosnight and Matt Furze

June: Barry Bertani, Art Carlton and Alan Vincent

With approval of the *gang of three*, the division purchased a projector for meets. It can run slide shows from a USB device, but PowerPoint presentations must be converted first. It seemed to work well, and saves having to plug and unplug laptops if every clinician has their program on a device. Email me for the address for the conversion. It's called EasyMP Slide Convertor.

Account balance January 1, 2012	\$5,102.07
<b>INCOME</b>	
Meet Registration	\$1,204.00
NMRA Member Registration	\$296.00
Company Store Sales	\$184.50
Swap Meet Table Sales	\$40.00
Donations	\$3.00
<b>TOTAL INCOME</b>	<b>\$1,727.50</b>
<b>EXPENSES</b>	
Spur Line Distribution & Printing	\$986.11
Meet Locations	\$126.00
Meet Expenses	\$397.05
Raillette Expenses	\$111.92
NMRA Member Registration	\$295.95
Meet Equipment (projector)	\$492.51
Miscellaneous	\$30.25
<b>TOTAL EXPENSES</b>	<b>\$2,439.79</b>
Account Balance July 5, 2012	\$4,389.78





**\*\* WANTED \*\***

**VOLUNTEERS TO CONDUCT CLINICS FOR THE SPRING MEET.**

**30-45-60 MINUTES SLOTS AVAILABLE.**

**CONTACT ALLEN VINCENT AT (623) 249-7553**



## FROM THE CONTEST ROOM / FLAGSTAFF / DAVE IRICK



Why did we not see you in Flagstaff? The weather was beautiful and the friendship was outstanding. Our summer gathering usually has the lowest attendance of our three events and unfortunately Flagstaff this year was not an exception. We had only two modelers submit models for judging in the contest room, three in the photo contest and only one favorite train entered.

We knew going into the event that things could be slow, therefore we had already planned to hold a teaching day for our judges.

A meeting was held with all judges before they started judging; we discussed the duties and responsibilities of a judge. The "Achievement Program Judging Guidelines" were reviewed in depth and we discussed how to evaluate a model. We stressed building up the modeler's efforts instead of pointing out the negative. We discussed having a positive attitude and reward the efforts and talent put into the model by the modeler.

I suggest that anyone interested in the contest room and how we judge visit the NMRA website, under Achievement Program and click on Judging Guidelines.

It will be a wakeup call for anyone who thinks negative about the judging system to read the guidelines, because judges have rules and standards that they must follow. Each section on the scoring sheet is judged by three people separately and the average of the three scores is what will be awarded to the modeler.

Another very good article is by Bob Hamm MMR, NMRA National Contest Chair, titled "A Grand Celebration at Grand Rapids" in the NMRA Magazine, July 2012. Bob stresses the positive and encourages participation. I suggest that you take the time to read this outstanding article, as it will make the process more informative.

I think that what we need to learn; is that the contest room is not a showcase for the master builders. More than likely you probably build models at home just as good as or better than we see in the contest room. Let's change the attitude as Bob said in his article and encourage all modelers to come out of the closet and bring in their models for show and tell or better yet enter into judged contest.

I would like to try something new in Tucson this fall if I can work out the logistics. I would like to see judging in the morning, then have everyone who has anything in the room from favorite train, to contest model, to show and tell, be in the room with their models at around 12:30pm. At that time they can converse with everyone and show off their model or favorite train. This will give you and the modelers the opportunity to confer with the judges and fellow modelers and exchange points, ideas, tricks of the trade and review the models. Under our current method we award the scores at the end of the day and you do not get the opportunity to see how the models were scored earlier or converse with the modeler.

I want to give more exposure to the modeler who has spent many hours building something that he or she is proud of. They deserve the opportunity to show you how they accomplished what they did and for you to show them appreciation for their efforts.

## JUDGING IN THE CONTEST ROOM / ALAN BARNES



The Flagstaff contest judging started with a general discussion of procedures and definitions. We had a general discussion on scratchbuilding. I want to talk in more detail here about scratchbuilding. There is a distinction between the AP definition of Scratchbuilt and the scratchbuilding score. For a model to be considered scratchbuilt in the AP program, greater than 90% of the total parts count must be fabricated by the modeler from “basic shapes” minus any exempted parts like; couplers, motor, light bulbs, car brake fittings, etc. See the NMRA web page for a complete listing of exempted parts. Exempt parts can be scratchbuilt for bonus points, but the scratchbuilding total cannot exceed 15 points. Basic shapes include; “I-beams, scribed siding, embossed brick sheets, wire, and scale lumber. Assemblies such as ladders, or

detail castings such as door and window castings, (Including cast wall sections with windows, doors or other features) are not considered basic shapes. For the AP distinction complexity of the fabricated parts is not considered.

The **Scratchbuilding Score** of zero to fifteen points is based on the percentage of parts that are scratchbuilt by the modeler and the complexity of those parts. Operating; doors, windows, brake gear etc. would earn a higher score than non-operating items would. Make sure you mention in the construction and scratchbuilding sections that these items are operating. Modelers who develop their own plans, from photographs etc. should receive a higher score than those who use kit or commercial plans (include copies of your plans in the documentation). These scratchbuilt plans may be sketches.

In between the totally scratchbuilt parts and the commercial parts are the parts I call kitbashed parts. These are “non-basic” parts that are modified by the modeler to fit the need. Again, there is a complexity factor. Changing a boxcar into a log car, as the prototype did, takes more planning, skill and effort than changing the brake wheel from a vertical staff to a side mount or deck mount. I believe that this work should receive scratchbuilding points as well. Construction photos will show the amount of work involved (see attached picture1 of modified box car body prior to detailing).





(cont.) Below is the list from the Scratchbuilt section on the contest form I used for my log car conversion with the parts count inside the parenthesis.

*Original unmodified kit parts: Placard(1), Truck screws(2).*

*Kitbashed Parts: Boxcar body(1), Underframe(1), Coupler pocket covers(2), Log bunks(4), Ladders(2), Base paint color (custom mix).*

*Replacement Parts: Grabs(10), Stirrups(4), Trucks(2), Brake Wheel(1), Brake platform (1), various decals from miscellaneous sets.*

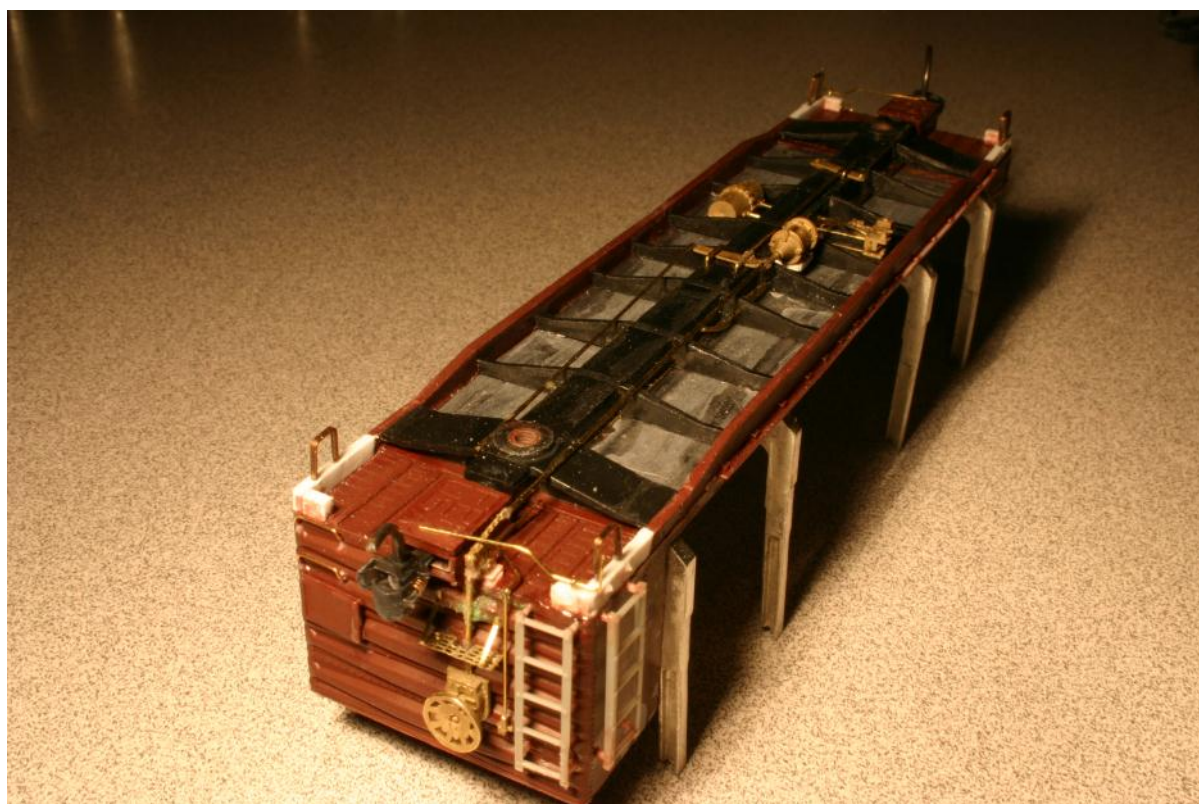
*Exempt Parts: Couplers(2), Brake Reservoir(1), Brake cylinder(1), Triple valve(1), Brake clevis & levers(3), Release valve (1).*

*Scratchbuilt Parts: ladder supports(8), sill extensions and ends(8), freight door rails(14), weights(2), uncoupler lift bars(2), uncoupler lift bar eye bolts(2), brake system mounts, pipes and rods(14), removable logs(14), deck boards(80), nail/bolt holes (over 500), bolt heads(30), bark shavings.*

A higher scratchbuilt score could have been obtained by scratchbuilding the exempt brake equipment, grabs and stirrups. I have also scratchbuilt brake platforms from scraps of metal grating for other models after this log car. I used brass parts and metal trucks for additional weight in this model.

Remember that not all judges will be as knowledgeable about the part names as the modeler, so choose your descriptions/displays accordingly. Duane Buck sometimes includes a board illustrating the scratchbuilt parts and their assemblies. This takes extra time and materials, but probably generates a higher scratchbuilt score by reducing naming confusion and the effort to locate the scratchbuilt parts. Construction photos also serve this purpose.

The second construction photo shows the scratchbuilt styrene sill extensions and ends indicated in the list above. The photo helps the judges determine the complexity of the work. (see attached photo picture 2).



(cont.) If you have an additional unmodified part and can display it next to the modified part, this also helps the judges determine the complexity of the work. (see attached photo picture 3).



I hope this discussion will assist you in maximizing your scratchbuilding score. *by: Alan Barnes*

## DERAILED

A few years ago I attended a Saguaro Central swap meet and purchased an older cab forward 4-6-6-2. She was in need of a new motor and needed a paint job. First step was to take it to Coronado Scale Models where I knew the workmanship would be **outstanding**, but Sheldon would take his usual long time to repair. About three weeks later came another swap meet and I was looking for my usual bargain. All of a sudden, a friend of mine Rusty came up all excited to show me his BARGAIN OF THE MEET, and it was!!! He had a cab forward 4-6-6-2 with a can motor, mint paint job and decaled for only \$75. I was destroyed, how could "Me", "THE CASA GRANDE TRADER" have overlooked such a bargain, even better than the 4-6-6-2 that I was so proud to find at \$250. I said "WOW! Rusty, what a bargain, where did you find this?" He said "Follow me, they have more bargains", so I ran as fast as I could (*ha, ha*) to this bargain table. I could not believe it, here was Stanley and Sheldon laughing their butts off. Yes this bargain was my 4-6-6-2 that Sheldon had re-motored and a free custom paint job just to get my goat. BOY DID THEY GET ME....Now Sheldon is planning something as he has five of my brass Rio Grande geese that he has had for a few years, and has promised me that they are next on his work bench ????????????????

Lenny Smith.....The Casa Grande Trader



**CONTEST RESULTS - FLAGSTAFF DIVISION MEET***JUNE 23, 2012***Best In Show****Delabarre Woolen Mill—Frank Baker—Merit Award winner\*****Rolling Stock—Open***1st Place - CB&Q boxcar #99459—David Irick—Merit Award winner\***2nd Place—CB&Q Flatcar #89567—David Irick—Merit Award winner\***3rd Place—CB&Q Wood Gondola #41435—David Irick—Merit Award winner\****Rolling Stock—Kit***1st Place—ATSF Stock/Dump Car #58543—David Irick—Merit Award winner\****Favorite Train***1<sup>st</sup> Place – Food Train—Roger von Seeburg***Favorite Model***1<sup>st</sup> Place – Delabarre Woolen Mill—Frank Baker**2<sup>nd</sup> Place - "S" Train & Tower" - Bill Winans**3<sup>rd</sup> Place – Chippy Hollow Hardware—Richard Petrina***Photography****Model - Color***1<sup>st</sup> Place – The Ghost Train to Ely - Allen Greger**2<sup>nd</sup> Place – Preparing for Today's Run - Allen Greger**3<sup>rd</sup> Place – KSC on Display - Bob Libbey***Model - Black & White***1<sup>st</sup> Place – Empty Gondola - Bob Libbey***Prototype - B&W***1<sup>st</sup> Place – Braketime—Bob Libbey*

**Photography ( cont.)**

**Slide**

*1<sup>st</sup> Place – July93 Afternoon Arrival—Allen Greger*

*2nd Place—July93 Stopped @ Depot—Allen Greger*

**Model Construction:** (\* Indicates Merit Award Winner)

**Contest Room Judges:** Alan Barnes MMR, Richard Petrina, Bruce Petrarca, Jon Wolfe, Art Carlton, Frank Baker, Dan Thompson, Duane Buck

**CONGRATULATIONS!**

*KEEP ON BUILDING THOSE MODELS*

*MAKE SURE TO BRING YOUR  
MODELS , PHOTOS, AND LENNY'S CHALLENGE ENTRIES  
TO TUCSON ON NOVEMBER 10TH!!!*

**Who's head is this?** (answer on page 42)

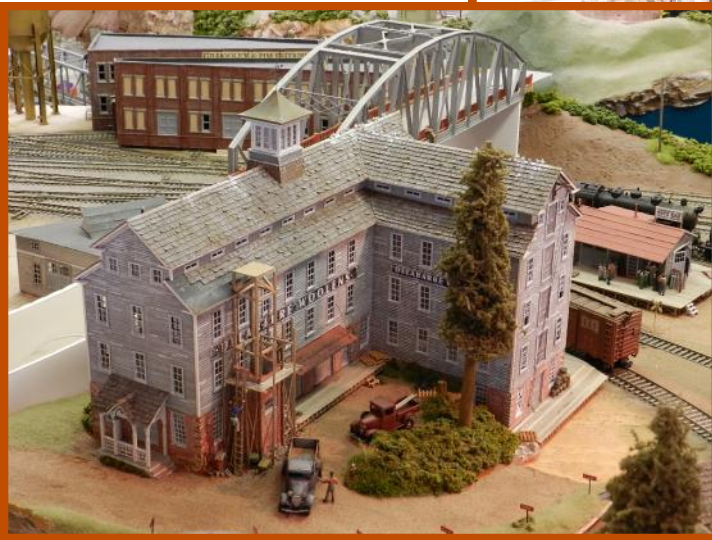






**CONGRATULATIONS!**  
**BEST IN SHOW -**  
**FRANK BAKER**  
**MERIT AWARD**  
**WINNER**







1st Place **Rolling Stock—Open**  
**CB&Q Boxcar # 99459**  
*David Irick—Merit Award Winner*



2nd Place—**Rolling Stock—Open**  
**CB&Q Flatcar # 89567**  
*David Irick—Merit Award Winner*



3rd Place—**Rolling Stock—Open**  
**Wood Gondola #41435 Wood**  
*David Irick—Merit Award Winner*





1st Place—Rolling Stock—Kit  
*ATSF Stock / Dump Car #58543*  
*David Irick*



**Favorite Train**  
*1st Place*  
**Food Train**  
Roger von Seeburg



**Favorite Model**  
1st place  
*Delabarre Woolens Mill*  
*Frank Baker*



**Favorite Model**  
2nd place  
*"S" Train & Tower*  
*Bill Winans*



**Favorite Model**  
3rd place  
*Chippy Hollow Hardware*  
*Richard Petrina*



**PHOTOGRAPHY—MODEL COLOR**



**Model Color**  
1st place  
*The Ghost Train @ Ely*  
Allen Greger



**Model Color**  
2nd place  
*Preparing for Todays Run*  
Allen Greger



**Model Color**  
3rd place  
*KSC on display*  
Bob Libbey



**PHOTOGRAPHY—SLIDES**

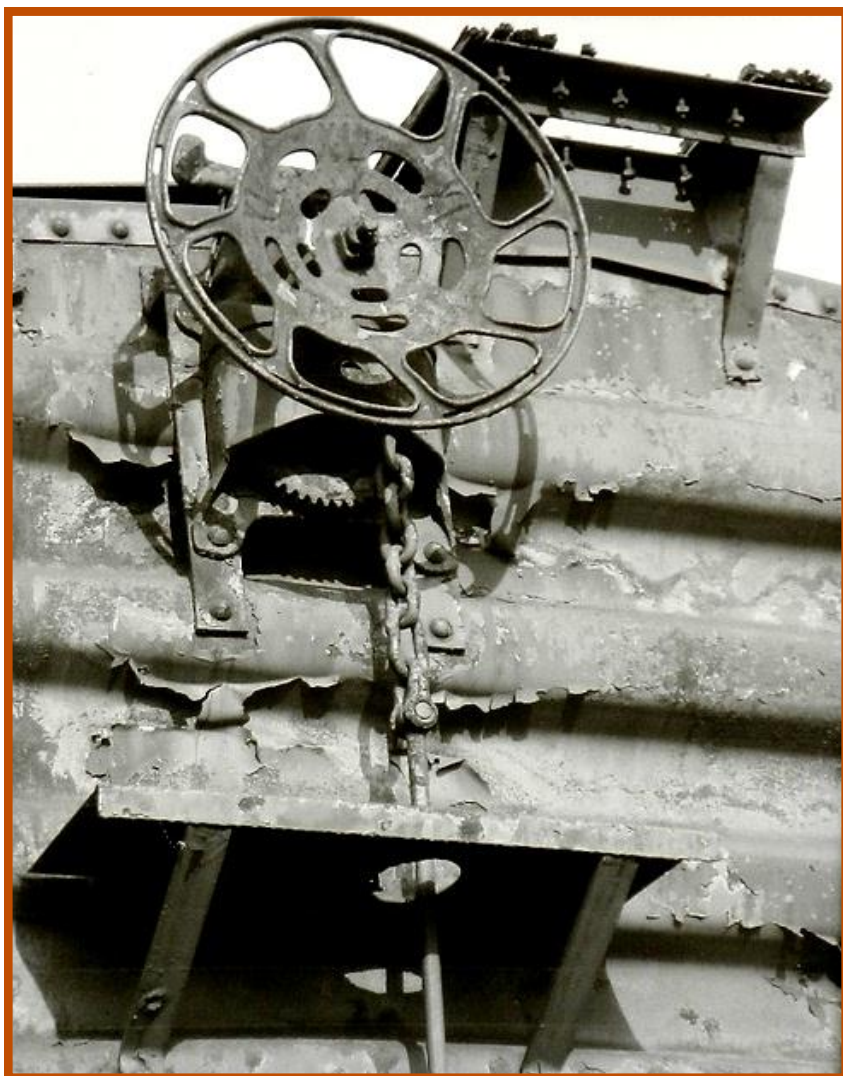


**Slide**  
1st place  
**Arriving**  
**Cumbres**  
*Allen Greger*



**Slide**  
2nd place  
**July93**  
**Stopped at**  
**Depot**  
*Allen Greger*

**PHOTOGRAPHY – BLACK & WHITE**



**Prototype B&W**  
1st place  
**Breaktime**  
*Bob Libbey*

**Model—Black & White**  
1st place  
**Empty Gondola**  
*Bob Libbey*





## CONTEST ROOM JUDGES

Alan Barnes MMR, Richard Petrina, Bruce Petrarca, Jon Wolfe, Art Carlton, Frank Baker, Dan Thompson, Duane Buck





## ACHIEVEMENT PROGRAM

BY: DON STEWART

More Statements of Qualifications (SoQs) were approved from the Arizona Division. They have been presented. The nine Certificates have been awarded to:

<b>Paul Chandler</b>	Association Volunteer	Region Certificate 314
<b>Paul Chandler</b>	Model Railroad Author	Region Certificate 315
<b>Paul Chandler</b>	Electrical Engineer	Region Certificate 316
<b>Paul Chandler</b>	Chief Dispatcher	Region Certificate 317
<b>Alan Barnes</b>	Master Builder – Cars	Region Certificate 318
<b>Bob Libbey</b>	Civil Engineer	Region Certificate 320
<b>Paul Chandler</b>	Civil Engineer	Region Certificate 321
<b>Gordon Geiger</b>	Master Builder – Structures	Region Certificate 323
<b>Bob Libbey</b>	Model Railroad Scenery	Region Certificate 324

Two additional Arizona Division Members have turned in Statements of Qualifications. They are: John Lovely / Motive Power and Bob Libbey / Structures

Bob is intent on achieving his MMR Certificate within the next 18 months. His Structures Certificate is the fifth of the seven he needs. **Looking good Bob!**

At the Division Meeting there were 19 models entered and 13 earned merit awards. There were some great models at the meet.

I will be busy generating Merit Awards for the Arizona Division as there were 25 more Merit Awards earned at a structure building marathon the following weekend. A couple of MMRs came to teach the crew how to build different types of structures. Resin, modular, laser cut, scratchbuilt and paper structures were built. A total of six structures in 3 days (and some nights).

Keep building those great models!

**FOR MORE INFORMATION ON THE ACHIEVEMENT PROGRAM**

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





## COMING EVENTS



### Gateway to Cajon Pass 2013 PSR Convention

Sponsored by the Cajon Division

September 25<sup>th</sup> ~ 29<sup>th</sup>, 2013

**Hilton Hotel**

**Very Special Convention Rate**

**\$89.95 per night**

San Bernardino, California

### Convention Highlights

#### Prototype & Bus Tours

CEMEX Plant, Victorville

Barstow Engine Facilities

UP Hump Yard Tower & Operations

**Throttle a Locomotive at the  
Orange Empire Railway Museum**

<http://www.psrconvention.org/sb13/index.html>

**Welcome BBQ ~ Live Steamers Park**

Operation Sessions

Outstanding Clinicians

Modeling with a Master Builder/Mfg.

Our Famous Chinese Auction, 200+ Items

Bingo for Trains, Tuesday Night the 24th

**Visit our Display at the 2012 Ventura Flyer Convention  
and Receive the Unbelievable**

**Special Registration Rate of only  
\$65 (Includes the Banquet)**

**Register at this Convention**

**or Use PayPal Online at**

**[http://www.PSRConvention.org/  
SB13/index.html](http://www.PSRConvention.org/SB13/index.html)**

*September 12-15, 2012*

**32nd National Narrow Gauge  
Convention**

Seattle, Wa.

*November 10, 2012*

**Arizona Division Fall Meet**

Tucson, AZ

*March, 2013*

**Arizona Division Spring Meet**

Sun City, AZ

*April 18 - 21, 2013*

**8th annual Winslow Days**

Winslow, AZ

**RAILETTES** *BY: JANET SPOONER*

Flagstaff was a quiet time for the Railettes. We did not have very many in attendance but those who were that had a cool day up the pines. We made small wreaths for decoration. The afternoon was cut short as I was under the weather and left early. But all in all it was still a fun day.

The convention in Ventura is fast approaching and we have a fun time planned for all of you. Starting on Thursday morning with a welcome of coffee and goodies. Then, we will have our unique gift exchange. All you need to do is come, enjoy and get to meet all of the ladies. This is the time to meet your fellow Railettes and have some fun time. I can guarantee you will have a few laughs. The Railette room is frequently known for its laughter and fun. There will also be time to gossip..er...exchange information and solve the world's problems. After lunch, Diane Forbes will have us make and take some fabric flowers (all supplies included) and then small decorated boxes that can either go on a Christmas tree or be place marker. On Friday morning, we will have a chance to discover how to make scenery for railroads. This will give us a chance to see what our husbands spend their time on in their Railroad room. The San Diego Division will be giving this clinic to both Rails and Railettes and there will be a \$5.00 supply fee. Come and see what is going on the world of rails.



Don't worry about going up against some of the fabulous modelers in the PSR. Remember at one time they too where starting out and doing their first scenery work. Friday afternoon I am planning to do some jewelry making with you. What exactly we are going to make



is still up in the air. I am debating between 2 different necklaces. Of course, what ever I pick it will have matching earrings (either pierced or clip) and possibly a bracelet. Friday evening is the auction, which is always a great deal of fun. Hopefully, they will have some items the will pique our interest. On Saturday morning, we will once again be making the washcloth gifts that will be donated to a local shelter. Last year in Flagstaff, we made over 85 of these items, which was a record for us, and hope to break our record in Ventura. So remember to bring those soaps and shampoos, that are in every hotel room and we will put them to good use. Last, but not least, is the Railette luncheon. We have a choice of either a Caesar or Cobb salad with the usual accompaniments. The luncheon will be the end of Railette activities and I hope to see you at the banquet on Saturday evening. Everything is in place for you to have a great time at the Ventura convention, hope to see you there.





Verryl Fosnight's

## Union Pacific's "Wyoming Division"

Verryl is a man with a dream. A dream to build a railroad layout. Not just any railroad. Verryl and his friends have begun to build the Union Pacific's Wyoming Division. If you have not been to or seen his layout, here are some details on this is a mammoth undertaking.

The empty building with the benches are laid out on the floor. The building size is 50 x 75 feet. The layout has 41 inch aisles with the bench widths 24 to 39 inches wide.

The building is empty no more. A team of modelers is rapidly changing the landscape on the inside of this building. And what a landscape this will be!





Staging bench, 39 inches wide and 50 feet long. Most of the Cheyenne freight yard is on the top level along with the Frontier Oil refinery. The far end of the two levels will later be joined by the staging helix to allow staging access to either end from either level. The open box along the front of the lower level is the DCC wire chase which will contain the command bus, power district breakers and terminal strips for the power districts. The benches all have 1 1/2" square tube welded steel legs and skeletons with the rear side of the lower level made up of a sheet of 1/2" plywood on edge. The bench tops are 1/2" plywood.

The open grid 1 x 6" support under the 1/2" plywood bench top and the welded steel supports. The front edge of the steel supports have a flat plate welded to it to facilitate attaching the 1 x 6" wood fascia with flat head self tapping machine screws made to drill into and through steel, although we cheated and used pilot holes.

The main helix, 2 tracks, 39" radius inner curves, 11 foot straights, 1.3% grade. The turns are separated by 3/8" all thread rod every 3 feet. Straight 1/2" plywood boards about 10" wide and supported for straightness with angle steel make up all the end sections as well as the 11 foot long side sections. The beams over the tracks at either end of the straight sections later supported 1/8" cables with turnbuckles to support the curved ends (made from straight sections). This was to enable a 7 x 12 foot staging yard to be slipped under the helix from one end to rest on a shelf under the helix. This staging yard represents Portland at the northwest end of the Oregon Short Line (OSL) that branches off the Wyoming Division at Granger, Wyoming. In the background is the bench work from Cheyenne up Sherman Hill, and back down to Laramie at the end of the bench completed so





The helix is in a temporary location until the tracks and turnouts are laid and tested and perfected up to Laramie. Rudimentary operations will be run from staging out of the picture to the far left, around through the helix and back down the helix to the lower level and back to Ogden, all in the interests of getting trains running by this fall and having some operations to test concepts and track work. When we are satisfied, we will let the helix down off the blocks and onto the built in casters so



it can be rolled to a second temporary spot two benches over to the left, where more testing will be done, after those benches are completed and track laid. That will take us from Cheyenne to past Rock Springs in west Wyoming for longer test and operation running. When this second phase is completed, or deemed satisfactory, the helix will be set down on its casters and rolled to its final location at the end of the bench work (the middle of the layout), and then the final tracks laid and tested. There the helix will stay permanently.

The staging helix is shown in the next picture. It is also double track with a 39" radius inner track but 3 foot long straight side sections. Consequently, because the track length is shorter than the main helix track, it takes nearly 5 turns to climb the same height, 21 inches, as the main helix (3 turns). Also piggybacked on the staging helix structure are two turning loops, one for each level. Thus, passenger trains can leave the layout on the lower level west of Ogden, turned on the loop and return to Ogden from the west as if they had been to San Francisco or Los Angeles (or east of Cheyenne, turned on the upper level loop and return to Cheyenne from the east as if they had been to Chicago). The upper level loop is easy to see in the photo; the ends of the lower level loop are under the roll of plans on the lower level.

Cookie cutter track roadbed is made by sawing through the bench top and raising the cut out strip, straight or curved, to mount it on risers at the proper grade level. When the grade rises enough (Cheyenne is the zero elevation reference), spline roadbed becomes the norm. This photo shows the spline roadbed being set to its final grade by Mike Nelson and Lorne Noyes of Prescott one of the many times they came over to help. Since the layout is so large we can afford the luxury of the full 30 foot prototype inter track spacing that UP used. That is why the single track splines look so wide--because they are. We now have cork on this section of roadbed and are laying track here.

Beside the 50 x 75 foot layout building is a 30 x 35 foot shop building with radial arm saw, steel abrasive saw, drill presses and other heavy tools for mass production of components, especially steel (no chips or grinding residue wanted in the layout building).

The layout building has a 7 foot by 75 foot gallery suspended from the ceiling for visitors and for the eventual dispatcher. There are no posts inside the layout building, even for this excellent viewing mezzanine. We also have two bathrooms and a small kitchenette for snacks and coffee.

And remember. We are building this layout from the ground up for operations, and we figure we will need 20 to 30 operators for a full session when the railroad is completely done (tracks, anyway). So come to see us, get acquainted and get in place for some fantastic operations--100+ locomotives (6 Big Boys, 5 Challengers, all three turbines, 9000 (2-12-2's) Mallets, 2-10-2-s and the little 4-8-4's (FEF's), plus early diesels, and streamliners galore--enough for 8 12 car passenger trains per session plus heavyweights. We will feature helpers up Sherman Hill west of Cheyenne and up the Wasatch east of Ogden, Passenger trains, long (30 car freights all on double and triple track mains) yards at Cheyenne, Laramie, Rawlins, Rock Springs, Green River, Evanston and Ogden, coal mines at Reliance and Superior and the Energy Development Spur, Cement at Holcim, Soda mining at Alchem, Westvaco, and the Laramie Tie Treating Plant, Soda treating at Dyno Noble (the latter two now superfund sites!), long PFE unit trains with 6 foot ice docks (3 total plus smaller ones), plus the OSL and Portland staging and the Park City Branch plus Denver in staging via the Speer Wye south of Cheyenne. We will probably use time table and train order operations with lots of extras. I am working on a continuous operations scheme that will never cease. That is it will pick up where the last one stopped (with all trains either in staging or in a yard on the mains) as if nothing had happened since the last session. That means no restaging and all that busy work--only track maintenance and cleaning in between sessions. so hopefully you won't get roped into that arduous task of restaging the layout.

We hope all will come visit us on Cornville Road which leaves Interstate 17 and runs due west to Cottonwood, AZ. Just 5 miles from Cottonwood, **immediately behind** (south) of the Family Dollar store is where we hang out about 40 hours per week M-F 8:30 to 4:30 or so. But if you are in the area on Saturday or Sunday, call me at 562 458-9589 or at my home at 928 282-2722.





COMING EVENTS



***your schedule!***

**Rails along the Rio Grande  
2013  
CONVENTION & TRAIN SHOW**



Hosted by Rio Grande Division #6,  
Rocky Mountain Region,  
National Model Railroad Association



**June 6-9, 2013**  
**Albuquerque Marriott Pyramid North**

**OPSIG LAYOUTS CLINICS SPEAKER TOURS**  
**VENDORS-MODEL CONTESTS-REGISTRATION-HOTEL-ALBUQUERQUE-UP NIGHT-BNSF NIGHT**

**[www.RARG2013.org](http://www.RARG2013.org)**  
**contact [AlHovey@comcast.net](mailto:AlHovey@comcast.net)**

Photo courtesy of MRCOG/NMRX

## COMING EVENTS (CONT)

# RARG 2013 Pre-Convention Operating Sessions

June 4- 6, 2013

The purpose of a railroad is to move cars and trains loaded with commodities from point A to point B and make a profit.

Model railroaders enjoy emulating the prototype railroads using operating sessions to move cars and trains from point A to point B for fun. Would you like to participate in an operating session? If yes, you can join us as a complete beginner or an operator being somewhat familiar with Sequential Running, Timetable-Train Orders, Track warrants and Train Control Systems.

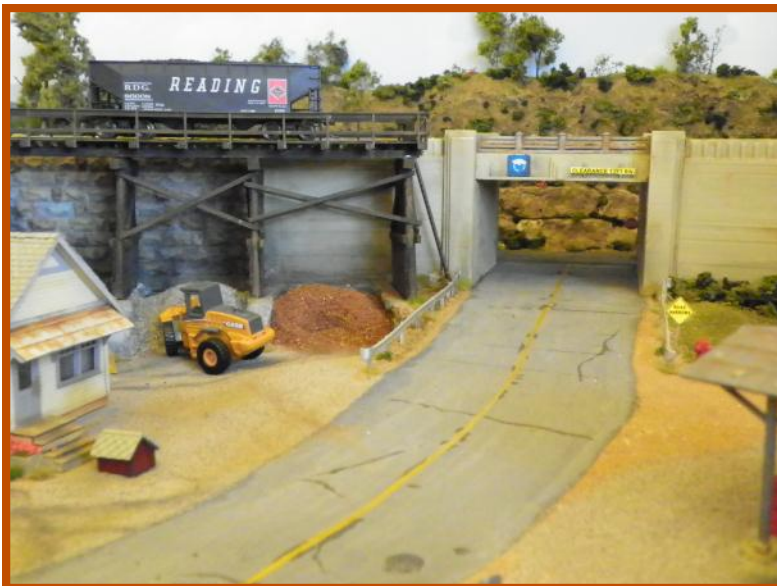
All layout operating sessions will be defined by your level of experience and the number one goal is having fun operating. Layout operating sessions will be limited to a certain number of engineer/conductor crews as requested by the layout host. The operating sessions will be closed to the public; however, most layouts will be open to the public some time during the convention.

**Register Now at [www.RARG2013.org](http://www.RARG2013.org)**

You must register for the convention to be able to sign up for the operating sessions. Operating slots will be available on a first come-first served basis. There is a \$10 deposit for each session with the money being refunded to you when you show up at the scheduled operating session. A standby list will be built for each operating session.

### Santa Fe & Oklahoma Southern Railroad

Lynn Garrison will host a beginner operating session on her freelanced HO "Santa Fe & Oklahoma Southern Railroad" layout set from Oklahoma City south to Ardmore, OK. Her layout features a mid sized yard with a 4 stall roundhouse and turntable. Industries includes a flour mill, rock crusher, food warehouse, farmer's co-op, warehouse for mixed goods and an oil delivery spot. The layout features exceptional painted backdrops and scenery that she did herself. Lynn will host 4 engineer/conductor teams using a car card system and Digitrax simplex system. Some throttles available, bring your own if you can.



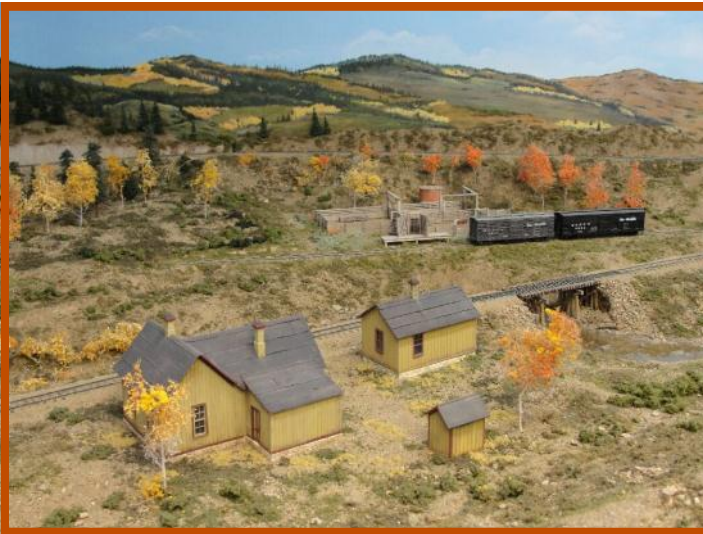
### Missouri Pacific Coffeyville Subdivision

Joe Rogers will host a beginner operating session on his freelanced Free-mo HO "Missouri Pacific Coffeyville Subdivision" set in southeastern Kansas. Some of the key industries to be served include an ADM Corn Sweetener plant, 2 elevators, an oil supply company plus two interchanges. Operation is via switch lists and car cards and Joe uses a Digitrax simplex system. Joe will host 4 engineer/conductor crews. Some throttles are available or bring your own if you can.

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**COMING EVENTS (CONT)**

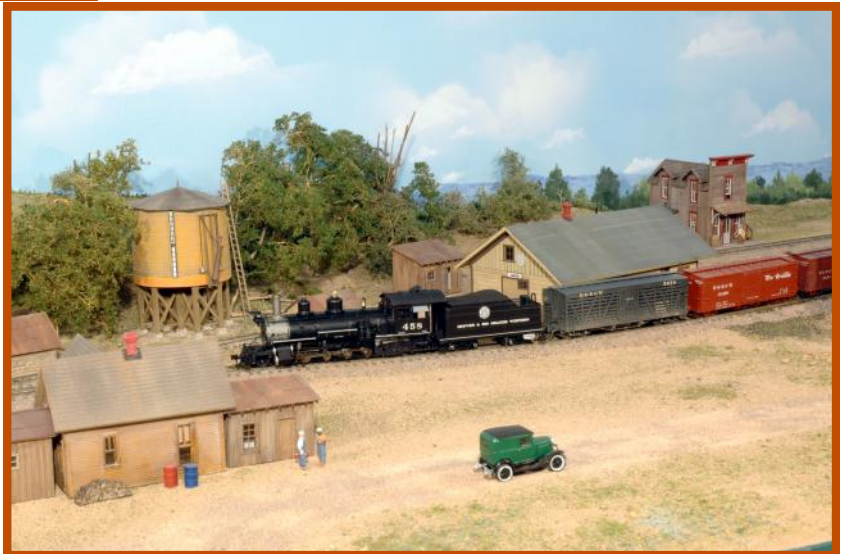


**Denver & Rio Grande Narrow Gauge 3<sup>rd</sup> Division**

Art Lorenz will host an intermediate operating session on his "Denver and Rio Grande Narrow Gauge 3<sup>rd</sup> Division" Sn3 layout running between Salida, Marshall Pass & Gunnison, Colorado. Art has 400+’ of mainline and the emphasis will be on the steps it takes to get a steam train out of town and over the line. Art will host 4 engineer/conductor teams. Operation is via car cards and he uses a Digitrax simplex system. Some throttles available or bring your own if you can.

**Denver & Rio Grande Alamosa Division**

Bob DuBois will host an intermediate to advanced operations on his D&RGW Alamosa Division featuring his standard gauge La Veta Pass route and narrow gauge San Juan Route. Power includes steam and early standard gauge diesel. Operation is via car cards and waybills with a sequence based operating scheme. Bob will host 6 engineer/ conductor crews. Bob uses a Digitrax system using both simplex and duplex throttles. Some throttles available or bring your own if you can.

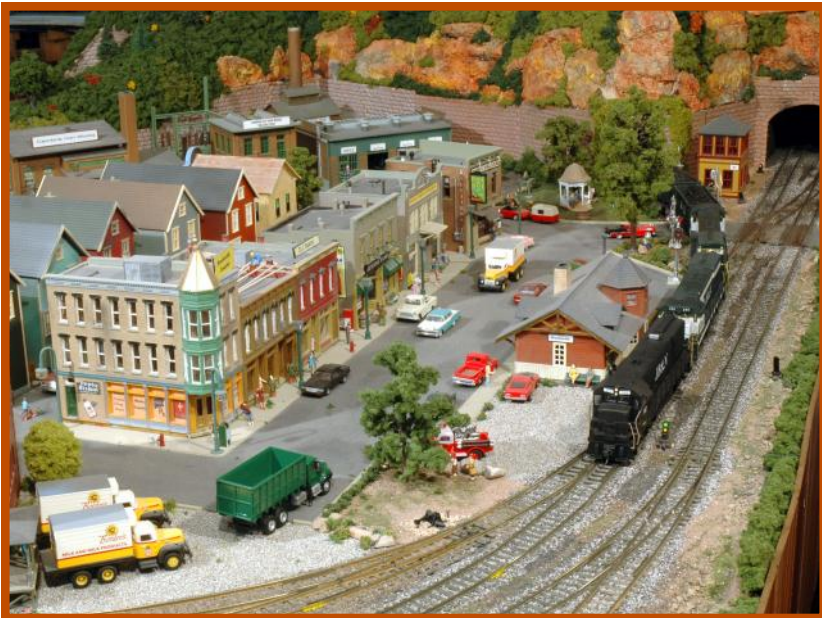


**Oklahoma Belt Line**

John Moore will host an advanced session on his "Oklahoma Belt Line" including the Santa Fe and Rock Island Lines. The Belt line is an HO industrial switching railroad which is loosely based on operations in Oklahoma City during the late 1940’s and early 1950’s. John runs his layout using a modified car card system and operators must be able to read train orders, messages and instructions. John will host up to 6 engineer/ conductor teams. DCC is Digitrax simplex. Some throttles available or bring your own if you can.

....continued on next page

**COMING EVENTS (CONT)**



**JB & N "The Empire" Railroad**

Bill Sedivec will host an advanced operating session for modelers who have experience operating on layouts. Bill uses "Ship It" and car cards on his JB & N. The locals call Bill's layout "The Empire". The setting for his freelance railroad is southern New York state and the multilevel features 385' of main line connected by two helices. Over 100

engines are used to shuttle 600+ cars on his layout. Bill runs his layout with a CTC system, the layout is fully signaled and uses a Digitrax simplex system. 9 engineer/ conductor teams are needed to run a session. Some throttles are provided or bring your own if you can.

**Register Now at  
www.RARG2013.org**



**your schedule!**

**Rails along the Rio Grande  
2013  
CONVENTION & TRAIN SHOW**



Hosted by Rio Grande Division #6,  
Rocky Mountain Region,  
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**June 6-9, 2013**  
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contact [AlHovey@comcast.net](mailto:AlHovey@comcast.net)

Photo courtesy of MRCOG/NMRX

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**COMING EVENTS (CONT)**  
**Rails Along the Rio Grande 2013**  
**Pelle Soeborg**  
**Guest Speaker and Clinician**



Website: <http://www.soeeborg.dk/hobbyeng.html>

Pelle K. Soeborg is a graphic designer in Farum, Denmark. In the early 1990s, several *Model Railroader* magazines caught his attention, and he has been a model railroader ever since. A trip to the United States in 1992 added to his

interest in modeling United States prototypes.

Pelle has written a number of articles for *Model Railroader*. His images have been featured in MR calendars in addition to Woodland Scenics and Walthers catalogs. He is the author and photographer of the book, *Mountain to Desert: Building the HO Scale Daneville & Donner River*, by Kalmbach Books, which demonstrates modeling techniques through the construction of his home layout. In addition to model railroading, Pelle enjoys slot car racing, oil painting, and photography.

**Books by Pelle:**

***Essential Model Railroad Scenery Techniques***

***Mountain to Desert: Building the HO Scale\_Daneville and Donner River***

***Rebuilding a Layout\_From A -Z***

***Done in a Day***

**Pre Convention Operating Sessions June 4-6, 2013**

**RARG 2013 Convention June 6-9, 2013**

**Train Show Friday and Saturday, June 7-8, 2013**

[www.RARG2013.org](http://www.RARG2013.org)

**Sponsored by the Rio Grande Division 6, RMR, NMRA**

## COMING EVENTS (CONT)

# OPEN HOUSE

In recognition of NATIONAL MODEL RAILROAD MONTH we are having an open house on Saturday, Dec 1<sup>st</sup> from 4 to 7 PM at 14209 N. 70<sup>th</sup> Way. All scout troops, youth groups and special needs organizations are welcome. There are ten layouts in four different scales, all fully scenicked with lots of hands on operation. You can view a 5 minute video at – youtube.com – just type – open house train show scottsdale – in the search box. Anyone with Thanksgiving visitors who might be interested can stop by Saturday, Nov. 24, just call ahead to let me know. Dave Hall-480-998-3881. Anyone with a portable layout who would like to bring it over is welcome to do so.





COMING EVENTS (CONT)





COMING EVENTS (CONT)





COMING EVENTS (CONT)



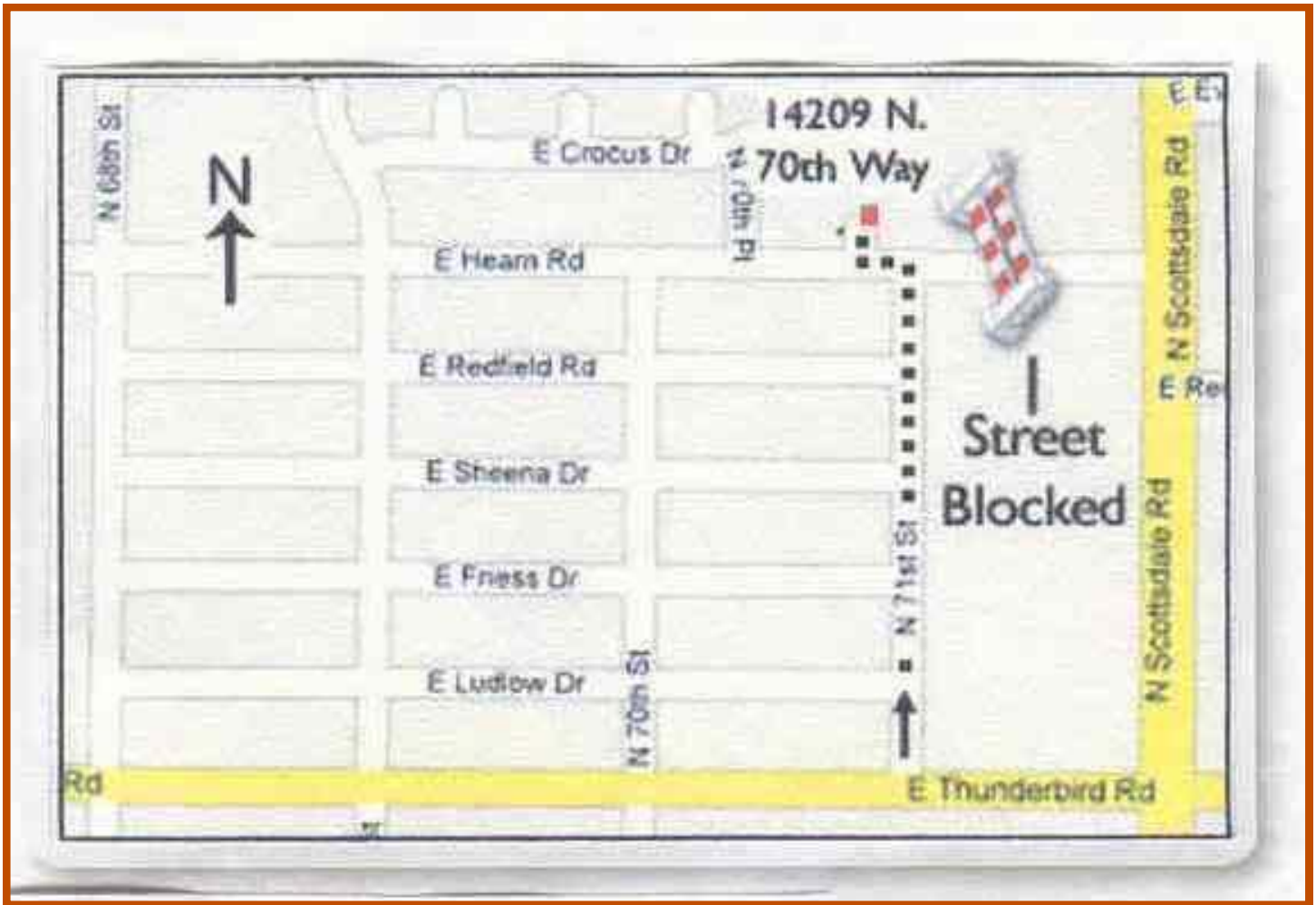


COMING EVENTS (CONT)





COMING EVENTS (CONT)



Bring a friend to see David's spectacular layouts. Groups are welcome. Any questions, call David Hall @ (480) 998-3881.

Question on page 16: The back of the head quiz is: BOB LIBBEY



Welcome to the  
Arizona & Southwest  
Model Railroad Society

## PSR AZ DIV SUMMER REPORT—BOB LIBBEY



What's one of the greatest advantages of having the Summer Meet in Flagstaff? We get to escape the 100+ temperatures in the lower elevations of Arizona. On Saturday June, 23<sup>rd</sup>, 2011 we once again made use of the Flagstaff Federated Church and this event was no exception.

A huge benefit of attending Division Meets is the information you can learn through attending the clinics or by judging contest entries or by just talking to other members. If you've attended the Division Meet in Flagstaff before the first thing you learn is that Flagstaff plays hosts many events throughout the year and many of those events are scheduled on the same day.

Last year there was a weekend long parade that coincided with our meet and this year there was a marathon run on the same weekend. What did they all have in common? They all made use of Aspen St and all the streets around it. This made it challenging getting to the church on time, if you will. Thanks to some very helpful traffic directors they allowed us to drive through the marathon and park on Aspen and adjacent streets so no one ended up having to walk a marathon getting to the meet. Parking is always a premium here and this was one time where arriving early really paid off.

For all those who arrived early to help set up the contest room, thank you. The photo display easels are a two or three man job and even having just rebuilt them they are cumbersome to construct. Jon Wolfe and Contest Room Chair, Dave Irick, don't forget you can get Volunteer Points for helping with set up AND for tear down. Those points add up quick you just have to keep track of them.

While we were tending to the contest room, Jim Tuck, Chief Clerk and Paymaster, got everything set up in the main room and we were ready to roll. By days end Jim had checked in 63 registered members and 2 new members.

The Railettes were set up in a room off to the side of the clinic room so they were able to work in piece. While down in numbers, Janet Spooner still had the scissors cutting and the glue drying as they enjoyed a day of crafting.

Something else down in numbers again was the contest room entries. Two photo categories – B&W Prototype and B&W Model – only had one entry and the others didn't have any. There was only one structure, but man was it a good one. Frank Baker out did himself again. To say his structure deserved to win best of show is an understatement. The detail was phenomenal. It's no wonder his Morristown & Erie Railroad—Western Division, is such a treat to visit.

Likewise with car entries there weren't many but those that were there were amazing.

With the swap meet tables set up in the same room as the clinics the Flagstaff group announced that sales would cease during clinics to keep the noise down. This was just one of the many great decisions they made during the day.

With the clinics set up as 45 minute clinics and a day full of scheduled events it was important to keep to the schedule. This leads us to the next great decision the Flagstaff group did. Jim Tuck was positioned at the back of the room but in the direct line-of-sight of the clinician. Jim held up a 10, 5, 0, -5 and -10 sign to let the clinician know how much time was left. No one attending had any clue this was going on and it kept the day's events flowing beautifully. Again, great idea.



(cont.) Speaking of clinics...the general consensus was that the clinic topics were also well thought out and varied. This is not something that can always be said for our Division Meets. We started with Ted Ferkenhoff's, *Railroading and the Bomb – Nuclear Trains at the Hanford Engineer Works*. Absolutely fascinating describes this clinic. Who ever knew that our government had a car that it would add to a consist that contained nuclear and radioactive materials? Ted's use of now "unclassified" government material, photos and other info made for a great presentation. I've researched the Chicago and Alton and GM&O railroads all my life and never knew that this government car traveled on their tracks. Many Sante Fe modelers learned this fact during this clinic too.

John Lovely gave his clinic on, *European Train Travels*. Again, I have never attended a clinic on European Train Travel. By the time this clinic was over I was ready to pack my bags and head to Europe.

Dave Nash presented us with, *Scenery of the Mesa and Mountains*. I have known Dave to be a great modeler, but I never knew his ability to make trees from Sage and other natural materials was this good. Before his clinic was even done there were many of us asking to buy the trees he had with him. When he said mentioned that all the trees he had with him were going to be used as door prizes, everyone was happy. To say the least they were some of the first prizes snatched up. I hope to bribe Dave the next time I see him so I can add more of his trees to my layout. You can never have enough GOOD trees.

*Trackside Scenes to Model*, by Al Hovey was the final clinic of the day and it was another one where I wished it went longer. Using pictures he shot during a recent rail-fanning trip added to the realism of the presentation. By the time Al was done I was ready to go home and model some more.

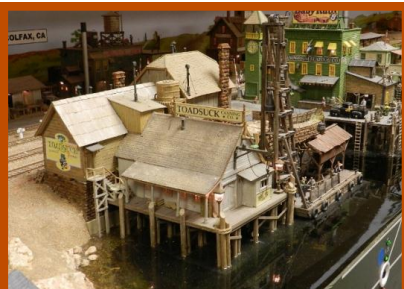
During the business meeting we got to meet Verryl Forsnight, who is building a massive railroad empire in Cornville, AZ. Verryl has built a rather large building for his dream layout and a rather large building for his shop to build his dream layout and he invited everyone up to take a look at it. I believe he said he will be able to run 89 engines at a time when fully finished. Like I said...a dream layout.

It was also brought up during the business meeting that in an era where clubs are dwindling and hobby shops are going by the wayside, it was reported that Jack's Trains in Glendale, AZ, has expanded to a new building. The new building is housing the newly formed West Valley Railroad Historical Society. This 100% NMRA club already has a dozen members, including a couple new to the NMRA. They meet on Monday nights at 7pm and are currently taking applications for membership. Call, Jack Miller, at 623 930-5596 or me, Bob Libbey, at 623 363-1102 for more information.

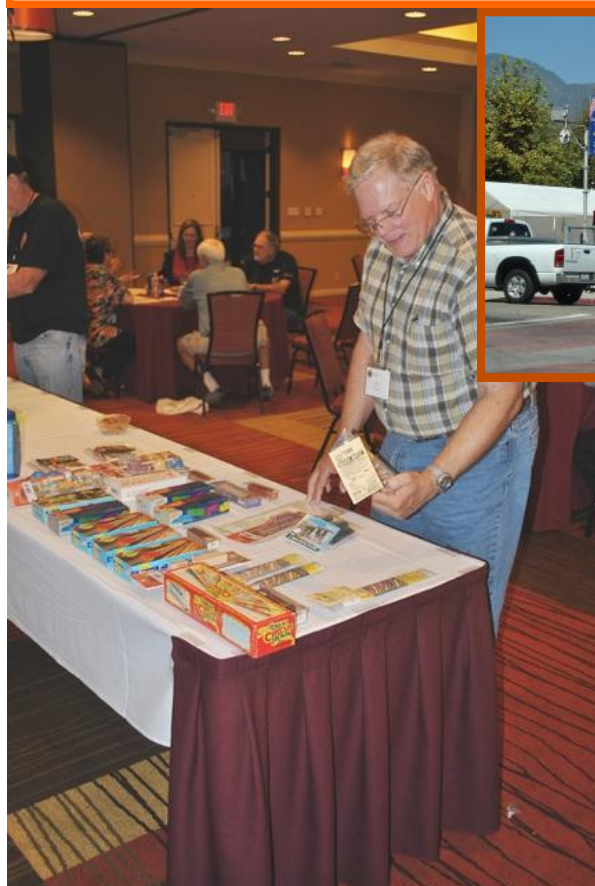
The highlight of the day was John Lovely's Golden Spike ceremony. This took place after the Division Meet and was truly amazing. How many people do you know that have built a railroad and actually finished it? It takes years of hard work and dedication to achieve this milestone. Congrats to John for getting there. **LOOKING FORWARD TO SEEING EVERYONE IN TUCSON.**

**\*\* WANTED \*\***

**GOOD QUALITY MODEL KITS, TOOLS, RR EQUIPMENT, ETC.  
FOR DOOR PRIZES AT THE NOVEMBER 10TH MEET IN TUCSON.**



# 2012 PSR CONVENTION—VENTURA FLYER





## FROM THE PSR LOS ANGELES MEET-VENTURA 2012

BY BOB LIBBEY



If you missed our PSR Regional Convention, the Ventura Flyer, in Oxnard, CA that took place in September, you missed a great time with friends, great local food, great hands-on clinics, excellent layout tours, a great train ride and much more. I'm happy to say we did have a good showing up with 20 people from our division in attendance. Good numbers considering this convention was a long way to travel for anyone in the AZ Division. Thankfully the next Regional Convention is a bit closer.

One of the many highlights of this convention quite frankly wasn't really train related. Originally from Missouri and now in the Phoenix area I haven't seen the Pacific Ocean but a few times and I have to say getting to experience it was something I was looking forward to. Long before the convention arrived I was anticipating a great seafood meal with a just-caught, fresh-off-the-boat menu and I knew we'd find a restaurant to fit the bill.

And we did. It was called the Fisherman's Catch, just a few miles from the convention. They served us well with mouth-watering clam chowder and a lobster sandwich big enough for two. This place was truly amazing and I have to say the crab cakes are also recommended. This place was very wise to have one of their brochures placed in the registration packet as I know several people who paid them a visit and who also enjoyed the food. A number of us we went back a second time.

What is turning out to be one of the most fun and popular convention activities actually takes place the first night of the convention...Bingo For Trains. This is open to all convention goers and is growing in popularity. As you could guess by the name winners get train related items to pick from. As an added bonus there were so many prizes available that we actually finished with the planned bingo games and then continued to play just because there were still prizes left to win. I have already emailed a letter of thanks to Chooch Enterprises for donating the prize that I won.

Thursday started the clinics. Thanks to Courtyard by Marriott, for providing ample space in four different rooms. We had many options to pick from and were very comfortable all day long no matter which clinic we attended. With clinics going from 8am – 9pm being comfortable isn't overrated. The chairs were just padded enough to be comfortable without being so comfortable that you wanted to take a nap...although every once and awhile you could look around and catch someone snoozing.

What I heard most people comment about though was how nice it was to have so many hands-on clinics where you got to take something home with you. Normally you go to a clinic and you get some paperwork and maybe the presentation printed out for you.

This time around attendees were walking away with newly made trees from Tom Boyles' clinic, a built and weathered background building from Jimmy Simmons' clinic, trees and a scened mountain from Mark Williams' clinic, trees and scenery from the San Diego Division clinic and all the people who attended my clinic learned how to weather with Bragdon Weathering Powders and then took home all of the Scale Detail resin castings AND all the powders and brushes when they were done.

All of the clinics were great (I attended 16 of them) and I have to admit I was one of those who enjoyed making and taking something home with me. It was great to see so many people really excited about what-ever-it-was they got to build or weather and then take it home with them. Thank you to all the companies who donated their goods so we could have such a good time. Personally I hope we see more of this hands-on type of clinics at all of our meets in the future. It's important to note that the PSR is our division and, more specifically, it's your division. If there is something you would like to see or do at a convention please speak up and call or email your Division Director, Dave Irick and let him know.

Numerous tours were planned including the Fillmore and Western Railway Prototype tour. Along with seeing the Pacific Ocean this was the other scheduled event I was really looking forward to. We were told all along that if we had 50 attendees sign up to go that we would have the entire train to ourselves and would have a trip only offered to the PSR convention attendees that included lunch on the train, a tour of the rail yard complete with turntable demonstration and more. Needless to say we had more than enough people and this trip didn't disappoint. There's just something about riding a train that makes you smile and there were lots of smiles on this trip.

We arrived back from our train ride in time for a quick dinner, another clinic and then the always fun Hobo Auction. I have to say it is amazing how quick a 4 hour span of time can go by. I also have to say that The Los Angeles division has figured out how to put on an auction: Make sure you have twice as many prizes as you have people and everyone goes home a winner. Congrats to all the AZ Division folks who took home a total of 28 items.

Saturday morning started with a swap meet and let's face it, it doesn't get much better than a swap meet full train-related goodies. After that we had our contest judging. Let me just say if you haven't seen the photos of the contest entries make sure to check them out. Of the 18 models entered 16 received merit awards and all were exceptional.

One of the two that stick out was Frank Baker's entry. With hundreds of detail parts added his attention to detail on his structures is incredible. This entry he actually started in 2009 and just now finished. All the entries were great, but Frank's took the cake. Not only is Frank a great Spurline Editor but he is also an amazing modeler.

The other entry that sticks out was built by Gary Butts. His track work was being judged for merit awards for the AP Civil Merit Certificate. To achieve the Civil Certificate you have to scratch build a switch, a crossover, a double crossover (or a host of options) and then achieve at least 87.5 points on each. I've judged a number of these and have even gone through this process myself but I've never seen anything like what Gary presented at this convention. His model was incredibly intricate.

Saturday night's much anticipated banquet lived up to the hype as our guest speaker was renown actor and railroad enthusiast, Michael Gross, whom you will remember from Family Ties and the Tremor's Trilogy, among others. His lifetime involvement and enthusiasm of railroads and model railroading made for an enjoyable evening. One of the things that has always impressed me about him is how reachable and unassuming he is. He came in early and attended some clinics, perused and purchased some box cars not on his inventory at the swap meet, mulled around talking to folks...no ego, no attitude...just a model railroader like you and me.



Toward the end of the banquet all of the awards are given out and again the Arizona Division did great. Bob Batt and I took numerous ribbons from the photos we entered and for the first time I get to hang on my wall the Best of Show – Photo Contest plaque. Bob won this at last year’s PSR Convention and has already told me he will win it again next year. Sounds like a challenge to me.

Don Stewart, our AP Chairman, took home not one, but two well-deserved plaques for his contest models. The highlight of the award ceremony was when the NMRA PSR AZ Division Member of the Year Award was called. This awards deservedly went to Frank Baker, our Spurline Editor, who has taken what was a 6 page newsletter and turned it in to the 60 – 80 plus page newsletter it has become. His hard work and dedication is the talk of our PSR region and even National has taken notice. Congrats to all the winners from our AZ Division.

It’s hard to believe it’s been over a year since registering for the 2012 PSR Regional Convention:

*The Ventura Flyer*. It’s also hard to believe I’ve now been out to Oxnard, CA, experienced the convention, got to travel and enjoy the company of a car load of friends and again made some excellent memories. Now it’s back to settling in to the daily grind of work again.

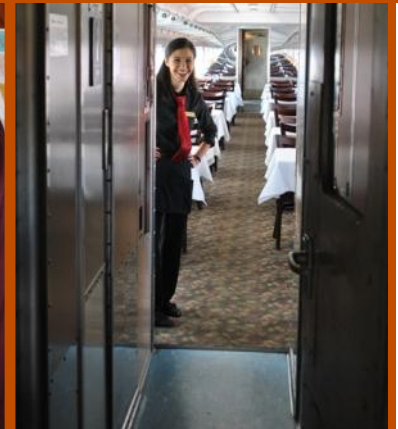
Thankfully I have several hundred photos to share with everyone. They will remind me of the fun that was had. Since I registered for the 2013 PSR Regional Convention, *Gateway to Cajon Pass*, in San Bernardino, CA while I was in Oxnard I now have that to look forward to next year. Our PSR Regional Conventions really are a blast. I hope to see more of you at next year. Here is the link to the 2013 convention: <http://www.psrconvention.org/sb13/index.html>













### Arizona Division Member of the Year for 2012

Every year the Arizona Division chooses one person who exemplifies the meaning of volunteering. This person who we feel is worthy of special recognition for their contribution to the Division. This year I am extremely proud of all our staff members and volunteers. I never miss an opportunity to brag on our Division to the other Division and Region members that I meet. You all are the best.

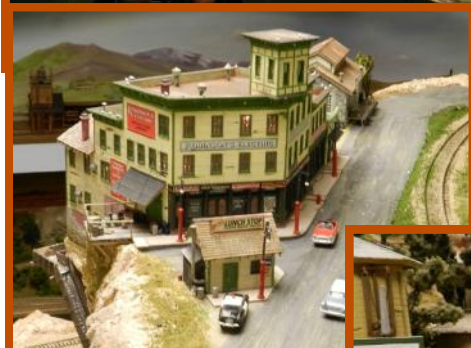
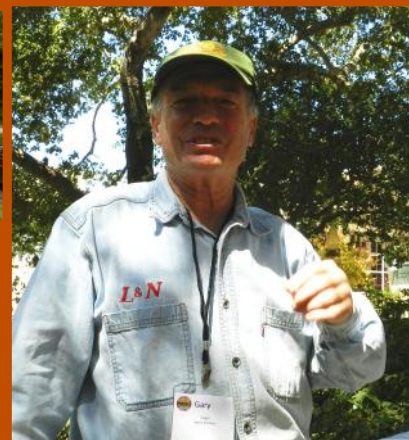
But one person I feel stands out in the crowd and he is a real tree killer. Frank Baker our Spur Line editor is an energetic, enthusiastic, hard working member. Frank has transformed Spur Line from a small struggling pamphlet to a book three times a year. I'm sure that all of you appreciate the 50 plus page newsletters that Frank publishes for us. But do you realize all of the time and hours of work that go into every issue? Frank is constantly on the phone with me and other contributors prodding us to get our columns in on time. He has the patience of Job with some of us but somehow he rounds up all the columns, articles and pictures together in a newsletter.

Frank Baker is our Arizona member of the year for 2012. Thank you Frank for all that you do for us, you are enriching the enjoyment, knowledge and communications of model rail-roading for all of us in the Arizona Division.

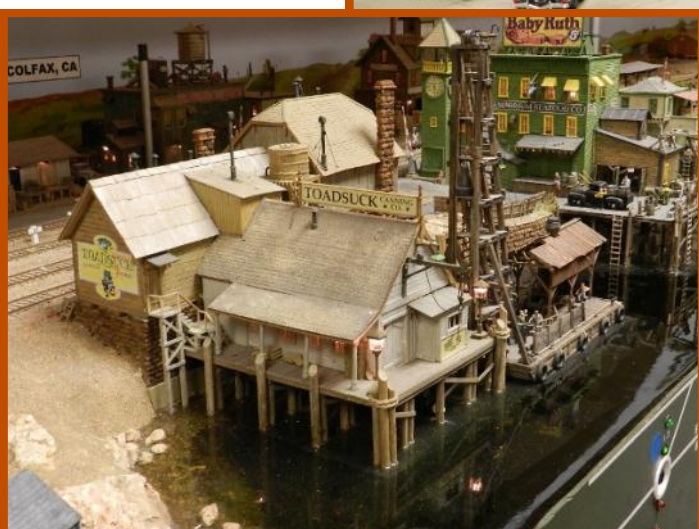
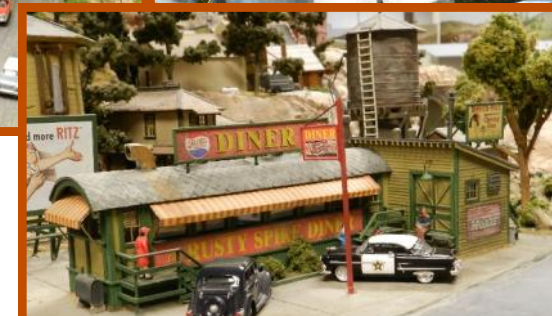
DAVE IRICK



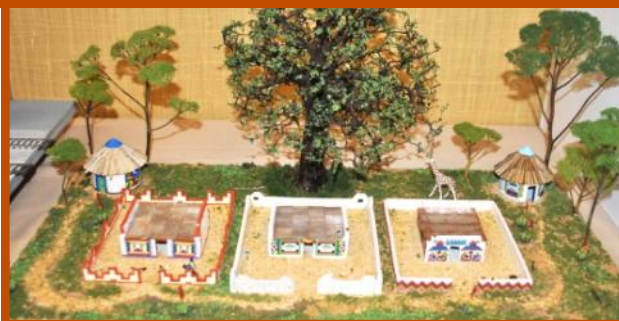




LAYOUT TOURS  
MICHAEL GROSS AT  
THE SWAP MEET









**PSR CONTEST RESULTS / OXNARD**

**ARTS AND CRAFTS:**

1 <sup>st</sup> Needlework	Eleanor Batt	Tatted Necklace
2 <sup>nd</sup> General	Carolyn Weber	Memories of Santa Fe
3 <sup>rd</sup> General	Janet Spooner	Red Bamboo Necklace
Best in Show	Nancy Inbody	Hobo Quilt

**PHOTOS:**

1 <sup>st</sup> Color Model	Frank Baker	Rainbow Beverages
2 <sup>nd</sup> Color Model	Robert Batt	UP Passing George's
3 <sup>rd</sup> Color Model	Bob Libbey	6015 at Dock
1 <sup>st</sup> Color Prototype	Robert Batt	0-6-0
2 <sup>nd</sup> Color Prototype	Bob Libbey	Steam on Snow
3 <sup>rd</sup> Color Prototype	Rodger Adams	Ventura Spur
Best in Show	Bob Libbey	Glendale Dairy
1 <sup>st</sup> B/W Prototype	Bob Libbey	Santa Fe Caboose
2 <sup>nd</sup> B/W Prototype	Robert Batt	Lost

**MODELS:**

**Steam Locomotives**

_____ 1 <sup>st</sup> (Merit Award)	Jim Keena	G&D #36 Mallet
_____ 2 <sup>nd</sup> (Merit Award)	Gary Butts	KJ Lumber #11 Climax

**Diesel Locomotives**

_____ 1 <sup>st</sup> (Merit Award)	Duane Buck	GN #260 F3 A/B
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**Passenger Car**

_____ 1 <sup>st</sup> (Merit Award)	Gary Butts	G&S Coach
_____ 2 <sup>nd</sup> (Merit Award)	Gary Butts	G&S Combine



**Freight Car**

1 <sup>st</sup> (Merit Award)	Don Stewart	D&RGW Flat 6302
2 <sup>nd</sup> (Merit Award)	Jim Keena	Pennsy Boxcar 2185
3 <sup>rd</sup> (Merit Award)	Don Stewart	On30 Log Car

**Caboose**

_____ 1 <sup>st</sup> (Merit Award)	Don Stewart	D&RGW 0573
_____ 2 <sup>nd</sup> (Merit Award)	Jim Keena	G&D #9



**Structure On-Line**

1 <sup>st</sup> (Merit Award)	Duane Buck	Water Tower
2 <sup>nd</sup> (Merit Award)	Duane Buck	Snow Shed
3 <sup>rd</sup>	Neil Fernbaugh	Cove Creek Brewing

**Structure Off-Line**

1 <sup>st</sup>	Neil Fernbaugh	Skid Row
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**Display Off-Line**

1 <sup>st</sup> (Merit Award)	Micheal Wolf	Ndebele Tribal Houses
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**Best of Show**

(2 Merit Awards)	Frank Baker	Rainbow Beverages
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**President's Award**

Gary Butts	KJ Lumber #11 Climax
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**Favorite Model Award**

1 <sup>st</sup>	Frank Baker	Rainbow Beverages
2 <sup>nd</sup>	Micheal Wolf	Ndebele Tribal Houses
3 <sup>rd</sup>	Jim Keena	G&D #36 Mallet





## EARLY RAILROAD PASSENGER SERVICE TO DEATH VALLEY, CALIFORNIA

By

R. B. Trombley, MMR

Most people when they hear of Death Valley think of it as the hottest, driest and lowest place in the United States. In fact it is a superlative desert of streaming sand dunes, snow-capped mountains, multicoloured rock layers, water-fluted canyons and 3 million acres of wilderness. Home to the Timbisha Shoshone people and to plants and animals unique to the harshest desert. This writer has been to Death Valley many, many times mainly to do geological work on the Ubehebe volcano for the National Park Service. It is indeed a beautiful and wondrous place to visit. What most people do not know is that Death Valley, at one time, had a working railroad that served for many years.

And so, Death Valley's history is a fascinating one – even with its own unique railroad history. Parties en route to the gold fields of California in 1849, seeking a route to avoid the High Sierra Nevada snows of winter, found themselves in this unknown territory and underwent terrible suffering with many dying. Wagons had to be destroyed for fuel and oxen for food. One party on its way out under guidance of two young men who had discovered a way to the settlements, named the place, "Death Valley". Most of the tales of Death Valley revolve around the borax works of that era and the twenty-mule teams that would carry the borax, after being mined, out of Death Valley at the Harmony Borax Works to the railhead at Mojave, California (see Fig. 1), a 165 mile stretch with no railroad.



**Fig. 1. A twenty-mule team and prospectors with their burros pulling some borax.**

But Death Valley also has its own unique railroading history as well, with many interesting tales and stories to be unfolded. The following is but one of those stories of circa 1926.

In the early days of auto travel, the surfaced highway east of Los Angeles, California, ended in San Bernardino, with branch roads to Ryan and Death Valley being so primitive and lonely that people hesitated to travel them. Taking advantage of this timidity, the Pacific Coast Borax Company extensively promoted use of its own standard-gauge Tonopah & Tidewater (which neither started in Tonopah nor ended in Tidewater) and the narrow-gauge Death Valley railroads.

The Narrow Gauge Death Valley Railroad was built in 1914 to haul Borax from the mines in Ryan, CA to the Tonopah & Tidewater Railroad some 20 miles away at Death Valley Junction (see Fig. 2), CA. The upper part of the line required extensive grading and many high trestles. The maximum grade was 3.5% and curves were as sharp as 24 degrees. The railroad scheduled a single daily excursion, except for Monday when a mixed train would amble across the desert at 15 miles per hour. A Baby Gauge railroad was constructed to bring the borax from the various mines where it was “dumped” via a transfer trestle (see Fig.

**Fig. 2. On display at the Borax Museum in Death Valley National Park is a fairly well preserved small wheeled Consolidation that had been used to haul ore.**



The two transcontinental lines – the Union Pacific and the Santa Fe – were then persuaded to promote package tours to the area during October to May. Through-Pullman service in standard sleepers would be offered between Caliente and Beatty, and Los Angeles to Beatty on an every-other-day basis, and in either direction. Initially, the Pullman would be run three times weekly, with the service increased to daily runs the following year. New cars were added to the line to handle the anticipated influx of tourists.

**Fig. 3. Another view of the Consolidation at Death Valley's Borax Museum.**



Crucero, 220 miles east of Los Angeles in San Bernardino County, was to be the transfer point at which the Pullman cars would be dropped and switched to the T & T tracks for the ninety-six mile run north to Death Valley Junction. From here, visitors would ride the last twenty miles to Ryan via a gasoline-powered combination express and passenger rail car on the Death Valley line. It was called a Brill car (see Fig. 4). A passenger motor car built by J.G. Brill Company in November 1928 and numbered 5 was put in service to haul passengers between Death Valley Junction and New Ryan until the line was abandoned in December 1931. The locomotives and motor car were moved to the U.S. Potash Company in Carlsbad, New Mexico where the car operated until retired in 1956. In 1967, the car was donated to the Laws Railroad Museum and moved by rail and truck to Laws, arriving November 27, 1967.



At Ryan, large Union Pacific seven-passenger touring buses used in the Zion-Bryce Canyon tours during their summer season, would meet the people and transport them to the Inn. It was advertised that travelers could leave Los Angeles at six o'clock in the evening and be snugly settled at Furnace Creek Inn the next morning. According to T & T's general agent, cost of the entire side trip, including Pullman fares between Crucero and Death Valley Junction, fares on the Death Valley Railroad between Death Valley Junction and Ryan and return, bus tickets, hotel accommodations for one night at Furnace Creek Inn, and meals for two days, was set at an incredible \$42.00 ! Happy Rail-riding !



**Fig. 4. The Brill car built by J.G. Brill Company in November 1928.**

## NMRA NATIONALS / 2012 / GRAND RAPIDS, MICHIGAN

Arizona's very own Allen Gross has again taken the top honors at the recent NMRA National Convention in Dearborn, Michigan. Actually, Allen came away with three honors. The awards included "The Peoples Choice—Best in Show", Railroad Model Craftsman "Craftsman Award" and the Gold Award. No other modeler has achieved five years in a row for the "Best in Show".

**CONGRATULATIONS ALLEN !**



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**ARIZONA CLUBS****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)

**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****Black Canyon Model Railroad Club**

Scale: HO

Contact: Harold Shelton (602) 242-0751

On the web: <http://www.bccraz.net/>

**Grand Canyon State Model Railroaders**

Scale: HO modular

Contact: Bob Gibbs (480) 968-1760

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

**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)

**Thunderbird Model Railroad Club**

Scale: HO

Contact: Larry Platt

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

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

Scales: Multiple

Contact: Steve Bumgardner (928) 775-3184

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



**ARIZONA CLUBS****Scottsdale****Scottsdale Model Railroad Club**

Scales: HO and HOn3

Contact: SMRC01C@ScottsdaleModelRRClub.org

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

**Scottsdale****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](mailto: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)

**Yuma****Yuma Model Railroaders**

Scales: Multiple

Contact: Lee Stoermer (928) 344-9417

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

*To have your club added to the list, please email your club info to [SpurLine@AzDiv-NMRA.org](mailto:SpurLine@AzDiv-NMRA.org)*

**Sun Lakes**

**Short Line Model Railroad Club**

Scales: Open to all scales

Contact: *Dave Olson* (480) 895-7411

**Show Low ( *NEW* )**

**Silver Creek Railroaders**

Scale:HO

Contact: *John Rowlinson* (602) 908-9962





## BUY, SELL OR TRADE

### Wanted:

Athearn SP Express Box Car #5777.

Gary Gutierrez 520-247-6777



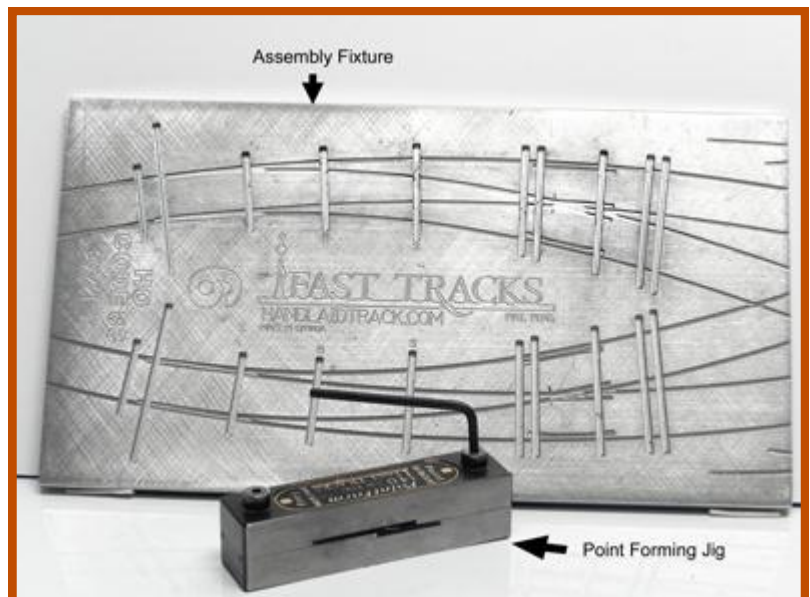
### FOR SALE:

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

- #10 code 70 assembly fixture for straight turnouts \$50
- #10 code 70 curved turnout assembly fixture 36"/30" radius \$50
- #10 code 70 curved turnout assembly fixture 60"/46" radius \$50
- #8 code 83 curved turnout assembly fixture 30"/21" radius \$50
- #10 code 70 point and frog forming tool \$30
- #8 code 70 double slip switch fixture and point forming tool \$75

Call **Russ Henzel** for details.

( cell phone) 602-463-3678



## BUY, SELL OR TRADE

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

**SHIPPING:** Will bill for actual shipping and packaging.

<b>NMRA ITEMS</b>	<b>PRICE</b>	<b>QTY</b>
1996 Long Beach National Pin	\$0.50	34

### **PSR CONVENTION CARS:**

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

### **PSR PATCHES:**

1991 Tucson	\$0.50	300
1992 Laughlin	\$0.50	204
1993 Rails to the Sea	\$0.50	2
1995 Phoenix	\$0.50	296
1997 Cajon Zephyr	\$0.50	25
1999 Flagstaff	\$0.50	194
2003 Phoenix	\$0.50	115
2007 Tucson	\$0.50	212
2011 Flagstaff	\$5.00	60

### **PSR PINS:**

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



## ARIZONA HOBBY SHOPS

### West Valley Railroad Historical Society, Glendale, AZ - By Bob Libbey

It seems like any more all we hear about is another Hobby Shop closing or another Railroad club folding. Quite frankly given these hard economic times it's no wonder. Discretionary income is harder to come by and justifying money spent on hobbies is getting harder and harder. You really have to focus on value and when it comes to railroad clubs you have to focus on the fun factor as well if you want to thrive.

There is a *new* group in Glendale, AZ doing just that, emphasizing value and fun: The West Valley Railroad Historical Society that is focusing on the history of railroading in the Phoenix, Glendale and the West Valley. They are an HO & N scale group that is a 100% NMRA club located in the same building as Jack's Trains in downtown Glendale, 7021 N 57<sup>th</sup> Dr, Glendale, AZ 85301 and after 5 weeks of existence are already up to 13 members, 5 of which are new to the NMRA.

It is amazing how much they have gotten accomplished in just 5 weeks: The Board of Directors has been formed, the HO track plan has been drawn up and approved by the membership, benchwork for the first phase of the permanent 20' x 28' HO scale layout is complete, plywood and foam is down and track laying is underway. With a membership comprised of novice to experienced modelers the nearly 100% participation has been working well for everyone.

Additionally the N Scale modular layout plans are underway. The N scale modular plans include an approximately 15' x 15' layout that will be set up in front of the building and run during the numerous outdoor activities that Glendale hosts. i.e. Glendale Glitters, the Chocolate Festival, the Blue & Jazz Fest, et al. Also the N Track modules being built will be used for larger N scale hook ups at various train events around the state.

Underway also are regularly scheduled clinics. The first was a clinic on L-Girder benchwork and coming up are clinics on wiring, soldering, scenery and rolling stock maintenance just to name a few. These clinics all take place at the WVRHS and provide that added value we were talking about earlier.

Working toward being a non-profit 501 (c)(3) organization, the society meets every Monday at 7pm but the fun and camaraderie actually begins much earlier as the members meet at one of the eateries that blanket downtown Glendale at 5:30pm. Every other Monday is a work night and right now at least one Saturday a month is reserved as a work session, with coffee and donuts served before work commences. Other activities outside of the WVRHS doors are also being developed.

If you'd like more information on the West Valley Railroad Historical Society call Jack's Trains at (623) 930-5596 or Bob Libbey at (623) 363-1102 or just come by any Monday night.

## SUPPORT YOUR LOCAL HOBBY SHOP

**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)
- ROY'S TRAIN WORLD** 1033 S. Country Club Drive, Mesa, Az. 85210  
(480) 833-4353  
Hours: Mon., Tues., Wed., & Fri. 9:00 to 5:30  
Thurs., 9:00 to 8:00, Sat., 9:00 to 5:00  
**Email:** [trains@roystrainworld.com](mailto:trains@roystrainworld.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.

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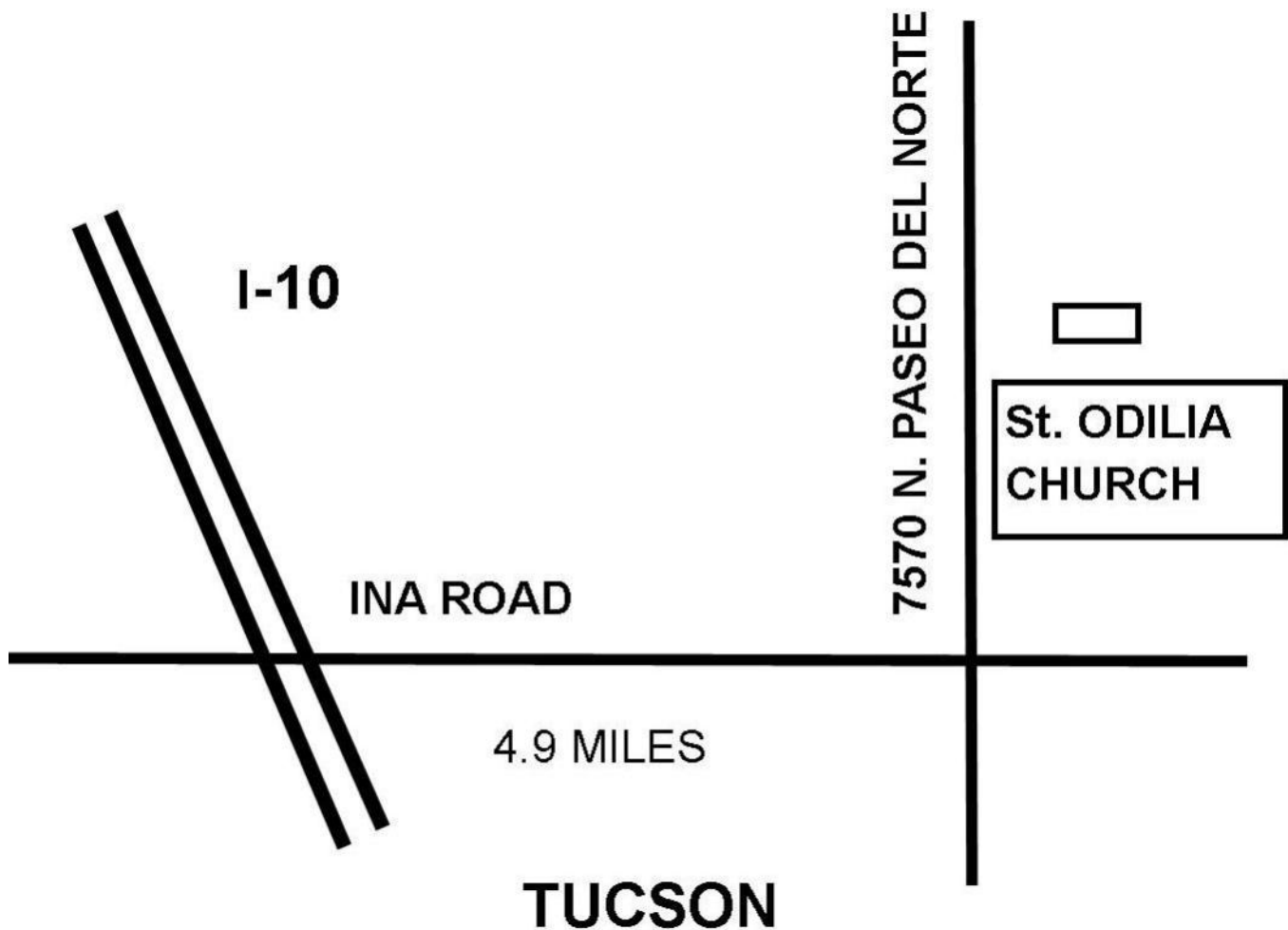
## SPUR LINE

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

### **SATURDAY, NOVEMBER 10, TUCSON, ARIZONA**

**Depot:** St. Odilia Catholic Church, 7570 N. Paseo Del Norte, Tucson, Az.

**Directions:** I-10 south to Ina road / Exit 248, take Ina Road East 4.9 miles to N. Paseo Del Norte. Turn left and go .4 miles. The church is on the right. The meeting is in the tan education building just north of the church. Plenty of parking.



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