Spur Line

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Fall Meet - Arizona Division, PSR, NMRA

Saturday, November 8, 2014 - Tucson, Arizona

More info and schedule on page ; map on back page

Congratulations
Dave & Chuck!

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

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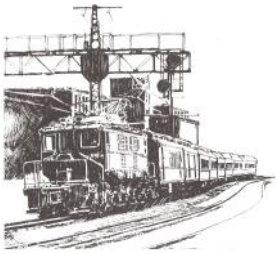
from the Editor - Frank Baker

Lots of activities to report in this issue.



First and foremost, Congratulations to Dave Irick, Arizona Division Director. He has received his MMR Certification #538. We know that you spent 12 long years to achieve it, but it was worth the wait. Dave now joins a small group of Arizona Division members that have achieved this award. Including; Alan Barnes, Allan Gross and George Feltovic. San Diego, LA and Cajon Divisions each have three members with an MMR. According to Don Stewart, AP Chair man, there are many, many Arizonians working on their MMR.

Several of us have recently returned from the NMRA 2014 Regional Convention in San Diego. Lots of wonderful layout tours. Arizona members took a clean sweep in the structures category in the contest room.

Chuck Hammond and David Irick both were surprised with awards at the PSR Convention. Chuck was presented with the PSR / Arizona Division – 2014 Member of the Year. David Irick was presented with the PSR Region - Member of the year. Congratulations to you both.

The Summer Division meet at Rimrock was enjoyed by all and the BBQ at Verryl Fosnight's house was a real treat. Verryl and his wife are very gracious hosts. For those spending the evening, Verryl opened his house for a BBQ and opened theUnion Pacific "Wyoming Division" railroad for those to view and operate the next day. Photos of the BBQ are in the issue.

Planning for the 2015 PSR Convention in Scottsdale is well underway. The convention team has been meeting monthly for over a year working diligently to present the best of the best. Registration for the 2015 convention has begun with almost 100 registrants. More about the convention in this issue.

On another matter, this will be the last issue of the printed version of the Spur Line. Mailing and printing costs have become excessive. If you know of someone who receives the print version, ask them how you can help them.

The next four issues of the Spur Line will be emailed to members of the San Diego Division, Cajon Division, LA Division as well as the PCR, RMR and Lone Star regions. We hope to attract many members from these regions to come to our PSR / NMRA Regional Convention next year. If you have a friend in one of these regions, please let them know of our convention.,send him a copy of the Spur Line.

SPUR LINE NEWSLETTER

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

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

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

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

Thousands of negatives still need your positive support.

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

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

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

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

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

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

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

1935 NMRA 2010

nmra.org

Arizona Division Roster

Director - David Irick	(623) 435-8534	Director@AzDiv.org
Superintendent - Alan Vincent	(480) 403-3034	Superintendent@AzDiv.org
Chief Clerk & Paymaster - Jesse Poole	(602) 501-4939	Paymaster@AzDiv.org
Membership Chairman - Gordon Geiger	(520) 529-6223	Membership@AzDiv.org
Contest Chairman - Chuck Hammond	(623) 518-2544	Contest Chairman@AzDiv.org
Achievement Program - Don Stewart	(480) 759-5019	APChair@AzDiv.org
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Railette Chair - Dierdre Hammond	(602) 471-0610	Railette Chairman@AzDiv.org
Jill Stewart	(480) 421-8588	Railette Chairman@AzDiv.org
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Member Aid Chairman - George Lopez Cepero	(602) 993-2263	Member Aid@AzDiv.org
Model Railroad Estate Assistance		Estate assistance@AzDiv.org

Fall Meet - Arizona Division, PSR, NMRA

Saturday, November 8, 2014 - Tucson, Arizona

Depot

St. Odilia Church, Tucson, Arizona

(map on last page)

Meet Contact: Al Bovi Vincent (480) 406

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 members*
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.
9:30 am - Meet Begins with Welcome and Introductions
10:05 am - CLINIC:Urethane Casting/ what you can't do by hand—Wayne Wesolowski
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: Preparing Switchlists like the Prototype: Mike Bording
2:00 pm - CLINIC: Useful Gadgets for Model Railroading—Richard Dick
3:00 pm - Announce contest winners, door prize drawings.
3:30 / 4:00 pm - Meet Ends - Layout tours

ARIZONA DIVISION WEBSITE: www.AzDiv-nmra.org

Contests

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

Swap Meet:

Tables will be available at 8:30 AM after the sellers' registration is paid. AZ Division Swap Tables are **$10.00** for members with a guarantee of a table and choice of location; Non – guarantee **free** tables are on a first come, first served basis for available space. Swap Tables for non-members is **$10.00** with a quality donation of a door prize.

Railettes:

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

**** WANTED ****

Good quality model kits, tools, RR equipment, etc.
for door prizes at the November 8th meeting.

Direct from the Director ð *David Irick*

I hope that everyone had fun at our Rimrock meet, my wife and I had a very enjoyable weekend. I want to thank Bob Burke for arranging the school for us. We have asked Bob to inquire about returning to the school in 2015. I would also like to thank Bob and Carol McCall for filling in as Chief Clerk and Paymaster at the Rimrock meet. When I walked into the school they meet me at the door and said "we will take care this, go do what you need to get done". They jumped in and did a stellar job after a few minutes instructions, we got everyone signed in, had our count for the BBQ, and signing up a crew for the Sunday operating session.

Verryl and Sharon Fosnight entertained us at their beautiful home in Sedona Saturday evening for a BBQ. Their generosity and hospitality was greatly appreciated by all. We had a lovely evening, talking to and sharing stories with friends, it was a great evening, Verryl and Sharon were the perfect hosts. Some of us returned on Sunday and operated on Verrly's layout in Cornville. I can personally attest that I cannot remember having more fun operating on someone's layout. Verrly and his crew did a wonderful job hosting the operating session and making all of us novice's operators feel comfortable. I for one plan to return for another operating session

At the meeting in Rimrock I announced that our Chief Clerk and Paymaster Stan Sachau needed to step down do to health issues, Stan is a friend and I am aware of his health issues. This past year has been a difficult time for him and his family, but Stan is strong and he will be back when he heals up. We all wish Stan and Mary Sachau our best wishes and prayers during Stan's recovery. Stan is a member the Thunderbird Club and the West Valley Railroad Historical Society and his friends in both clubs are working to keep him involved as he recuperates. To fill Stan's position for the next year the members in attendance at Rimrock selected Jesse Poole to serve the remainder of Stan's term. Jesse also is a close friend of Stan's and member of the Gilbert Club and the West Valley Club. Jesse just retired from Honeywell on June 25th of this year. Jesse has the time now that he is retired to fulfill the duties of Chief Clerk and Paymaster and because he is a close friend of Stan Sachau we can be assured of a smooth transition of paperwork.

We have made wonderful strides in turning around our financial situation with the Division. I have been paranoid about turning over the Division in September 2015 to a new crew and the Division not being able to pay the bills. Because of the generosity of the Sun City Club and Verryl and Sharon Fosnight we have hosted two Division meets without incurring rental expenses. This helped us build up funds in our checking account. Also, at the Division meet in Rimrock we voted to increase the attendance admission from $7.00 to $10.00 and charge $10.00 per swap meet table if you want to be guaranteed a table and pick of a specific location in the room. If you don't reserve it will be first come first served for available space. With these donations and changes we are headed in the right path and should go into 2016 with a cash reserve for the first time in quite a while.

Direct from the Director ð *David Irick*

The 2015 Pacific Southwest Region NMRA Convention will be hosted by the Arizona Division. The convention will be held at the Millennium Resort and Villa in Scottsdale, AZ on Sept 16 thru Sept 20 in 2015. The Scottsdale Model Railroad Club located at the fabulous McCormick - Stillman Railroad Park has volunteered to take the lead and host the convention with the help of volunteers from around the State. The Millennium hotel is located only 6/10ths of a mile north of the McCormick - Stillman Park. The Wednesday evening welcoming BBQ will be hosted at the McCormick - Stillman Park which will give all of you time to visit the many layouts and railroad features in the park.

As always I like to stress, support your local hobby shops, they are the life blood of our hobby. The local hobby shop is where most modelers get their first introduction and help in the hobby.

Mark your calendar and attend the Arizona meet in Tucson this November 8th.

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

NMRA #: _____ PSR # _____ Registration Date: _____

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

Address _____ Phone _____

City _____ State & Zip _____ Phone _____

E-Mail _____

Region & Home Div: _____ Primary Scale _____

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

Credit Card Visa M/C Circle Card Type

Card Number: _____ CV# _____ _____ Cash

Issued To: _____ Please Print _____ Check

Expiration: _____ Signature: _____ _____ C/C
Month Year

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

Arizona Division Member of the Year – *Chuck Hammond*

As Arizona division Director, it is my Privilege to announce the Arizona Division "Member of the year". The award is given to the person that the staff feels stands above the crowd and has worked hard for the betterment of the division. This year's winner is no surprise to any of us: It is our own Charles "Chuck" Hammond.

Chuck has one of those jobs in which he never gets to participate in all of the activities at our Division meets because he is in the contest room, filling out paperwork, helping modelers with their paperwork and models, answering all of those questions on how the contest works, organizing a staff of 15plus judges, monitoring the judges work, taking pictures of each model, tabulating the judges score sheets, getting the placques and ribbons ready and finally at the end of the day, presenting the awards to the contest winners. If that is not enough, when he goes home, he writes his column for the Spur Line, including the pictures of every model in the contest room.

Recently, Chuck has taken on the job of reviving the Larry Manny award for Excellence in modeling in the division. He has revised the rules and is currently working on tabulating past contest winners who are eligible to receive the award in November 2015.

Since Chuck has taken on the job of Contest Room Chairman, he is constantly approaching me with ideas and plans to improve the Division.. I am sure that you will see some of his ideas materialize in the near future. Chuck's first love is his beautiful wife Deirdre and his second love is the NMRA.

Charles (Chuck) Hammond is our Arizona Division Member of the Year 2014. Thank you Chuck for all you that you do for us. You are enriching the enjoyment, knowledge and participation of all of us in the Arizona division.

Sincerely,

David Irick, Director, Arizona Division

From the Contest Room / Rim Rock / Chuck Hammond

The 2014 Summer Meet held in Rimrock Arizona marked the end of my first year as the Arizona Division Contest Chairman. As I stated a year ago, I was told that the summer meet had the lowest participation and this year it was especially true. However for those that did not attend you missed some exceptional photographs, inspired Levity and Favorite Train entries, and an excellent scratch built structure of a Great Northern ice platform with supporting structures.

Did you notice how I mentioned *an excellent*? That's right this would have been the perfect event to compete for an award since we only had one item entered into the **Judging Categories**. Duane Buck traveled to Rimrock with his ice platform structures, which are still under construction, to have the judges offer some constructive feedback. Not only did he receive feedback but in the process he won *Best of* and a Merit Award.

In addition to the judging entry we had eight (8) photographs, one (1) Levity, and one (1) Favorite Train entered into the Popular Vote Categories. The photographs were all of excellent quality and showed how lighting, composition, and subject can come together to make a scene come to life. While many of us take our hobby very serious and insist that we are operators of a miniature transportation system, I need to say bravo to Jim Tuck who entered his picture of Thomas the Tank visiting the rest of the highly detailed locomotives. The nature of the photograph revealed the child in all of us as we smiled and laughed at the brightly colored Thomas sitting with the rest of the road weary engines. In addition to the Photography winners listed in the Contest Results, I need to mention a photograph in the Color Prototype that is not listed in the top three. Mike Oyaski entry titled *Comin Round the* was an excellent example of how great composition can hide the location. Everyone in attendance realized the photograph was in the **Seligman Division,** but when Mike revealed that the picture was taken just west of Milton Rd in downtown Flagstaff we were in disbelief. Excellent work Mike!

Noteworthy Items

Before everyone leaves to continue reading the rest of the Spur Line, I would like to address a couple items that have come up as conversation in the Contest Room.

First, Alan Barnes and I have had a number of people ask if we could publish the topics of the Favorite Train and Levity in advance. The suggestion is to post these two items on the AZ Division and in the Spur Line one year in advance. I think this is a great idea but I need your help. As Contest Chair the Division leadership asks me to come up with the topics. I might be creative in writing an article and maintaining the Thunderbird Model RR website, but this is a challenge for me as I try to figure out what you our Division members and Meet Attendees would enjoy. To make it a little easier (for me) and address the wants of the Division members I have created a Survey where you can enter up to five topic ideas for each of these Popular Vote events. The link to the Survey is below. PS if you receive this edition of the Spur Line and are not in the AZ Division, please enter your ideas anyway, we can use all the creative power available. If you prefer you can email me with your suggestions: cfhammond@cox.net

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

Second item asked in the Contest Room was what categories are used at the Regional meet? This becomes important for many as the PSR Convention is right around the corner next year here in Arizona. Talking with Bill Jacobs, Contest Chair of the PSR he provided the following information.

Judged Model Categories

The PSR Convention will use the NMRA categories which include the following:

Steam Locomotives – All types of locomotives powered by steam. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category

Diesel & Other Locomotives – All other types of locomotives except those powered by steam and passenger revenue carrying types. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category. In the case of multiple joined locomotives, at least one of the units must be powered.

Passenger Cars – All types of passenger revenue carrying equipment, including coaches, observation, mail baggage cars as well as powered rail buses and RDC cars. Express reefers are included.

Freight Cars – All types of freight revenue carrying cars, not including express reefers.

Caboose – All types, including traditional, bobbers, drovers, and transfers type.

Non-Revenue – Right-of-way, track maintenance vehicles, rail and inspection cars, railroad cranes and others not considered directly involved in revenue service. This includes track controlling devices including turnouts, crossings, etc.

Traction – All equipment associated with urban, suburban and interurban electrically powered railroads.

Structures – All structures.

Display

Module – Definition; A small layout which includes supplemental scenery and track work which is designed to attach to and operate with other similar modules.

Photos – Limit 10 maximum per entrant and no more than 5 per category

Model–Black & White Print
Model–Color Print
Model–Slides
Prototype–Black & White Print
Prototype–Color Print
Prototype–Slides

People's Choice Awards Contest

Models

Locomotive – All types of locomotives including those powered by steam, diesel, electric and other means. The model must include an electric motor

or other means of propulsion and be capable of operation to be eligible for the category.

Rolling Stock – All types including passenger, freight, non-revenue cars and powered rail buses and RDC cars. Cabooses are not included in this category.

Caboose – All types including traditional, bobbers, drovers and transfers types.

Structures – All types of structures. No detached detail or scenery or other scenery material shall be allowed.

Display – Modeled scenes which may include structures, detached detail and other scenery elements.

Train – An assembly which must include one or more locomotives(s) and at least one piece of rolling stock and/or at least one caboose.

Photos

Model Print – All photographic prints of models.

Prototype Print – All photographic prints of prototypes.

Arts & Crafts

General - General craft entry of any theme

Railroadiana - Craft entry with railroad motif

Needlepoint - Needlepoint entry - any theme

I hope this helps since these will be the same categories that we will use here in Arizona when our Division hosts the Scottsdale Express PSR Convention in 2015.

Larry Manny Award

Last item this month deals with the Larry Manny Award. When I first took over the job of Contest Chairman I was told about the Larry Manny Award and that I needed to bring it back. Problem was the individuals telling me about the award each had a different story about the criteria for the award. I conducted much research in the past digests of the Spur Line reading up on the award and talked to a number of people. The best information I got was from Allen Gross, MMR. Allen Gross and Dotty Finch started the award after Larry was killed. For those that do not know Larry here is a small excerpt from an article written by Allen a few years ago.

> There are few of us left in Model Railroading who knew and appreciated Larry Manny. He was a model railroader who never hesitated to help a fellow, and always had a good word for anyone's modeling effort, even when it did not necessarily deserve it! Larry believed in positive thinking, and liberally applied it to the Contest Room when he became Contest Chair for the Arizona Division. Members were pleased to participate in the contest, as Larry would go out of his way to answer questions and offer advice on improving each offering.

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

His advice was good, and often sought after, as Larry himself became a superior modeler. His "specialty" and first love of railroad modeling was scratchbuilt trackside structures (although he was more than wiling to lower himself to assembling a good kit!) The amazing thing about Larry's modeling was the progression of his skill level; starting, as we all do, with a pile of sticks and an xacto knife, he progressed to award winning models in just a few years. He brought that attitude and ability to the Contest Room, and, since he did not feel it was fair for the Chair to enter the contests, he compensated by applying his enthusiasm and knowledge to any modeler, and model, placed in front of him.

The Contests were becoming more and more popular, entries were increasing, and Larry was happily gathering his certificates for the Master Model Railroader award. He was good with judges and modelers alike, and the objectivity of the contest was applauded. All was going very well for the Arizona railroading community, especially the contests, when early one morning in February of 1992, while at his job, Larry was murdered. A random killing with no apparent reason. The Arizona Division lost a good friend, and fellow modelers lost a true resource. The greatest loss was to Larry's family.

Larry was respected and appreciated by the Division membership, and, in short time, the idea surfaced that some sort of memoriam would be a fine thing. Given Larry's penchant for scratchbuilding structures, and the memorable manner in which his model work had improved, an annual 'Most Improved Modeler' award was suggested, and would be awarded yearly to the person most improved in building structures.

Allen Gross

Allen informed me that the award has changed and morphed over time, and creating guidelines that are sustainable, promote improvement in modeling skill, and help further the model railroad communities camaraderie would be an excellent way for us to remember a man that made significant contributions to the Arizona Division. Without further rambling, the Division would like to introduce the reinvigorated Larry Manny Award.

Larry Manny Award Criteria

- The Larry Manny award will be based on the highest cumulative scores over a two year period of time only at the Division meets.
- The time period for gathering scores begins at the Fall meet (Tucson) during an odd numbered year, and ends at the Summer meet of the next odd numbered ending year.
- The award is presented at the Tucson event.
- Models must earn a minimum of 65 points in a judged category to be included in the running total.
- All judged categories are eligible for inclusion in the cumulative score.
- A model may only be counted once in the cumulative total. If a model earning 65 or greater points is entered into a subsequent contest to improve on the point value of the model, only the highest score will be used for calculating the total accumulated points.
- Entrants must be members of the NMRA and the PSR.

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

Justification

Using these rules we are encouraging even the novice modeler to participate and have a chance against the accomplished modelers in the division. Here's how the award promotes improving modeling skills. Example, an accomplished modeler, let's call him Frank brings in two of his wow buildings each year and earns say between 115 and 122 on each, that's around 480 for the Larry Manny Award. But Mr. Novice, we'll call him Chuck who knows at this stage of the game that winning the category against Frank is not in the equation, brings in 1 model each meet and throws in his first scratch built rolling stock to boot at one meet, earns between 80 to 90 points, guess who is ahead at the end of the period. That's right, Mr. Accomplished got a couple Best of Show or First Place awards, but Mr. Novice could win the Larry Manny Award because his 6 or 7 earned him 500+ points.

The award encompasses the spirit of Larry Manny who believed that people improve their enjoyment and skill in the hobby when they stretch and share the work they have done. Become active in the contest room and bring in your latest creation, who knows you might just be the 2015 winner of the Larry Manny Award at the Tucson Meet.

Oh yes the last item. While I am waiting for your suggestions on Favorite Train and Levity let's have some real fun in Tucson and say the theme for both is ***Anything Goes***. That's right, let your imagination run wild and surprise all of us.

Contest Results – Arizona Division Meet in Rimrock

June 21, 2014

Best in Show

GN Icing Platform w/Supporting Structures – Duane Buck – Merit Award winner*

Construction - 30, Detail - 17, Conformity - 20, Finish/Lettering - 11, Scratchbuilt - 13, Total - 91

Favorite Train

1st Place – Short Coal Train – Lenny Smith

Levity

1st Place – "John" Coal Train – Jim Tucks

Photography

Model – Color

1st Place – Argo Tunnel – Charlie Nidever

2nd Place – Thomas Visits – Jim Tuck

Prototype – Color

1st Place – Steamed Up – Charlie Nidever

2nd Place – Goose #5 & Motor #1 – Al Greger

3rd Place – Off to the Wreck We Go – Al Greger

Prototype – Black & White

1st Place – Rotary – Jim Tuck

Contest Room Judges

Terry Dorsett, Bruce Petrarca, Richard Pet

Congratulations To all entrants!

Keep on building those models

From the Contest Room / Rim Rock / alan Barnes

There was only 1 favorite train, 1 levity and 1 model in the judged contest at the Summer Meet. There was a nice selection of photos for the people to vote on. Thanks to all people who took the time to bring something to the contest room. The facility was top notch. Hopefully, this lack of items in the contest room will encourage many of you to make an effort to bring items to future meets. Remember the Lenny's Challenge area is available for in progress models – this is especially useful if you need suggestions of some sort.

As always, a BIG thank you to the Judges. The judges had a tough time with the documentation on the single judged model. The judges are determined to make the best evaluation possible, and to include their suggestions on model improvement. The entrant is always free to ignore the comments, but the judges concerns effect the scoring of the model. The judges cannot be familiar with everything in the railroad world, and the model entrant assists the conformity evaluation by the judges with photographs, plans, and the written text on the entry form. The entrant complicates the evaluation by submitting plans and photos and then saying that they were not followed. This is "almost" equivalent to not having plans or photos. If the entrant wants the highest score possible, then the model should reflect the documentation to the highest extent possible. Allowances will be made where item size must be changed for durability and operability. This is why, generally, couplers and wheel treads are not evaluated, although these items can be scratchbuilt for points in the scratchbuilt category. See the NMRA web pages for all exempt items. If a model must be changed from the enclosed documentation for some reason by the modeler, then those changes should be discussed in the documentation along with reasons for the changes. The footprint of structures may need to be reduced to fit in the model world. Railroad names may be changed for private roads. If the documentation shows four wheel trucks, then six wheel trucks will not get the maximum score

From the Contest Room / Rim Rock / alan Barnes / cont.

for conformity compliance. Changes cannot reduce the functionality of the model. Active water towers(tanks) have water spouts. Motive power must have a motor and rolling stock must operate. If rolling stock trucks do not rotate and wheels do not turn, then the score will be reduced.

The judges voiced some concerns with me, and after much discussion, I said that they were the judges and the final point scores were theirs to determine, and to include their concerns on the comments form. I reviewed the scores and the comments and I agreed with the excellent work by the judges. Way to go Judges.

How are nut/bolt/washer castings(NBW) used? Generally these items are used in compression on wood with a nut and washer on one side and a square or hex head bolt with a washer on the other side. In other words, these are used in pairs. Structures with heavy internal loads, like ore bins, and ice houses use long tie rods which pass completely through the structure and are terminated with nuts and washers on both ends. In this case the rod would protrude through the nut on both sides and not be flat like a bolt head on one side. Sometimes tie rods compress brick structures against the internal floors. Some of the old two story brick structures in Jerome, AZ do this with decorative star shaped washers. If the NBW is used to represent an anchor bolt, securing something to a concrete, or similar base, then only one NBW would be visible.

The use of commercial door or window castings, on an otherwise scratchbuilt structure, will reduce the score a couple of points below 15. Those who scratchbuild their windows and doors can earn the full 15.

Any operating feature, like doors, windows, water spouts, chutes, bells etc. which are built by the modeler should generate extra points in the scratchbuilding, detail and construction categories over non-operating items.

I hope to see you at the Fall meet.

from the Superintendent ð Alan Vincent

NO REPORT AT THIS TIME

Chief Clerk & Paymaster Report ð Jesse Poole

I am sorry but we are unable to produce a report at this time. I have asked our new clerk Jesse Poole to work with Stan Sachau and have a full report at our next meeting. Jesse and Stan are working together on the books and with the bank. As soon as Stan is able to travel by car they will go to the bank and have the checking account changed.

From the AP ChairmanðDon Stewart

David Irick earned his Master Model Railroader Certificate! He is MMR # 538. Congratulations David! David earned his MMR by obtaining the fol lowing Certificates – in the four categories listed:

Association Volunteer (PSR #258) – Service to the hobby

Structures (PSR #272) – Model RR Settings

Author (PSR #334) – Service to the hobby

Cars (PSR #335) – Model RR Equipment

Civil Engineer (PSR #350) – Engineering and Operation

Electrical Engineer (PSR #351) – Engineering and Operation

Scenery (PSR #352) – Model RR Settings

The June Arizona Division Meeting brought in a Merit Award from Duane Buck for his HO scale GN Icing dock and associated buildings

At the PSR Convention in San Diego, Arizona did well in the contests. Frank Baker, Duane Buck, Lee Stoermer, and David Irick earned first through fourth, respectively. They all earned Merit Awards. There were more contest entries from the Arizona Division than any other Division. Good show folks! Let's populate the contest room next September in Scottsdale. You have 3 Division meets to get the practice in for those perfect models.

An area that continues to be an issue with contest entries is information in the conformity category. You need to provide information about the prototype on which you are basing the model. Even if the model is not a match to a specific prototype, you should provide information about the parts that match the real parts of the model. Use the internet to look up car parts (brakes, side structure, type of car, etc.) or structures (shingles, siding, foundation, water towers, etc.). Without documentation the max score in this category is 12.5 points instead of 25 points. You should put something in that justifies what you did.

For more information on the Achievement Program

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

From the Railettes – Deirdre Hammond & Jill Stewart

Last weekend I attended the 2014 PSR Convention in San Diego, CA. The event was in a lovely hotel surrounded by good restaurants, places for sight-seeing and a plethora of places for shopping. It was lovely to see so many spouses of model rail roaders in attendance. At this convention, the "Railettes" are known as the "Non-Rail" so I will use the "Non-Rail" terminology when describing this event. The Non-Rail activities included: a self-guided Amtrak trip on the Surfliner to San Juan Capistrano, craft clinics by Janet Spooner and Diane Forbes, a lively game of White Elephant Bingo led by Linda Irick, and a Ladies Vendor Show that was done at the same time of the swap meet.

During the craft clinics we learned how to make a very quick decorative pin that included a train locomotive on it, a lovely turquoise and bead necklace, how to create decoupage holiday ornaments, and how to create necklaces and turbans from t-shirts. During these clinics there were approximately 12-15 women in attendance. This was my first time at one of these conventions and it was great to see how many of the ladies knew each other, and that they had been at many conventions together. They were warm and welcoming to the new comers and shared funny stories with all of us about past conventions and division meets.

The White Elephant Bingo was a lively event, with everyone winning some unique and interesting prizes. As always each prize was available for stealing up to 3 times. I had a 5 pound bag of flour stolen from me. You never know what someone will steal. Bottles of wine and bags of chocolate took several trips around the room. Linda donated a couple of the hand-made (sewn) bags with train material (these bags will be given out to "Rail Fans" that come to the 2015 PSR Convention in Scottsdale) so that people could see them, and these were each stolen the limited 3 times per bag.

The Ladies Vendor Show consisted of about 6 vendors with items such as Scentsy, Tupperware, Thirty-One (handbags company), a healthy / skin care company, and a company that creates handmade jewelry, bow ties, headbands, tu-tu's, and other items and then gives a portion of their profits to a local charity. This event was attended by the majority of women at the event, and I know that very few women left the room empty handed. It was a nice way to do some shopping while the model-railroaders were out at the swamp meet.

While at this event I attended several of the railroading clinics. It is so nice to know that the spouses of model railroaders can attend these clinics as well. I did a 3 hour clinic on making and painting a building and I was quite pleased with my first attempt. The clinic on "Everything you wanted to know about paintbrushes" was really informative and we got to see why it is necessary to have different types of brushes, learned how to clean and properly store them, and different locations to purchase them from.

The two clinics I attended on weathering were hands-on and I learned how to get different affects for aging wood, plastic, plaster, and metal. These were fun and very informative. I know understand why my railroader spouse spends so much time getting something "just right". The teacher provided us with sample chips to take home with us so that we can see how they aged over time.

From the Railettesð Deirdre Hammond & Jill Stewart

I was not the only woman in these clinics, and I will say that I was greeted warmly in each clinic and was made to feel welcome. In one clinic I did not realize we were supposed to have a tool kit with us, and the gentlemen around me made sure I had the tools I needed to build my building. One comment heard more than once at each clinic I was in was, “I wish my wife would come to these with me.” So ladies, if you are interested, I highly encourage you to attend the clinics at these events. After I attended these clinics, I then went up to the Contest Room to look at what was there. I will see that I had a much better understanding of the work and detail that goes into entering something in this room. After learning how much work goes into making something look “just right” I was able to appreciate this room more than I had before.

Something else I learned at this convention, in the Contest Room there was a table for crafts made by the spouses of the model railroaders. These are broken into two categories, “Train related” and “Non-Train Related”. The work that was done was fantastic and it was great to see the items on display. In the Contest Room, in the photographs, one woman took home multiple awards for her photography.

In November the AZ Division meet will be in Tucscon, AZ. (In the AZ Division, we are calling our “Railettes” the “Rail Fans” as we have both male and female members who are spouses of model railroaders). We are still deciding our clinic for the Rail Fans, and I will let you know before the event. I have spoken with the Contest Chair and there will be a section for “Train Related” and Non-Train Related” craft items. So if you have a hand-made craft you would like to bring in for the contest (winners are chosen by “Popular Vote” of the meeting attendees) please bring it with you. Each person that enters this contest will be given a special raffle ticket for a chance to win a prize.

At the summer meet we had home-made baked items for sale that generated monies for the AZ Division. (We made over $30 for the division at that meet). If you would like to donate some home-made cookies, cupcakes, candy or bread loaves, they would be greatly appreciated. Please see Deirdre Hammond when you get to the event with your item(s).

And last, but not least, please remember we will be doing the 50/50 raffle. Please see Jill Stewart or Deirdre Hammond for tickets when you get to the event. A 50/50 raffle is where you can buy tickets at $1 each, or 6 for $5, and the total monies collected will be split 50/50 between the person holding the winning ticket, and the 2015 PSR Convention. We have already raised over $250 for the convention with these raffles. Both winners enjoyed taking home a stack of cash from the division meet.

I truly hope you come to the AZ Division meet in November and that you are able to spend time with the “Rail Fans,” and that you are encouraged to enter the contests and/or attend the clinics.

Congratulations To all entrants!

Keep on building those models

Make sure to bring your
***models**, photos, and Lennyôs Challenge entries*
to Tucson, november 8th, 2014!!!

Deirdre Hammond accept position of Rail Fan Chairman for the PSR Division

Hello, my name is Deirdre Hammond. I attended the 2014 PSR Convention in San Diego, CA and got the wonderful opportunity to meet many of you. Dave Irick took a moment during the convention to introduce me to Carl Heimberger and to discuss Kim Fowler's having to step away from being the Railette's Chairman. It was here that I was asked to fill this position.

I wanted to take a moment to share some information about myself. I currently reside in Glendale, AZ and have been in AZ for the last 20 years. My husband is an avid model railroader, and we both are members of the NMRA. In addition, we both are Committee Members for the PSR 2015 Convention in Scottsdale, AZ. We have two children, one grandchild, 3 dogs, and a cat. I have worked in the Information Technology industry for the past 23 years with the last 14 with a construction and engineering company. When it comes to crafting I work with: crochet, sewing, quilting (still just learning this skill), tatting, and baking. When it comes to model railroading I am learning the ropes, and do what I can to help my husband with his layout.

The PSR now consists of both male and female model railroaders (way to go ladies!) so our name will need to change to reflect this, as well as show that we are supportive of our model railroaders. In discussions with quite a few people, and receiving suggestions and comments from the people I met at the San Diego Convention, we are changing our group name from the "Railettes" to the "Rail Fans." Going forward I will be using this term to refer to our group. I will be at the AZ Division meet this November in Tucson, AZ. If you are there, please introduce yourself as I would love to meet you. After talking with Carl Heimberger and Dave Irick, I am looking forward to taking on this responsibility. I am also interested in hearing what you would like to see with the group going forward. Let's work together to make these events fun for both the model railroaders and Rail Fans!

"Best in Show" - Duane Buck *

GN Icing Platform w/ Supporting Structures

Congratulations!

Best in Show - **duane Buck**

Merit Award Winner

Favoritism

1st Place – "Short Coal Train - Lenny Smith

Levity

1st Place - "John" coal Train - Jim Tuck

Photography model color

1st Place
ARGO TUNNEL
CHARLIE NIDE

2nd Pla
THOMAS VISITS
JIM TUC

Photographyðprototype color

1st place
STEAMED UP
Charlie Ni

2nd place
GOOSE #5 & MOTOR #1
Al Greger

3rd place

OFF TO THE WRECK WE GO

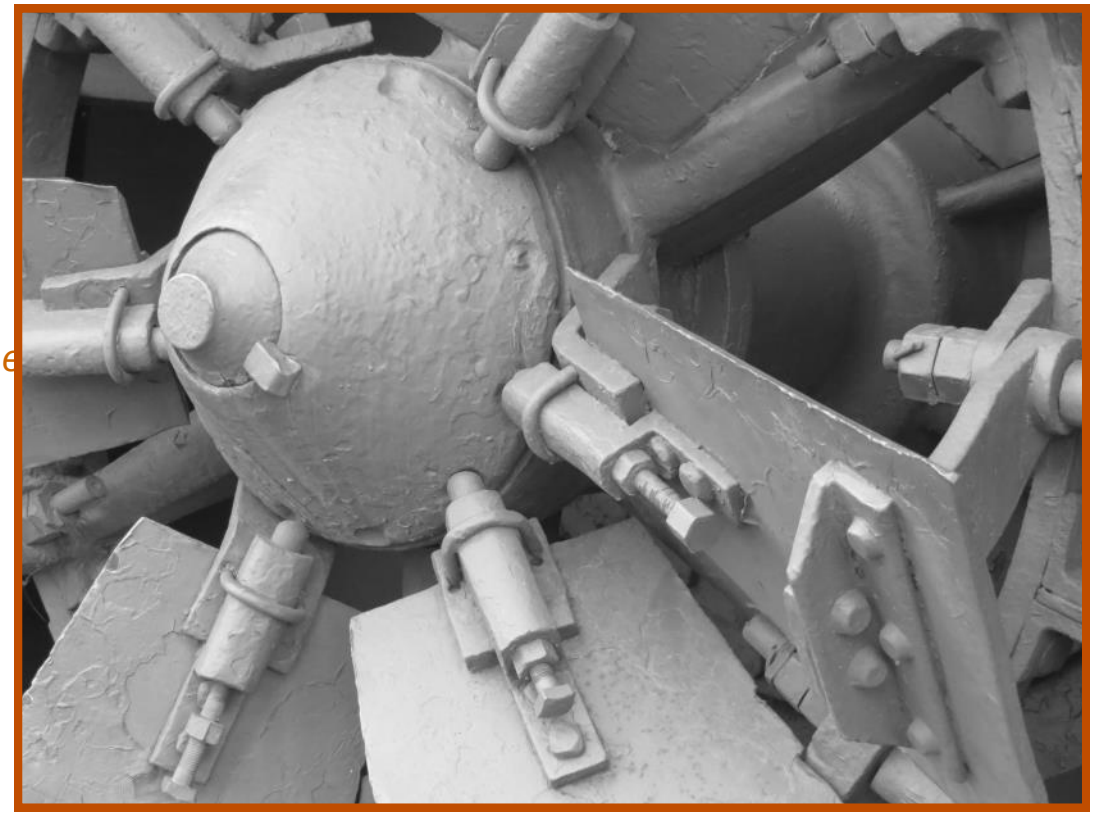
Al Greger

Photography Black & White

1st Place

ROTARY

JIM TUCK



SUMMER MEET IN RIMROCK BY VERRYL FOSNIGHT

We did not have an overabundance of tables, but I think we got by. There were only 3 models entered--just a fluke, I image. The vendors' room was adequate, and not many vendors.

My Clinic and Lenny's went very well. The 3rd clinic was interesting in the research he did to run down almost all the cars on the 1959 Iowa State Rose Bowls Band train the Santa Fe furnished. He did a good job, and the results were esoteric, but a good example as to what can be done in research. Overall, interesting.

The 50-50 netted the AZ Div $85. the room was only $105, so I paid it as a contribution, and will do the same next year at those rates!

46 signed up for the BBQ, and at least that many came--I regularly give parties of 50+, and it was crowded, so maybe 60 came. I don't know if they sold any tickets at the house. I would be happy to throw the same deal next year as a fundraiser, same terms.

Sharon had a cook, 2 waitresses and a bartendress and a potwasher/asst cook she she got mix and mingle, and a good thing--there were about 10 women and 2 girls, about 7-9 yrs. She and David did all the cooking and set up and shopping, so I only had to host. It was very fun.

28 operated, and I think 6-10 more dropped in and just watched or watched and left early. We had a very good time. Everything worked as advertised, and my op system, which I invented was easily picked up. we operated from 10:30 to 3 or later, and some were still going at 4. I left at 5. We had 3 new guys from the Thunderbird club, who promised to come back and bring at least 2 more 7/12 our next session. All had a very good time. The track work is exquisite, the locos perform very well, and I found no bad order cars. The layout plan is great, but then I copied UP, so why not?

Lunch was a small problem, because of the dearth of restaurants, but no one complained, and no one starved. Next year Dave Irick has some ideas that will work.

I think the powers that be, Dave Irick, Alan Vincent (both made it) want to have it there next year, and I am up for the BBQ on the same terms with an Open House and Op session. Ops is new to many of them, but you could tell they were eager to try it out in this atmosphere where all were new, and it worked, it worked very well.

Adaquate and handy enough, all in the same building, Railettes off the main room one way, and the vendors the other way. To reach the contest required one to go outside and come back in the same building about 30 steps from a separate outside entrance.

It was easy to reach, and no one complained about the drive 10-12 miles to my house, and 17 from there to the Wyoming Division (with the Village and motels about 5 of those miles).

All in all a roaring success. I think the 2 day concept was proved, and there will be more stayovers next year. We might consider a no host breakfast Sun morning to kick the day off.

Verryl

FOLLOWING PHOTOS BY LORNE NOYES

Report from a Regional Convention Neophyte

By Chuck Hammond

Hi, for those that don't know me, my name is Chuck Hammond and yes, I was a Regional Convention Neophyte until the 2014 PSR Convention in San Diego. Ok, stop laughing it's true! I have been in and out of this hobby of model railroading since I was about 10 years of age. Like many a young man I was first introduced to trains with the old Lionel running around the Christmas tree. Then that one Christmas came when mom and dad gave me my first train set. It was a Tyco F unit in Santa Fe blue with three freight cars and a caboose. Trains remained an interest until well, about 15 years of age when suddenly girls, cars, going into the Army, getting married and having 2 children of my own just happened. Then as my children got older the nostalgia of that train around the tree hit home and I had to have one for my children. That led to another 5 years or so of interest in the hobby where I created a couple 5 x 9 layouts using track plans from who else? Yep Atlas Track Plans. This interest in the hobby ended when that marriage ended and life in an apartment was not conducive to building a layout, plus a change in career saw me become a workaholic. Skip forward about 10 years to a new bride (we just celebrated our 23rd anniversary), a move from Southern California to Arizona, and a decision that there was more to life than work and back into the hobby I came. A lone wolf for a number of years I built two layouts in the two homes we first lived in until I met a man in a hobby shop that said "come on down to our club, I think you'd fit right in." Of course I went to the club after talking to my wife and got hooked on the brotherhood that the hobby offers when you associate with a bunch of crazy people playing with trains. The club happens to be the Thunderbird Model Railroad Club of Phoenix and after going through the membership process I became a full member in December of 2011. To this extent I need to say thank you to Alan Vincent for introducing me to the club and the AZ Division.

What does any of this have to do with being a neophyte to a regional convention? Well first off like many people in our hobby, there are a lot of lone wolfs out there for a number of reasons and many of the lone wolfs are not members of the NMRA, let alone members of a region or division. Speaking for myself, I was intimidated by the quality of craftsmanship and knowledge of many model railroaders, especially those that were featured in the railroad magazines. I considered myself good, but thought that people serious enough to be in the NMRA or a club would laugh at my attempts to represent a working layout. Heck, according to the articles everyone serious in the hobby did nothing but scratch build structures and hand lay turnouts. I also pondered that age old question, what do I get for joining the NMRA? Many of my perceptions have changed over the last three years but until September of 2014 I still did not understand the value of going to a Regional convention – and just to answer that question that I know is floating in your mind, no I haven't been to a National convention yet!

As many of you in the AZ Division know I was asked to step in as Contest Chairman for the division a little over a year ago. I could not say no because since joining the Thunderbird Model Railroad Club and the NMRA I have attended all of our division meets and had a blast at each and every one. The clinics have been good, the swap meet is a great bargain store, the knowledge shared by attendees is free flowing and useful, and the contest room is a great place to learn how to better your own skills. In addition the fellowship and laughter shared by everyone binds us all together. It does not matter if you are a freelance modeler, a prototype modeler, operations, switching orientated or round the loop modeler. There is no prejudice of scale or gauge either, be it N, HO, S, G, or any other letter of the alphabet. A division meet is 8 – 10 hours of spending time with people that share the common bond of model railroading, and in Arizona our Rail Fans/Railettes (those that don't model with the same compassion or interest as the train buff) come to the meets to share laughter and build friendships as well.

Now add this all together and some of you are probably asking "If you attend all the division meets and have such a good time, why haven't you been to a regional Convention in three years?" The answer is simple, perceived value and timing. Just like the lone wolf that asks why join the NMRA, I did not understand the value of taking time off from work, traveling out of my state, and spending the equivalent of a top notch steam locomotive on a hotel and admission. However this year I had to go! I was invited to be part of the 2015 PSR Convention Committee that is being hosted in Arizona and the rest of the committee members about fell on the floor laughing when I stated that I had not been to a Regional convention. Our AZ Division Director, David Irick, and AZ Division Spur Line editor, Frank Baker finally stopped laughing and said "Chuck you got to be there it is a hoot." So with Deirdre, my wife sitting next to me we made the commitment to go to the 2014 PSR Convention in San Diego.

A little side note here for all you model railroaders. Deirdre, Linda Irick and Jill Stewart are very involved in the Rail Fan/Railettes program in Arizona. While they may not be the president of your model empire, many of our better halves would love to be able to help. I know some of you think ass the model railroad as your "private domain" but think how much more could be accomplished with a dedicated and loving vice-president helping to manage your empire.

So let's get to San Diego! Deirdre and I headed to San Diego on Tuesday afternoon. As a member of the NMRA herself and active in the Rail Fan/Railettes program Deirdre was looking over the program as we headed west. I had already checked off the clinics I wanted to attend and Deirdre signed up for a clinic with Jimmy Simmons of Monster Model Works, to learn how to build a wood structure so now she was trying to identify any other clinics that would interest her. We arrived that evening and after chatting with some of the other people from Arizona that arrived early, we headed off to get some rest because the next 4 days were packed with events.

Wednesday

Wednesday was the official kick off of the 2014 PSR Convention. Registration began at noon and this year there were two sessions of clinics from 1:30 until 4:00 pm and a Regional Board of Directors meeting was conducted. Since I have been trying to grasp the benefit of being an NMRA

member I skipped the clinic sessions and attended the PSR BOD meeting which is open to the membership. I know many are not interested in politics, but sitting in as an observer to the BOD meeting can be very interesting. These volunteers have the interest of the region, division, and hobby at heart. Their discussions, after conducting the Region business of budget and current membership, focused on how we as an organization can promote the hobby to build interest in model railroading, what activities should the region and divisions offer to provide value to you and how can we entice non-members (the lone wolf?) to join the NMRA and become active in the divisions. For anyone that has not attended a Regional BOD meeting I suggest sitting in. There is a lot to learn from what goes on behind the layout walls.

Wednesday evening there was a reception at the San Diego Model Railroad Museum. This event was an excellent prelude for the next three days. The Museum was closed to the general public and every club was staffed with members that were running trains and offering behind the scene tours to convention members. The famous Le Mesa Model Railroad Club's Tehachapi Pass is impressive from the viewer areas, but taking the inside tour I was amazed at the staging areas and secured storage created for the club members. The San Diego and Easter layout with the Carriso Gorge and Goat Canyon trestle is an inspiring example of scenery, while the Cabrillo & Southwestern and Pacific Desert Line show some excellent modeling in O and N scale. Most fun for Deirdre and I was spending time with the men and women of the San Diego 3-Railers Club. This exhibit of Lionel type 3 rail trains really breathes life into the phrase "having fun with trains." The club members invited Deirdre and I into the layout where we were given a tour of the operations behind the scene and some history of how many of their whimsical trains came into being. Talk about fun!

Thursday

Thursday was clinic day for Deirdre and I. While Deirdre wandered off to participate in the Railette activities, I picked up my camera and headed to the rail clinics. It is hard to decide what to do when there are 4 clinics being offered at the same time. First I sat in on the Operations Clinic since I am planning a new layout and have the bug to go with operations verses watching trains pass by, then there was a great clinic on Paintbrushes. Ever wonder why some brushes fall apart or don't hold their shape. Better yet how can you get your best bang for the buck. Pete Steinmetz covered these topics and more while other clinics focused on layout wiring techniques, modeling scenery, and more.

After lunch I caught a quick clinic on installing sound decoders where Kevin Honda provided information and techniques to take the mystery out of installation and improve the quality of sound. (Hey did you know that sound decoders have a built in equalizer and changing the CV value can turn a muffled sound into a brilliant steam or diesel locomotive? Attend a clinic and you'll learn.) Next was my extra fare 2 hour hands-on clinic Weathering Freight cars by James Keena. Specifically we focused on gondolas the backbone of many railroads for a number of years. After presenting a little history on gondolas and the loads they carried it was time to get dirty. At home most of my equipment is lightly weathered because I didn't want to destroy a freight car. At the clinic my goal was to create a very old battered and beaten, but still in service car. I learned much from James and have

to say, I walked away with a car that I am proud to set on my layout. Amazing what $5.00 can buy at a convention.

Thursday after dinner there were more clinics offered. While Dierdre wandered off to play Bingo, I headed up to two clinics by bob blake talking about the NMRA EduTrain initiative. The first part was an introduction to EduTrain and the second session focused on creating an Edu train clinic. For those not familiar with Edu Train, the NMRA is promoting the creation of clinics that will cover all aspects of the hobby. These clinics will become the first complete curriculum of re-useable turnkey clinics covering all aspects of model railroading from kit building; electricity and electronics; layout construction; scenery and operations. However, the NMRA needs us as model railroaders to create these clinics. This is a fantastic opportunity to share knowledge around the world to help other people improve their skills and garner greater enjoyment from the hobby.

Friday

Friday morning was another three rounds of clinics starting at 8am and going to 12 noon. This was Deirdre's big day as she attended a three session long clinic with Jimmy Simmons learning how to build a wooden structure. As her Tripple J Repair building took shape I was wandering around the other clinics snapping pictures, and gathering more information. Planning for Layout Planning, followed by a clinic on Surface Mount LEDs, and then MMR/Achievement Program paperwork or in other words, how to fill out and document your work so the judges can get it right. While I learned much from all three of these clinics, the greatest enjoyment was meeting up with Deirdre after she finished her first wood model kit. Deirdre beamed with pride even as she pointed out a couple of areas where she still needed to do some touch-up painting and hide a flaw. Her work was excellent for a first time wood kit and I will be proud to tell people that this is Deirdre's building when it takes a front row seat on the new layout.

Deirdre and I took an extended lunch on Friday and then roamed from clinic to clinic snapping some pictures. However at 4:30 we happened to wander into a clinic by Travis Handschug on making Saguaro Cactus and Ocotillo that caught my interest. Travis demonstrated his technique and share some lessons learned to create extremely realistic cactus at an incredible price. Why pay 12 to 20 dollars for 6 OK looking cactus when in less than an hour you can create 12 – 15 (HO Scale cactus) for less than $3.00! Thank you Travis.

Friday evening after dinner was the Live and Hobo (formerly Chinese) Auction. The Live Auction is self-explanatory and there were a number of excellent items that were up for bid. For those that have not participated in a Hobo auction is an interesting event. Items are placed on tables around the hall. Next to each item is a cup where you drop in a ticket for a chance to win the item. The tickets are sold in a sheet containing about 20 tickets with the same number. This makes it much easier to track your numbers when prizes are drawn. If you really want to try and win an item you can choose how many tickets you drop into the cup. Any way for a couple of convention neophytes Deirdre and I came out of the room with 8 prizes all of which will be great additions to the layout. Thanks Dave and Frank for forcing Deirdre and I to go to the convention.

Saturday

Saturday morning was a quiet time after the late evening spent at the auctions. Deirdre and I attended the Hobo breakfast, where after making new friends we headed wandered over to the swap meet and the Railette vendor show. Lunch was an excursion into San Diego to explore the town. It

was interesting to see so many changes after 10 years. Deirdre spent time as a child living in San Diego and could not believe the growth.

The afternoon promised some good clinics starting with Frank Baker's clinic on Weathering Wood. For those that might not be familiar with Frank, if you have seen a structure in the contest room with a lot of birds and bird droppings on the roof, that's Frank. He is an exceptional modeler and provided two excellent clinics. During the weathering wood clinic he talked about creating a samples book so you can document techniques used in the event you need to replicate an item then off to hands on distressing and weathering wood. As a modeler that is trying to improve his skills, I learn much just from talking to Frank but actually following along in a hands on clinics really helps. As Deirdre continued with Frank on weathering plastic, resin and metal, I headed up to the contest room where I volunteered as a judge. Some people might think being a judge at a contest is work, I look at it as an opportunity to learn. The criteria for judging an item is broken into five sections, Construction, Detail, Conformity, Finish/Lettering and Scratchbuilding. Judges are split into the five teams and assigned one of the 5 categories. There are specific items that you look for when judging an entry and working in teams ensures that one set of eyes does not overlook anything. While there were not a lot of models to judge, the quality of the entries was excellent and each team was very careful in evaluating the work.

Saturday evening is the PSR Convention Banquet. The guest speaker Jack Hamilton, NMRA Western Director provided an interesting and humorous talk on the activities of the NMRA followed by the awards ceremony for the contest winners, and passing of the torch as Carl Heimberger took over the reigns as the new PSR President. At this point the evening became a little confusing for me as Dave Irick the Arizona Division Director suddenly called my name as the AZ Division Member of the Year for 2014. This was completely unexpected since in my mind I do what any member of a club should do and that is help out and add value to the group. Being the AZ Division Contest Chair is fun, I encourage members to participate and I try to help out where I can. I am a firm believer that this hobby, this organization, and the NMRA as a whole is about promoting all interests in model railroading and building friendships while we introduce people to the joy of having our own empires.

Final Thoughts

Sunday morning there were a couple clinics offered in the morning however Deirdre and I opted to make the trek back to Phoenix early so we could prepare for our return to reality on Monday morning. What did I an ex- regional convention neophyte learn during the week? First there is a lot about our hobby to learn by getting out of your backyard. The clinicians provided different topics and different techniques from the exposure you get staying within your own division. Second, attending a regional convention opens the door to making new friends. The common bond of model railroading provides the start of a conversation, you are more apt to say hello to a stranger when you know you already have something in common. Last I learned the value of the NMRA, it's not just their work with manufactures to create standards that allow us to operate equipment from different companies on a layout, or their work on preserving historical

documents and creating a library of clinics. It is you, the people that are joined together by our interest in model railroading. It's you the people that through association come to division, region, or national meets/conventions to learn, share, laugh and possibly cry together. It's you (and I) giving our time and efforts to help everyone gain greater enjoyment out of this hobby we call model railroading.

See you all next year at 2015 PSR Convention in Scottsdale and hopefully at the 2015 NMRA National in Portland Oregon.

A Photo collage of the 2014 PSR Convention

A Photo collage of the 2014 PSR Convention / Continued

A Photo collage of the 2014 PSR Convention / Continued

ñLENNYôS CORNERñ by Lenny Smith

You never know what you will come across when you visit someone's layout. Those of you who have visited my 40 year now running and forever changing KASH LINE RR know what I am saying. People always ask, what is that fishing rod is all about???????? Right after that I grab the rod, move a freight car across the RR, uncouple a car or sometimes ree-rail a locomotive. Well believe it or not just last night the nightmare happened. I was running a Bradford Locomotive custom built 2-8-0 camelback locomotive when on the logging siding on the far side of the layout she stalled. Being tired and not wanting to walk on the back side of the RR I decided to give her a push. THEN, my biggest fear she fell to the far side, I hung on with the fishing rod for at least 22+ seconds trying to keep it from leaving the layout. Then, slowly she left my sight, then BANG, she hit the floor. I was pissed at myself for being so lazy, then waited 25 minutes before I took the dust pan to the other side to survey the damage. No luck, she is now in about 16+ parts I hope I can repair.....I know what system Mr. Bradford used to cast those beautiful rare camel-back boilers. SO,DO NOT FOLLOW MY FISHING ROD SYS-TEM.....

Arizona Clubs

Cornville

Wyoming Division Model Railroad Club

Scales: HO

Cont: Verryl Fosnight (562) 458-9589 verrylf@gmail.com

On the Web: http://groups.yahoo.com/group/wyoming_division/

Flagstaff

Flagstaff Model Railroad Club

Scales: HO, HOn3, and N

Cont: Larry Gibbs (928) 779-2282

On the: http://flagmrrc.org/

Gilbert

Gilbert Model Railroad Club

Scales: HO

Cont: Joe Padberg (480) 980-2880

On the: 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

Cont: Bruce Petrarca (623) 935-4837

On the: www.pcmrc.org

Phoenix

Grand Canyon State Model Railroaders

Scale: HO modular

Cont: Bob Gibbs (480) 968-1760

On the: www.GCSMR.org

Arizona Clubs

Phoenix

Thunderbird Model Railroad Club

Scale: HO

Contact: Larry Platt

On the web: www.trainweb.org/tbird Website is: www.thunderbirdmodelrrclub.com

Ponderosa North

Scales: Round Robin

Contact: Matt Furze - mattfurze@cox.net

On the web: www.arizonarails.com/pncpage

Prescott

Central Arizona Model Railroad Club

Scales: Multiple

Contact: Steve Bumgardner (928) 775-3184

On the web: www.camrrc.com

Scottsdale

Scottsdale Model Railroad Historical Society

Scales: HO and HOn3

Contact: contact@scottsdalemrhs.org

On the web: www.scottsdalemrhs.org

Sun'N'Sand Model Railroad Club

Scale: N

Contact: Mark Vanacore (602) 410-1110

On the web: www.sun-n-sand.org

Sun City area

Sun City Model Railroad Club

Scale: HO

Contact: Bob Batt (623) 734-6377

Sun City West Model Railroad Club

Scales: HO and N

Contact: Bob Butler (623) 556-5179

On the web: http://www.scwclubs.com/ then

Tucson

Arizona & Southwest Model Railroad Society / Tucson NTRAK

Scale: N

Contact: John Scott (520) 250-2800

On the web: http://home.comcast.net/~tucso

Rincon West Garden Railroad Club

Scale: G

Contact: John Lawrence - johnlaw1931@hotmail.com

Southern Arizona Society of Model Engineers (SASME)

Scales: HO and HOn3

Contact: Richard Dick (520) 790-5356

On the web: www.sasme.org

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

Scales: HO

Contact: Tom Beecher (520) 579-3768

On the web:

Show Low

Silver Creek Railroaders

Scale:HO

Contact: John Robinson (602) 908-9162

Yuma

Yuma Model Railroaders

Scales: Multiple

Contact: Lee Stoermer (928) 344-9417

On the web: www.yumamodelrailroaders.org

ARIZONA CLUB NEWS

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

Thunderbird Model Railroad Club by Chuck Hammond

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

The AZ State Fair is coming to Phoenix and trains are always a supporting cast member! As the heat of summer begins to wane (we wish) and the days become shorter the Thunderbird Model Railroad Club is gearing up for our busiest time of the year. September is the end of the Club's fiscal year which means elections for club officers, last minute planning for the annual dinner, and preparation of the layout for operating/display during the Arizona State Fair.

In the last report we shared that the Club was making some upgrades to the layout. The three major projects are the installation of a block detection system on the Phoenix, Turnbow, and Apache standard gauge line, an urban renewal project in the town of Turnbow, and reworking a number of switches and track on the Mogollon and Western narrow gauge line. At this time we are confident that the projects will be at a point of completion that visitors to the fair will see a layout with more operation appeal than in the past and expanded service running on the narrow gauge line.

For those that are not familiar with the Thunderbird Model Railroad and what these changes mean let's recap a little history of the layout. The club was originally chartered in 1949 and today's layout is the fifth in the history of the club. The first two layouts were at the Phoenix Union station, the next two were at different locations on the AZ State Fairgrounds. Construction began on the current layout in 1975 after the Arizona Exposition and State Fair Board offered the club a permanent location under the grandstands. The AZ State Fair Board had one stipulation in their offer and that was the Club must operate trains continuously during the operating hours of the AZ State Fair. Of course this was a no brainer decision for the club back in 1975 and the club members today look forward to this time each year. The layout design that won the clubs vote allowed for point to point operation from the city of Phoenix to the town of Apache with reverse loops at these two locations. In addition, the design incorporated a couple features that allow the layout to be divided, by means of crossovers and alternate routes, into three large loops on the standard gauge line so club members can run up to six trains continuously with minimal supervision during the fair so we comply with the stipulation of the AZ State Fair Board.

It is the stipulation that the club must be running trains during the fair and the reluctance to replace structures and scenery created by many excellent and talented club members over the years that has stifled many proposed updates to the layout. The switch to DCC in 2004 was a coordinated effort started shortly after the end of the 2003 AZ fair and completed within the year so uninterrupted operations were available at the 2004 fair. Similar to that change the club is well underway with the projects currently in the works so visitors to the fair will view and experience a completed and fully operational layout. The installation of block detection and block signals proved to be a little more involved than originally planned. Spearheaded by Eric Jonason not only have club members installed the electrical wiring control for the block detection and the signals, but many of the blocks from the original DC system had to be rewired or redone to make operations of the block detection more prototypical. Eric and his team have completed the lower black and red lines including the installation of the trackside signals. At this year's Fair visitors will see the trackside signals change color as a train proceeds from one block to another warning anyone approaching or trailing of the occupancy of the block ahead.

On our narrow gauge section Lowell Spooner, Phil Hanna, and Ben Vernille have taken the lead on track maintenance and some landscape/structure changes. This year during the fair, the Mogollon and Western will not only travel the loop around Maverick, but trains will carry passengers and freight from Mogollon up to Maverick and then over to the town of Apache. In addition the mining spur which runs up close to the viewing windows is being updated with refurbished structures and scenery. This is still a work in progress but watch for the Mogollon and Western making many runs up close and personal during this year's fair.

The urban renewal project of Turnbow is almost complete. Ted Jonason and Jon Wolfe took the lead on this cutting out an old underutilized section of Turnbow, creating a modular drop-in to replace the area and reworking the line into the city. Like many good project managers they enlisted the support of a number of club members to assist in building the structures that will go on the drop-in sections. The focus is on creating a drop-in that represents a typical state fair. This section will have the Ferris wheel that has been a part of the layout for years plus accompanying rides and carnival activities.

So with the state Fair less than 3 weeks away, how does everything get finished? Saturday September 20th is an all hands on deck work session for the club as our spouses and significant others let us go to the club and work in addition to the 3 Tuesday evening work sessions that we have prior to the opening of the fair. Tasks on our list, other than finishing these three projects, include; clean track – all 1964 feet of track, vacuum and clean the layout – don't suck up the people, repair scenery as required, wake sleeping people – no you really should not be lying there on the sidewalk, STND UP, cleaning club equipment wheels and locos, and of course have fun! With 25 active members these tasks are not as daunting as they sound.

Couple other things that happen this time of the year at the club are the annual Board of Directors elections and the Annual Club Dinner. Election night is the last Tuesday of September and is the one evening when every active member is at the club together. During the year on Tuesdays there is a core group of club members that are always present while a large number of members make appearances less frequently. This is the nature of life as members juggle club membership with work, family, and other obligations. But come the last Tuesday of September all active members head to the clubhouse. This is a fun evening with socializing, reacquainting, and laughter prior to the yearly elections and business meeting.

With so much happening in September in preparation of the State Fair and then the 3 weeks of commitment to the fair in October the club has established the Annual Dinner to be held the weekend prior to the opening of the State Fair. The banquet is the club's way of thanking our wives/significant others for letting us play with trains. This year, Social Chairman Mike Sanders has coordinated a lovely event at Macayo's. As always club members pay for themselves, while the club pays for the wife/significant others dinner. In addition to the dinner door prizes, a year in review presentation, and the announcement of the new club officers and passing of the torch all happen at the dinner. It's another night of fun and socializing that helps continue the bonds that make up the membership of the Thunderbird Model Railroad club.

Just to check and see how many people are still reading I want to invite all NMRA and Model Railroad Club members to the AZ State Fair to check out our layout and say hello. As always the club has an offer to NMRA and Model Railroad Club members. During the AZ State Fair knock on the window and flash us your NMRA or Model RR Club membership card and we will open the door and let you come into the club for an up close and personal tour. Our members love to show off the layout and answer any questions you have. So remember bring your membership card, and look close at the town of Turnbow you'll be surprised to see that urban renewal is alive and underway in the heart of the big city.

THE WYOMING DIVISION MODEL RAILROAD CLUB / Verryl Fosnight

HANNA JOB ON THE WYOMING DIVISION

In preparing for the AZ Div Meeting of June 21, 2014, and the Wyoming Division Open house and Operating Session I made Yard Briefs for all the yards on the layout for the yardmasters to have handy to refer to. Each yard with a permanent yard crew now has a 1-2 page bullet list of instructions to outline the duties that are required in that yard. I did these at the suggestion of David Doiron, and because I have operated on layouts with a hand full of maps, cards, train orders, and all other manner of information on the layout, and it is all hard to manage as you work a yard or run a train. So my plan was to both email a copy of all the yard instructions in one document to all prospective operators to help them decide what job to try to get. The single long document is divided into 1 or 2 page sections for each yard that I print on blue paper and put in a single plastic sheet protector and leave it at each yard. This is the one for Hanna, but I wrote it in great detail to explain every move to a new yard man, so it is 5 pages long.

As an article in the Newsletter it is a nifty example to inspire new operators to get into yard operations. The tendency of a new operator is to want to run a passenger train or a freight with very little or no switching—you know, keep it simple at first, and that is fine, but the Hanna Job on the Wyoming Division is an ideal job to get your feet wet in yard operations.

It is an easy and small yard. There are only 4 tracks, and they are double ended. One end connects to the main, and the other end of the trapezoid shaped yard connects to the mines.

There are 3 mines, or 2 and a supply track on the mine end, and empties from the yard from off the main have to be moved to the mines for loading, and loads from the mines have to be moved to the yard to be marshaled into a train to be delivered across the layout.

Best of all the YM there works alone, and is under no pressure of trains passing through the yard, so there is no rush to fulfill the needs of others, and you literally cannot get in the way of others or mess them up. So the YM does not have to worry about goofing up—if he does, who will know? He is there alone.

You also get to go out on the main with the coal train you made up and deliver those loaded cars and pick up empties to take back to your yard and mines.

BUT the other YM's will take over in their yards and do the pickups and setouts for you, so you can watch him and see how he does it. He may want you to help a little by moving your road switcher consist and some of your cars a bit, so you can get even more experience helping him.

In all it is the perfect first yard job.

This is the yard instructions on the blue sheets for Hanna. Unlike other Wyoming Division Yard sheets these are very detailed and run to 5 pages long, just in case you are a new man and need a precise step by step set of instructions. If you do not need this detail, just skim it and read the **bold phrases. They will give you the idea.**

THE WYOMING DIVISION MODEL RAILROAD CLUB

The **Hanna Job** is a coal hauling job that requires a Yardmaster with no assistants, and it is usually a part time job. It is a **good job to start to learn yard operations**, and it **may involve being his own coal agent** and "taking orders" from the end users from Hanna to Cheyenne east, and to Sinclair and Rawlins west**.**

Because operators new to yard work may start with Hanna, these instructions are very long and detailed to be used step by step as the new yard man learns on the job.

Hanna is a low pressure job, because it can be done slowly, and because the Hanna YM works alone in his yard, and only interacts with others to follow directions in their yards. He gets a lot of help at each location he stops.

It requires time out on the mains also moving from yard to yard delivering loads of coal and empty box cars or flat cars from his mine back to a major yard, and picking up coal empties **(MT's)** to return them to Hanna.

Since he works in his yard and out on the main, he has his own road switcher or consist of road switchers (an RS-2 pair).

Back in Hanna, he distributes the MT's around to his various mines with an occasional box car or flat car of supplies for the mine.

Most of the coal traveled from the UP coal mines in Hanna and Rock Springs to fire the UP locomotives and UP facilities, and since this is Wyoming, a great deal it traveled in gondolas, and not hoppers,

When the Hanna YM goes on duty he **marshals the loaded coal cars from the 3 mines in Hanna into his yard on one or two departing tracks**. He decides which track or tracks of his 4 track yard to make his departure track(s).

He moves the **empties from his departure tracks to another track** of his 4 track yard, which he makes his MT track.

He always **keeps one of the 4 tracks clear as a runaround track** (sometimes called a passing track, an alley, or bypass track). This track is necessary for him to "run around" his train to pull it from one end and push it from the other, so he has to keep it open for his road switcher to "run around" to the other end of his train.

He couples his caboose on the end of his string of loads furthest from the main.

When he has gathered all his loaded cars and caboose into a string for a train he does **one of the two Options below**.

(Option A) The Hanna yard **may be set up already** with blocks of loaded cars and **Block Cards for each block**.

The blocks probably will not be separated into one group per block. Rather they will all be coupled together, but **each Block Card will describe a block by "road name-car number-car type-and probably color" for the first and last car of the block, and it will give the number of cars in the block**. So for the first car of either end of the string of cars, he finds the car on a Block Card, counts up the string the number of cars the Card says are in the block, and sees if the card ID's the right car. There is the first block. He continues this procedure for the remaining blocks—first car, "check," count x cars, "check," last car, "check."**He couples his road switcher (consist), to be prepared to leave his yard**.

Or, **(Option B—more fun)** If the Block Cards are not made out, and the train is not ready to leave Hanna, **he must be his own coal agent and "call" around for coal orders** to his various customers toward Cheyenne or toward Rawlins (2 directions, 2 trains).

To "call," he ***walks*** down to Medicine Bow and see if an empty coal hopper or gondola is there.

There are signs on the fascia at each location in the list below, so he can find them.

Count that empty at Medicine Bow as #1.

He then ***Walks*** on down to Laramie and **adds to his count of empties** at the Laramie Coal Dock, say 4 plus the 1 at Medicine Bow is 5.

Say there are none at the Laramie Team Track (find it on the yard map of Laramie on the fascia for this writing—**but** there may be some when you do it).

He ***Walks*** on toward Cheyenne to Harriman (at the fascia sign and map) and add the 2 MT's there to his count, so the total is now 5 + 2 = 7,

He then ***Walks*** on to Cheyenne and counts the MT's at the Cheyenne Yard Power House (twin smoke stacks), and counts 8 there = 7 + 8 = 15.

He then ***Walks*** back and notes any empties he missed.

He returns to Hanna. There may be some empty Head End Car Cards there that go with the cars there. They are checked or dated in the last column of the last used line. Fill in the destination of "Medicine Bow" on the car nearest the main (that will be nearest the engine on your train) with a card and note where that car is in your string of loads. You *do not have to make that car a* (a car right behind your locomotive, but **for your later convenience** you should choose the car closest to the main, so that it will be close to your engine, and **it should be no further back than #6 in your train**. This is a special case, as you shall see. For now, just note where it is.

Since there was no MT at the Laramie Team Track, you don't have to deliver there. Ah, heck, they probably need coal, so make out a car card for there also, and besides you are paid on commission. **Remember which car it is**. Special case, again, you don't have to put it in a head end position, although again it would be better if you could put near the front. Now your train will be 15 + 1 = 16 cars long.

Now on a *new* **Block Card** fill it out for the four loads to replace the 4 MT cars needed at Laramie. These 4 should be in a string of 4 with no intervening cars, otherwise it cannot be a block. Put this block as close to the front of the train as possible (but don't move your two head end cars you have already chosen any further back).

Fill out a new Block Card (or use 2 existing Head End Car Cards) for Harriman. These should be further back on the train.

Fill out a new Block Card for Cheyenne to replace the 8 needed at Cheyenne and put that block last on the train in front of the caboose.

Continue for **any other needed loads** putting them on the train in order of the locations along the tracks.

Couple your road switcher (consist), **to be prepared to leave your yard**.

THE WYOMING DIVISION MODEL RAILROAD CLUB

(Good for both Options) Then **call the Dispatcher (DS) and obtain permission to go on the main from your yard**. Tell him, "This is Hanna Coal Drag from Hanna to Cheyenne number *your loco* ready to leave Hanna, **and I have 5 minutes of work to do at Medicine Bow AND I need to go to Harriman on Track 3 on the way to Cheyenne.**" You are warning him you want to occupy the main for 5 minutes at Medicine Bow when you get there—your run from Hanna to Medicine Bow is only about 18 feet, so it is best to tell him ahead of time you will need time for work.

When you have permission to go on the main, proceed to the nearest location east which is Medicine Bow. Ideally, the Medicine Bow car should be the first car behind your locomotive, but to save switching back in Hanna, you did not put it there—this is the special case.

Take your clipboard with your Loco Card, your Train Order, and your Block Cards, and perhaps a Head End Card or two for any head end cars with you.

Always keep the right cards with the rolling stock and engines.

Be sure to take your caboose, and also make sure that all your cars are properly coupled, and that there are no cars derailed. Off you go toward Medicine Bow.

Stop on the main with your caboose past the Medicine Bow turnout to the Team Track. You are about to occupy the main as you warned the Dispatcher when you told him **"…I have 5 minutes of work to do at Medicine Bow"**.

Tell the Dispatcher, "Dispatch, this is train *your loco number* at Medicine Bow. I request 5 minutes to do work here." Since he just gave you permission to get on the main a few feet away at Hanna, and you told him you'd need time in Medicine Bow to work, he almost has to let you do your work.

Throw the turnout on the main to back into Hanna caboose first.

Throw the turnout on the spur track to back your caboose *and all up cars and inc your load to leave them on the Stock Yard Trac*

Uncouple your cars on the stock track leaving your load in the ***wrong*** place (on the Stock Track).

Pull forward clear of the Stock Yard turnout and stop.

Throw the Stock Yard Track turnout to go to the Team Track.

Then back up with the remainder of your train **(the remaining cars is now a "handle")**, and couple to the load at the team track.

Reverse and when clear of the Stock Yard turnout, reverse again and go get your load *only*. Leave the rest of your train with the caboose on the Stock Track.

Pull forward with your "handle" pulling the load, clear the turnout, throw it, and back up to the team track to leave the load in the *right* place.

Uncouple the load, pull forward clear of the stock yard turnout, throw it, and back up to grab the rest of your train—the empty may be now, kind of untidily, in the middle of the train, but such is life on the big railroad.

Leave your Head End Car Card with the loaded car you just picked up!
Leave your Head End Car Card with the card for the empty!

Move your whole train completely back on the main.

When your whole train has cleared the switch from the main to the Medicine Bow Team Track, <u>reset</u> the turnout to the through position. <u>Always leave turnouts on the main switched to the through position when you leave to not cause someone else to derail on the main.</u>

Now call DS and tell him, "Dispatch, this is *your loco number* finished work at Medicine Bow and ready to proceed on the main from Medicine Bow to Laramie." Proceed when he allows it (he will have to or he has allowed you to tie up his main!

Go east to Laramie and just before you cross the Laramie Yard Limit (white sign on the fascia), **ask the Laramie YM permission to enter his yard**. Tell him you have 4 loads of coal for his coal dock and want to pick up the empties there, so can he route you to where he wants you to leave your train while *he does the work.*

Find out how long the YM thinks you will be in Laramie after showing him your cards on your clipboard. **Call DS and give your train number (your loco number) and tell him you are in Laramie and give him that estimate of the time you will be there.**

Then you cooperate with the YM, or more likely one of his assistants, to switch the empties for loads.

He may have room and allow you to leave your empties in his yard until you return. If not, take them with you (more likely).

<u>Be sure to leave the right Car or Block Cards</u> *He will put them in a fascia box according to his sys*

<u>Take your new Car or Block Cards</u> *. It is best to put your clipboard in the order that they appear on yo*

Leave Laramie ***and switch to left hand running at the d Laramie Yard Limits*** (white sign on the fascia). Use the route out of the yard the YM sets for you (he should remind you to switch to left hand running at the double crossover).

Proceed to Dale, and call DS and request, "Dispatch, this is *your loco number = yo* at Dale. I Request permission to take Track 3 (Harriman Cutoff) down to Harriman and onto the siding there to pick up empties and leave loads at the Harriman Coal Tower." [Recall that you told him you were going to Harriman AND that you needed to go down Track #3, **so this request should come as no surprise to him**.]

When he gives his permission, set the turnouts on the switch panel for the Dale turnouts at the end of the aisle and go to the Harriman siding. You do NOT have to worry about changing this turnout back to a "through" setting—both settings are through.

Open the main turnout **from the normal through-on-the-main position** to run your train onto the Harriman siding.

When clear of the main turnout **<u>reset it to normal</u> (through-on-the-main).** Now safe on the siding you can pull your short train (16 cars plus a caboose, half the length of the siding) up to the Coal Tower Coal Track, slow to let your imaginary brakeman off to throw that switch, and continue on till your load is just almost to the switch **(not past it yet)**. Your imaginary brakeman will signal when you are to stop, and you should stop at the right place to save him steps.

Uncouple leaving your load in the *<u>wrong</u>* place (like at Medicine Bow), and pull forward to clear

the turnout. You just made another "handle."

After your "brakeman" (you) throws the switch you back your remaining cars—your new "handle"—up to the empty on the Coal Track, couple to it and pull it off the Coal Track and clear the turnout. By picking up the empty first you get it out of the way, and your handle got one car longer which is OK.

Flip the switch and back up and *now get your load off the wrong* pull forward, pause to give your brakeman time to flip the switch—he will not hop on this time, but will wait until you set out the car, then he will climb on (remember

how he hates to walk too far?), and back the loaded car to leave it on the Coal Track in the right place.

Pull forward, flip the switch again, and back up to get the rest of your train and caboose, and pull forward to flip the switch a final time to leave it in the through position—it is a siding turnout, much like a main turnout—**pull to the East Harriman Siding Turnout ready to reenter the main**.

Did you remember to pause at the Coal Track Switch to give you brakeman time to flip the switch and climb on?

Leave your Head End Car Card or Block Card with pick up the car card(s) for the empty you just

Call Dispatch and say, "Dispatch, this is *your loco number* at the East end of *train* Harriman Siding. My work is done. I request permission to return to #3 main into Cheyenne."

Now with DS permission, move on to Cheyenne. Take the part of the wye that passes by Wycon Chemical, because the other part of the wye will take you to Denver! Stop in front of Wycon and ask the Cheyenne YM for permission to enter his yard, and ask him which track or route to take, telling him of your coal loads for the places in Cheyenne and showing him your cards on the clipboard.

He will route you to where he or one of his assistants, with your help probably, can make your pickups and setouts.

Remember, any setouts for the various places in Cheyenne will be likely left in the Cheyenne Classification yard to be moved from there to their final locations by a Cheyenne local.

In the same likelihood, you will pick up your empties from the Classification yard.

But, and this is likely also, that a Cheyenne Local will not be run this day. Then it is up to the Cheyenne YM if he wants you to do the pickups and setouts, and that will depend on how busy his yard is. He may let you park your train on a yard or an A/D track to go get the empties with only your loco.

Leave your Head End Car Cards or Block Cards with up the car card(s) for any empties you take b

Before leaving Cheyenne, you will have to runaround your train of empties to get to the other end.

You will also have to move your caboose to where it can be put on the other end of the empties train for the trip back to Hanna. The Cheyenne YM will advise you how to do this and probably will help you do this

Next you will start back toward to Hanna, and either

Have all of your empties, or only some, but return you must.

You may have left some empties in Laramie. If so, stop there to get them and the cards that go with them. The Laramie YM will be very happy to see you take them, and it is always fun to make a YM happy.

In summary, I think you can see that this is a fun and easy and rewarding job on the Wyoming Division. Come to an operating session and try it. We will operate the second Saturday of each month the rest of the year. To get on the email list to get invitations and other news and information about our ops, write me at wyodivops@gmail.com which is a special address for ops. You should continue to use my regular email, verrylf@gmail.com for all other reasons.

YUMA MODEL RAILROADERS / Lee Stoermer

As part of an Arizona Centennial Project (1912) and a Yuma City Centennial (1914), the Yuma Model Railroaders worked with the Yuma Heritage Foundation and Arizona State Parks in the development of a room at the Yuma Quartermasters Depot State Park. The room is dedicated towards railroad history relating to Yuma with interest leaning towards the era of the Southern Pacific Railroad. It was thought that an interactive area would be of interest and an area that had potential for a model railroad display was set aside.

The Yuma Quartermasters Depot (QMD) situated along the Colorado River in Yuma, Arizona was emplaced in 1864 by the U.S. Army to provide a six month warehousing and forward supply point for Army forts in the west. The ocean going vessels came north in the Gulf of California to the Port of Isabel, Mexico where their supplies were transferred to paddlewheel riverboats for the trip upstream on the Colorado to Yuma. With the arrival of the Southern Pacific Railroad to Yuma in 1877, equipment and supplies could be moved faster and cheaper by rail. The operation was moved to Fort Lowell (in Tucson) and the QMD officially closed in 1883.

Some basis research was conducted as to era and what we could reasonably model within the 15’ by 6’ room. It was decided that a simple loop, depicting the Colorado River crossing, a short section going west into California and a larger area for the town site of Yuma. In keeping with the Centennial theme, we tried to work with the time frame of 1912-1914. An onsite carpenter installed windows for the display to be protected from the elements and maintain its security, keeping with a typical railroad construction theme, and built a platform for the display to be constructed on.

The operating display was built in HO Scale (1/87th), using code 100 rail for durability. For ease of operations since it will be in a public museum setting we kept it to a simple loop of track. It runs on DC power using a standard MRC throttle. A Dallee Electronics circuit is used to allow operation of the train from a momentary push button mounted in the visitor viewing area. A Bachman Spectrum 2-8-0 and an IHC 2-8-2 take turns pulling a consist that resembles a typical passenger train of the era, made up of Rivarossi and Athearn cars. In the future we would like to design a way to make opposing trains come into view each pulling a different train.

Due to the space constraints, several key elements had to be selectively compressed to fit, while still keeping the identifiable features so it would still be recognizable. The bridge over the river was shortened by a span and made from kits. Scenery contours were built up from insulation styrofoam and various forms of ground cover were used. Of particular note was that one of our members actually collected samples of soil from the different sides of the river, sifted and graded for use. So the Yuma side has Yuma soil, the California has its own as does the river bottom. While the photos may not show it well, it was quite apparent that there was a difference between the three that is noticeable on site.

Structures are a mix of scratchbuilt and kit. Various western theme kits such as from Campbell's, Atlas and Heljan were used that fit in. Three scratchbuilt structures are key to placing the site in Yuma and the era. The Pilot Knob Hotel, by Tim Gilliland, is better known in Yuma history through period postcards and photos then it ever actually was during the short time it existed! The Southern Pacific Railroad Settling tanks by John Dye and the Southern Pacific Railroad Hotel and Depot, by Lee Stoermer, were important in the day to day operation of the railroad and the town itself. The settling tanks used river water pumped up to the top of the mesa, then used a series of large tanks to allow gravity to settle out the silt and other debris in the water before being supplied through redwood water pipes for railroad use and to the town's citizens for many years until a separate water supply was developed for town use. Ed Heikila's homemade Ocotillo cactus are quite realistic and are planted throughout.

Other displays in the Railroad History Room include a Southern Pacific railroad conductor's uniform from the 1950's, numerous vintage photographs, a tall target SP switchstand and area maps. There is also a standalone diorama depicting an SP passenger train while it is unloading the US Mail circa 1880. Many artifacts included slices of vintage rail as compared to rail size currently in use, waybills showing carloads of watermelons, cotton and even cigarettes being shipped from and through Yuma and even a period chamber pot!

Our project continues as we continue to work on adding some new details, other structures and a backdrop to the display layout and additional artifacts, photographs and other displays in the rest of the room. Several members of the Yuma Model Railroaders have participated in this project over its development and you'll meet some of them along the way in our photo essay. Thanks go to Bill, Dave, Ed, Jeff, John, Lee, Stan, and several others that have volunteered their time, efforts and talents to this project that continues to be a work in progress as we expand and improve it. We are in the midst of the next phase and will share more with you about it in the near future.

We hope that you've learned a little about Arizona's history. We certainly have and continue to do so as photographs are discovered and stories are told. If passing through the Yuma area we encourage you to visit these sites along with the Yuma Territorial Prison and other historical

locations here. More information about the QMD can be found by visiting the Yuma Model Railroaders historical pages and the Arizona Parks on their following respective websites.

Arizona State Parks web site: http://azstateparks.com/Parks/YUQU/index.html

YMRR: www.yumamodelrailroaders.org

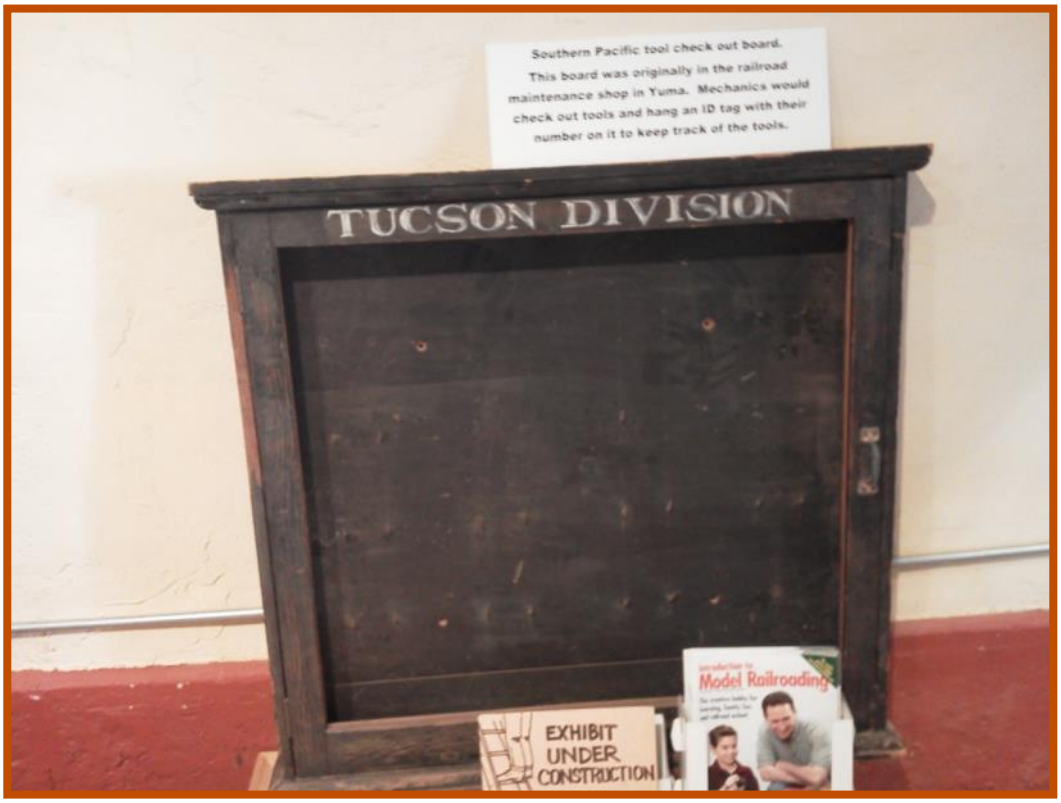
Following photo credits, all: Lee Stoermer

Below: Tim Gilliland putting final touches on the water features of the Colorado River in Yuma.

Below: The set of bridges over the Colorado, circa 1907. Note the cab of the riverboat.

Below: Ed, John, Dave and Jeff during early construction while forming the river bed.

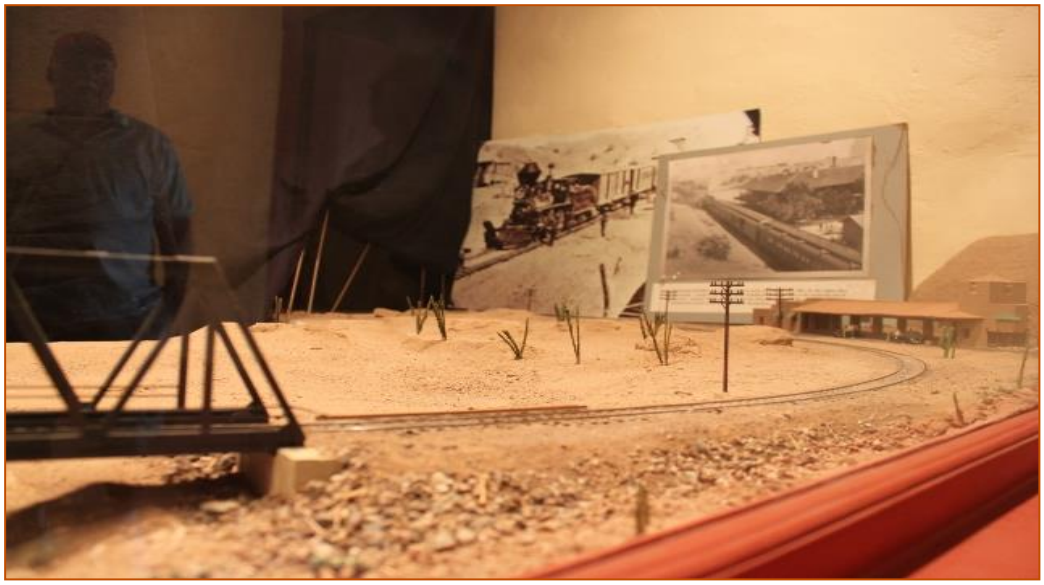
SPRR Tool check out board, we are looking for authentic tool tags to replicate. There are also the original timetable announcement boards from the Madison Ave Depot circa 1878-1926.



Below: How we started for the display layout.

Above: early construction view, note the 'idea/concept' photos posted in back.

Below: The view into the California side looking west with the agricultural inspection station insight.



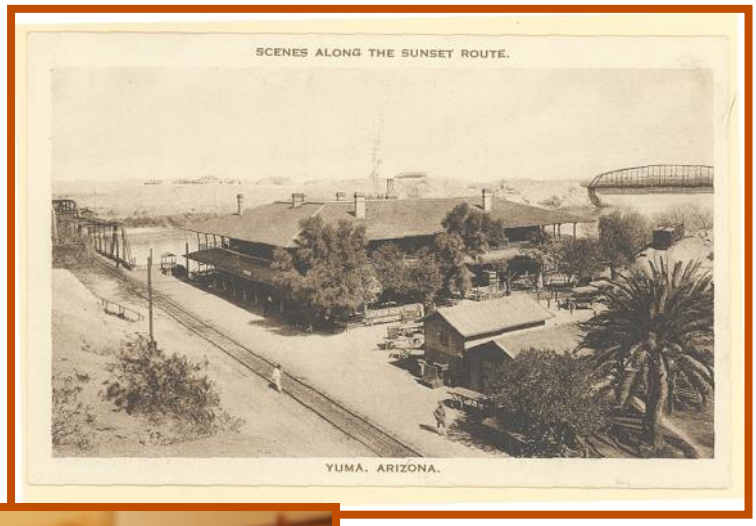
The steam powered wate
river water up to t

Three views of the Yuma townsite.

An overview of Yuma showing the SP Hotel/Depot, Settling Tanks and Pilot Knob Hotel.

: The Pilot Knob Hotel. Note their advertising slogan to draw in customers.

The Pilot Knob Hotel, the model by Tim Gilliland.



Below: postcard circa 1917-1924 of the SP Hotel/Depot. Bridge seen the back is the Ocean to Ocean Highway bridge, built 1917. The railroad bridge was moved next to it in 1924.

The SP Hotel Depot model, not quite finished, is being test fit into place.

Scottsdale Model Railroad Historical Society

Construction Begins / Richard Petrina

This article will deal with the commencement of construction on the layout in the new location. The members highly anticipated the start of the project in the new building, and as a result, everyone was energized. That was the summer of 2010; however, we first needed to accomplish a few matters prior to the start of construction.

We decided that the "L" girder method of bench work, with its flexibility of construction, would best fit our design. The basic wood framing would be made of 7 ply- plywood which would not warp and would be stronger than the basic dimensional lumber purchased at a lumber yard. To engineer the required quantities of joists, risers and "L" girders, approximately 22 sheets of plywood would be cut into 3 inch by 8 foot boards and then further cut for the needed dimensions. Also required were 1,500 pieces of 0.2 inch by 1 inch by 12 foot spline for the sub roadbed which was cut from 1 inch by 12 inch by 12 foot poplar boards. Square-head screws were purchased in 1, 1-1/2 and 4 inch lengths along with multiple "C" clamps, leveling feet for the legs and large bottles of carpenter's glue. After assembling these items, the real work started.

Joists are added to complete the basic benches.

The bench work was to be free standing around the perimeter with no attachment to the walls. Cross-bracing and gussets were added for strength. Spline work was begun. To maintain an accurate radius in the curved areas, templates were required. The center spline strip was wrapped around the template and clamped in place. The four additional strips were then added using spacer blocks and clamps to hold everything together until the glue dried.

Various radius templates were made for both the HO and HOn3 track plans. The templates not only gave us perfect radii, but provided the necessary easements out of the curves. The open spline roadbed was constructed using 5 spline pieces staggered at least 2 feet apart to give a seamless roadbed as we went around the layout.

Curved spline clamped in place. Note the staggered end of the spline pieces.

The spline was spaced apart with spacers cut from the spline boards and glued between the lengths at various intervals. The open spline roadbed was approximately the width of the cork that was installed on the top, and the middle spline piece allowed us to nail the track to it, if it was needed.

Bottom view of HO spline above and HOn3 spline below. Note the spacer blocks.

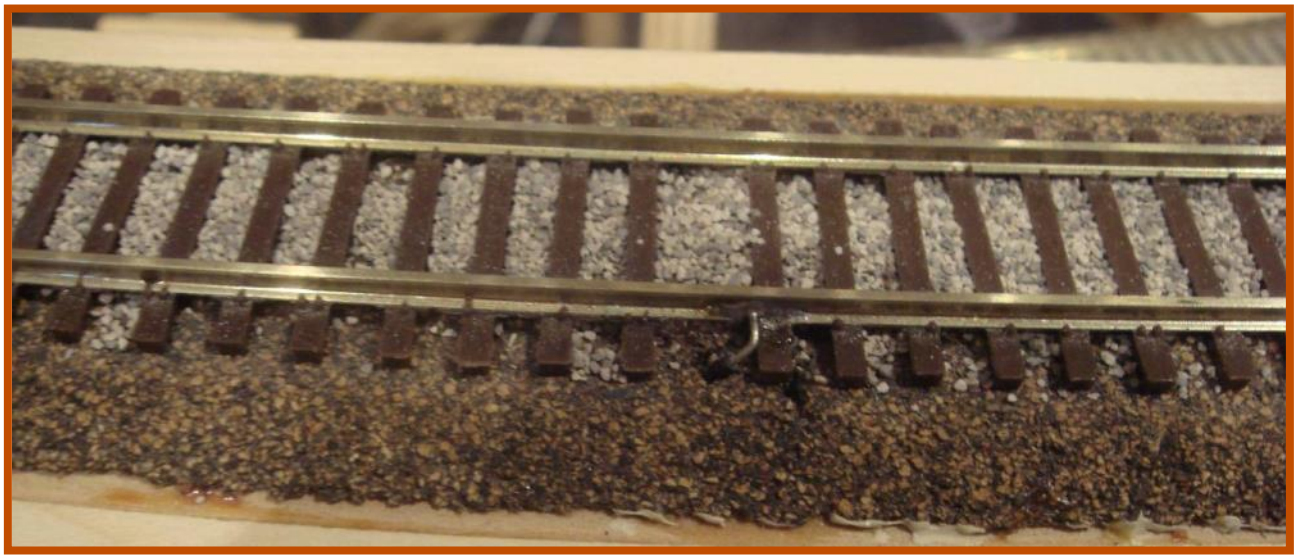
The spline was mounted on top of the risers and screwed to them from the bottom using cleats. Once the roadbed was sanded and leveled, the cork was glued in place on the top. The split cork was centered over the center spline of the road bed.

Spline on risers. Note the cleats that attach the spline to the risers.

The track was now ready to be installed. The decision on the rail type and code was made two years prior to construction. Micro engineering was chosen because of its rail profile and the ties were more prototypical on both Code 100 and 83 track sections. Code 100 would be used for most of the standard gauge because we believed it would be more durable over time.

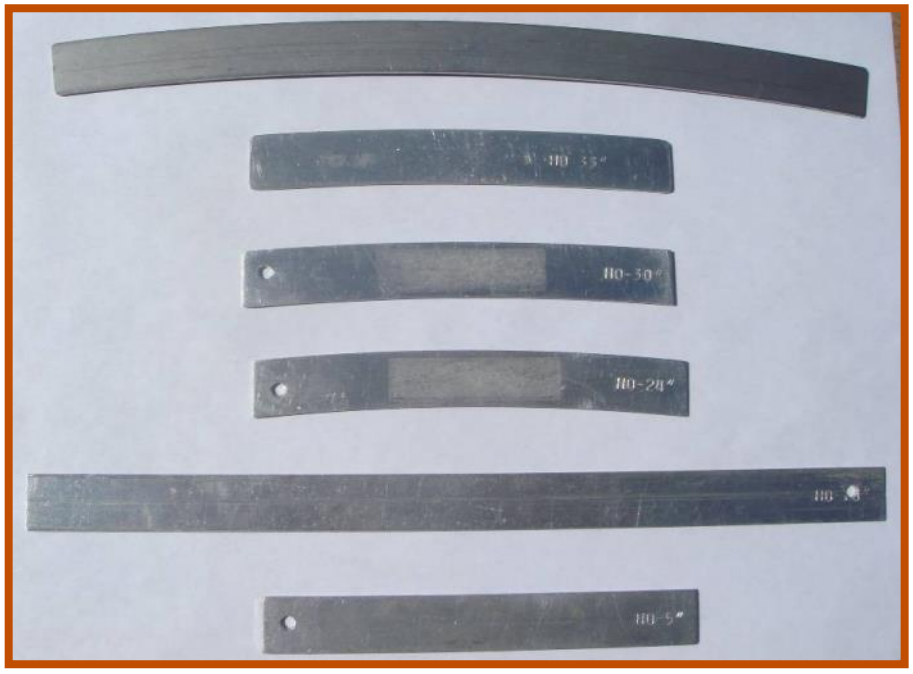
Turnout and flex track attached to the spline prior to ballasting.

Prior to installation, both rails of each three foot section of track were drilled (#61 bit) through the web just above the foot at the midpoint of the rail length. This provided a very good mechanical and electrical connection to the rail for the #22 wire drops to the track bus.



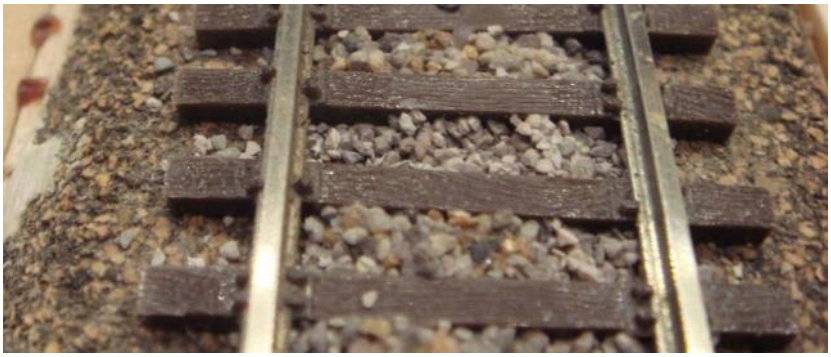
Track drop #22 wire placed through the rail and soldered.

To avoid short sections of track, in the locations where a piece of track shorter than a foot would be connected to a three foot section, we split the difference using equal shortened lengths of two full three foot sections and drilled each section if needed. Track joiners were used, but were not soldered in the straight areas. We did solder 3 foot sections of flex track together before they were installed in the curves to prevent kinking of the rail.. A long straight edge and straight and curved track gauges were used to align the track.



HO track gauges, top to bottom: 36, 33, 30 & 24 inch radius; 10 & 5 inch straight.

When the track was in place and checked for alignment, tightness and level, a tie was drilled in the middle and a nail was used to secure the track to the center spline in the sub road bed. The electrical drops were now installed and soldered. The track was given one final check and then lightly ballasted in the middle between the rails to keep it from moving. The rest of the ballasting would be done after the scenery was installed.

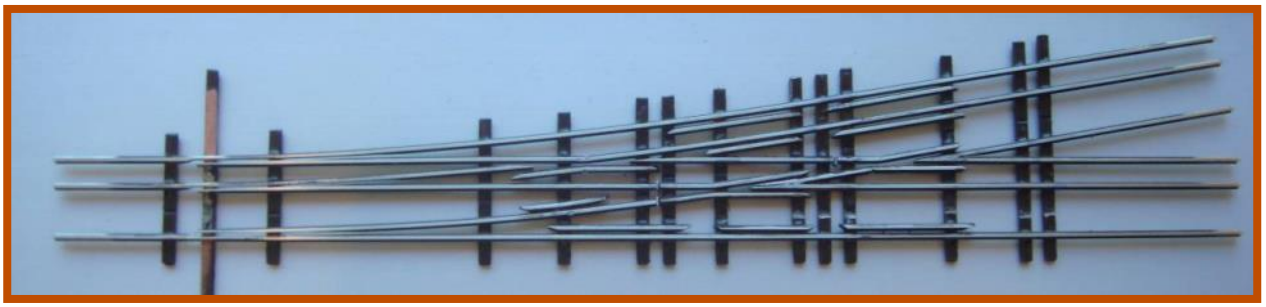


Lightly ballasted track between the rails only.

Final ballasted track

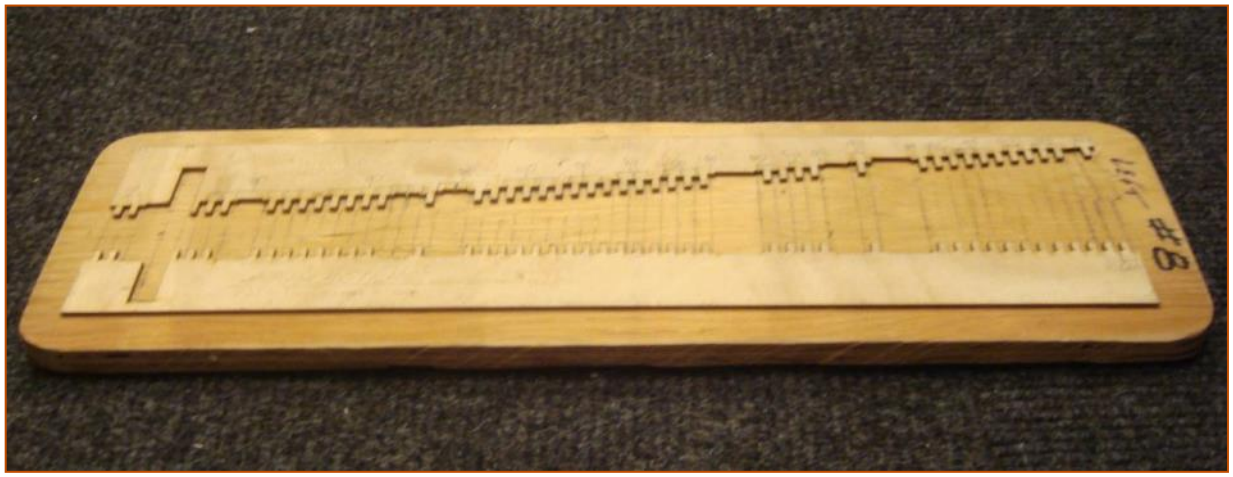
The turnouts for the layout were hand built using Fast Tracks assembly templates. The turnouts were made in sizes # 6 and # 8. The # 6's are used in the industrial sidings and engine terminal. The #8's are used exclusively on the mainline and passing sidings. Code 100 rail and turnouts are used on the HO mainline, passing sidings and industrial areas. Code 83 rail and turnouts are used in the HO engine terminal and car shops area. Code 70 rail and turnouts are used in Flagstaff which is all dual gauge. Code 55 rail is used on the HOn3 mainline, passing sidings and industrial areas and all HOn3 turnouts are #6. When going from one code to another, a short section of transition rail is used to give a smooth change in the rail height.

As previously stated, the decision was made two years prior to construction that code 100 would be used. The Fast Tracks assemblies were purchased with the Micro engineering and rail code designation. The construction of the turnouts commenced with the understanding that we would need approximately fifty #8's and two hundred #6's. Once a turnout was completed with its printed circuit ties in place, it was dimensionally stable but needed to be mounted on wood ties.



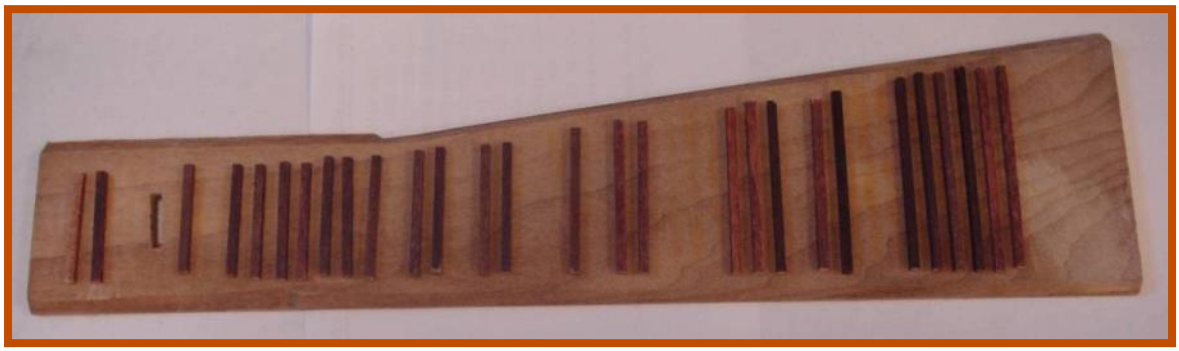
We did not believe that mounting the completed turnout on cork roadbed would provide sufficient strength and stability to keep the turnout flat, in gauge and working properly. Basswood pads three-eighths inches thick to match the thickness of the mating cork road bed were cut to the size and shape of the turnout.

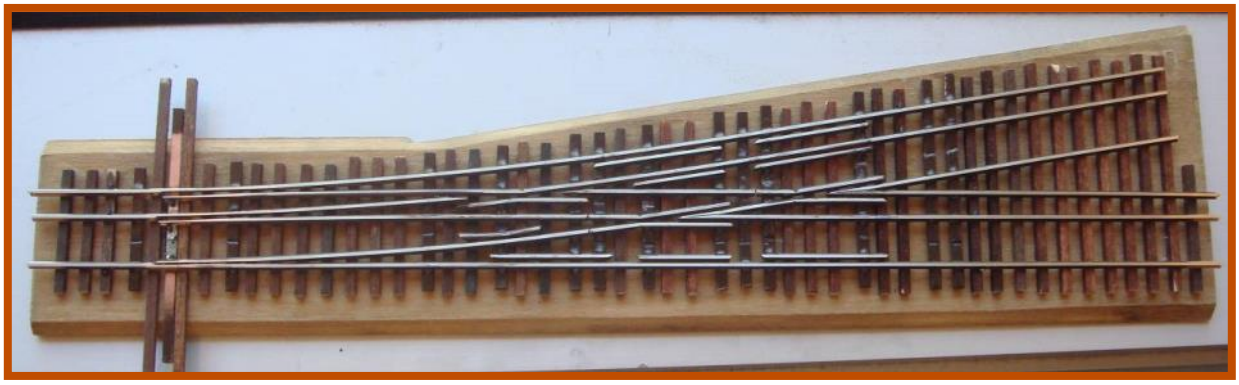
Rather than use Quick Sticks for the wood ties for all our turnouts, we made our own wood ties. A fixture was made by properly locating and attaching the two tie sprues from a Fast Tracks Quick Stick to a plywood board.



Fixture made by attaching the two sprues (light color) from a Quick Stick to a plywood base.

Strip wood was cut to the proper length using the fixture as a guide. With the ties placed in the fixture, we laid a piece of wide tape over the ties to pick them out of the fixture and hold them in their proper position. We picked the tape up, inverted it to put glue on the bottom of the ties, then placed the tape with the ties hanging below over the Basswood pad and pressed the ties on to the pad. Gluing the wood ties to the Basswood and then spiking the turnout to the wood ties gave us a very sturdy assembly.





Completed dual gauge turnout ready for installation.

This construction method also provided us ease in removing a turnout, if necessary, because only the spikes need to be removed and the turnout lifted out leaving the pad and wood ties in place. A replacement turnout could be set in place because the turnouts are all geometrically the same. The process of making turnouts, cutting basswood pads, staining and sizing ties commenced with approximately 150 units completed before construction of the layout started. The code 83 engine terminal, dual gauge and HOn3 turnouts would follow as they were needed as layout construction advanced.

Once the track and turnouts were in place, the next step was the establishment of electrical blocks, detection areas and powering up the layout--not to mention construction of the industries and scenery which will be the subject of our next article.

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

Scenery design and construction; Electrical systems; Computer systems and automatic trains and

Prototype operations

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

SCOTTSDALE MODEL RAILROAD HISTORICAL SOCIETY

A TIP - OUR METHOD OF BALLASTING / BOB HEDGES

The ballast is spooned onto the road bed between the rails and outside the rails to completely cover the cork roadbed.

The ballast is smoothed out between the rails and on the outside between the tie ends

The ballast is completely wetted with gentle drops of full strength isopropyl alcohol using an eye dropper or syringe. We use a 10 ml syringe with a 4 inch piece of neoprene tubing pressed onto the end.

The alcohol is allowed to permeate the ballast for a minute or so, then drops of diluted white glue (50% glue, 50% water) are applied. The glue will quickly spread and be absorbed into the ballast. We use a diaphragm type glue applicator supplied by Micro Mark. This method allows us to move or remove track in the future by soaking the ballast with water to free up the glue.

August 2014

Volume 2014, Issue 3

The Railjoi

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STREETCAR RIDE	2
CALENDAR	2
MEMBER NEWS	2

SPECIAL POINTS OF INTEREST:
Running Nights: see Calendar on page 2

27 Active Members 0 Applicant Members

LFC UPDATE

In October, SASME will vote regarding the "large format" changes to the layout. There is a 30% change, a 70% change and a complete or 100% change being proposed. These were presented at the June meeting and have been emailed to all active members. If you have not received the information, please let one of the officers know. If you have questions about any of the proposals, please contact the individual in charge of that proposal:

Jim Homan-30%

Nick Buchholz-70%

Paul Chandler-100%

Frank Flasch, who headed the Large Format Committee that worked on these proposals, has indicated there will be a 4th choice — no change.

In order to get a better consensus, it has been suggested that there will be two votes. The first vote will include the four choices. The second vote will be between the top two selections and the one with the most votes will be the winner!

This topic is important to SASME and our activities for the next 6-12 months. Please give this matter your thoughtful consideration. The members of the committee have given a lot of their time working on these proposals and, as a club, we should give our efforts to make sure we select a solution that we are willing to support.

There will be a lot of work ahead of us (assuming SASME selects one of the changes) and work

SASME GAINS 501(c)3 STATUS

will need to be done at all levels. It will be a good opportunity to learn if you think you can't contribute much. There will be plenty of need for "laborers" and "helpers", so

HOBOES CLUB SWAP MEET

don't be afraid to pitch in. That's the way to learn!!

SASME has completed the necessary

WORK

Jim Homan, with the help of other members, has been working through our roster of freight cars to make sure couplers are adjusted and work properly. Wheelsets are being changed out as needed.

Nick Buchholz has been working to speed-match SASME's engines using DecoderPro and a speedometer device. The effort is more involved than originally thought, but Nick is soldiering on. He has also updated the timetable used for our operating sessions.

STREECAR RIDE

Six members of SASME rode the new modern streetcar on its opening weekend, July 25-27. There was no cost to ride the streetcar this opening weekend. See the last page for more pictures of the trip. Thanks to Mike Bording for supplying the photos!

Pictured to your right—Ron Elwood, Ken Karrels (past SASME member), Mike Smith, Paul Chandler, Nick Buchholz and Mike Bording.

SASME rides the new mo streetcar who is the l guy in line??

CALENDAR

September

Business Meeting	3
Work Nights	10
Open Running	23
Operations	17, 24

October

Business Meeting	1
Work Nights	8, 15
Open Running	28
Operations	22, 29

November

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

Remember that if we complete an Operati Session on Wednesd it will resume on T (the next evening).

MEMBER NEWS

SASME currently has 27 active members and no applicant members. Joe Melhorn and Ben Kaur have taken a Leave of Absence; Joe is working out of the area until this winter and Ben has been shipped to South Korea.

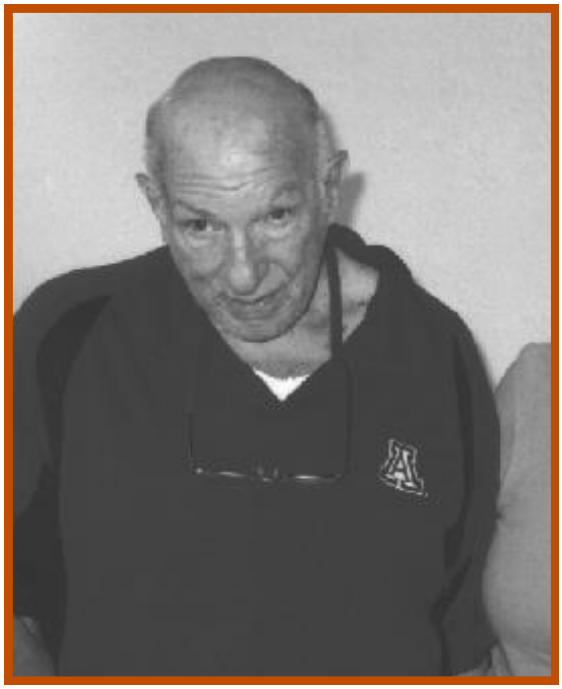
There are probably two more members who will leave our roster. Tom McComb may be moving to Michigan to be near his children. Tom has been having health issues and wants to be closer to family.

Has anyone seen or heard from Roger Daniels lately? He attended regularly but we haven't seen him in some months.

H.O. BROTHERHOOD OF ENGINEERS(HOBOE)

3145 West Jusnic Circle

Tucson, AZ, 85705



It is with a heavy heart that I write this article for the Spur Line. H.O.B.O.E. has lost one of its founders this spring. His name was Peter “Pete” Blakslee. He was a modelers for over fifty years and was one of the most knowledgeable members we had. He was a founding member and helped keep the club together when we got evicted in 2011. He also left us his entire collection of HO and N gauge which we are presently selling off to raise funds for the club, which was his final wish.

This has put a crimp in our work schedule. His collection now occupies quite a bit of our club causing a delay in the layout construction.

On the upside, we welcome a new member, Mark Schwartz to our club. Mark is recently retired and says he is “Joining the S.A.S.M.E. to leark how to run trains and the H.O.B.O.E. to learn how to build. I hope I can show more progress in the next issue of the Spur Line.

Thomas g. Beecher

President H.O.B.O.E.

BUY, SELL OR TRADE

Wanted:

Athearn SP Express Box Car #5777.

Gary Gutierrez 520-247-6777

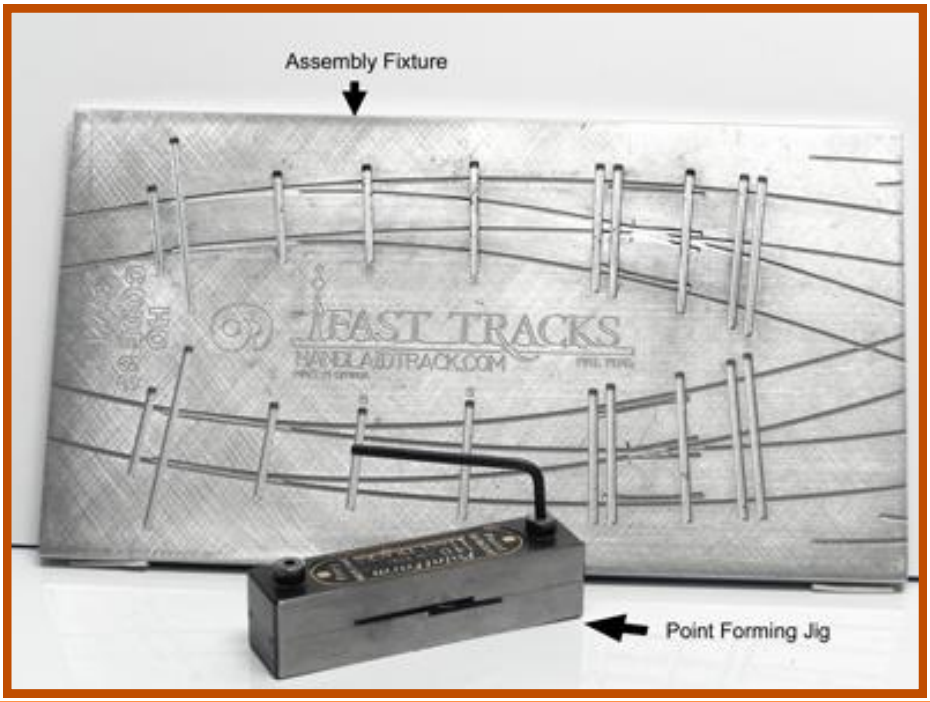
FOR SALE:

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

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

Call **Russ Henzel** for details.

(cell phone) 602-463-3678



BUY, SELL OR TRADE

SPLINE ROAD BED FOR SALE

10 to 12 foot lengths

Finished road bed for HO & 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 or visit us at McCormick-Stillman Railroad Park in Scottsdale.

BUY, SELL OR TRADE

Unopened/Unmolested HO/Hon3 scale railroad kits

Allen W. Gross, MMR

hallockgross@gmail.com

480-720-6898

Asking Price (10% to the Arizona Division)

BTS McCabe Lumber Company Complex

Coon Gap Sawmill (Early detailed model, not the later Slaty Fork issue-rare)	500
Log Dump	120
Drying Kiln	70
Sawdust Shed	60
Planing Shed (Planing Mill)	230
Slash Burner	35
Pump House	60
Tramway and Storage Yards	120
Tramway extensions	40
Drying Platforms	20
Company Office	70
Fire House Storage and Water Tank	50
3-Logging Bunkhouses	25
Bunkhouse Details	25
West Side Cook House	65

Prefer to sell as a set 1487

Miscellaneous

Keystone

2 (two)-Jill-Pokes	30

Building Structure Company

5-in-one Outhouses	30
Dallas Divide Railroad Crew Bunk House	21

BUY, SELL OR TRADE

American Model Builders

Stationary Boiler 28

Builders in Scale

Double Boiler 15

Scale Structures (the original)

Gould Fire Engine 28

Water Tanks at Bagby 85

Cinder Conveyor 38

Lumber Carrier 30

Railway Engineering Agency

Horseshoe Meadow Depot 70

Mil-Scale

Snow Shed 25

Precision Scale Company

Thomas Flyer Powered Kit (brass) 75

Vintage Reproductions

Alpine Tunnel Coaling Platform 35

Magnusen Models

Allen's Wrench and Manufacturing (large complex, plaster walls, beautiful, rare) 45

Classic Miniatures

The Ruins-2-in-one resin kit (rare) 25

Arkansas Valley

Toadsuck Cannery, Gold Edition (very rare kit) 300

Comstock Carshops

Long Flume 30

Oil Field Drilling, Pumping and Loading Facilities

Sugar Pine Models

Oil Dock 26

BUY, SELL OR TRADE

Scale Structures Limited (the original)

Jensen Oil Pump	34
Oil Loading Facility	55
Oil Tanks	26

Chama Car Shops

Oil Dock	50

Mainline Siding

Oil Facility with 3 Jensen Pumps, 2 double storage tanks, three oil derricks, 1 Jordan truck, Hinged Loading Platform, Large Shed and 4 dozen Barrels (very rare kit) 250

Alexander Scale Models

2 (two)-Oil Well Drilling Derricks	85
Prefer to sell as a set	641

Unopened/Unmolested HO/Hon3 scale railroad kits

Allen W. Gross, MMR

hallockgross@gmail.com

480-720-6898

BUY, SELL OR TRADE

Phoenix, Turnbow & Apache 60th Anniversary 3 Bay Hopper.

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

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SHIPPING: Will bill for actual shipping and packaging.

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2003 Phoenix Kit HO	$2.50	12
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2007 Tucson Kit HO	$5.00	252
(Accurail 3 Bay Hopper)		
(12 for the price of 10 = $50.00)		
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(Intermountain wheels, Kadee couplers)		
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(Intermountain wheels, Kadee couplers)		

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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:

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1997 Cajon Zephyr	$0.50	19
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"Freight Car Truck"

photo by Nathan Hunter

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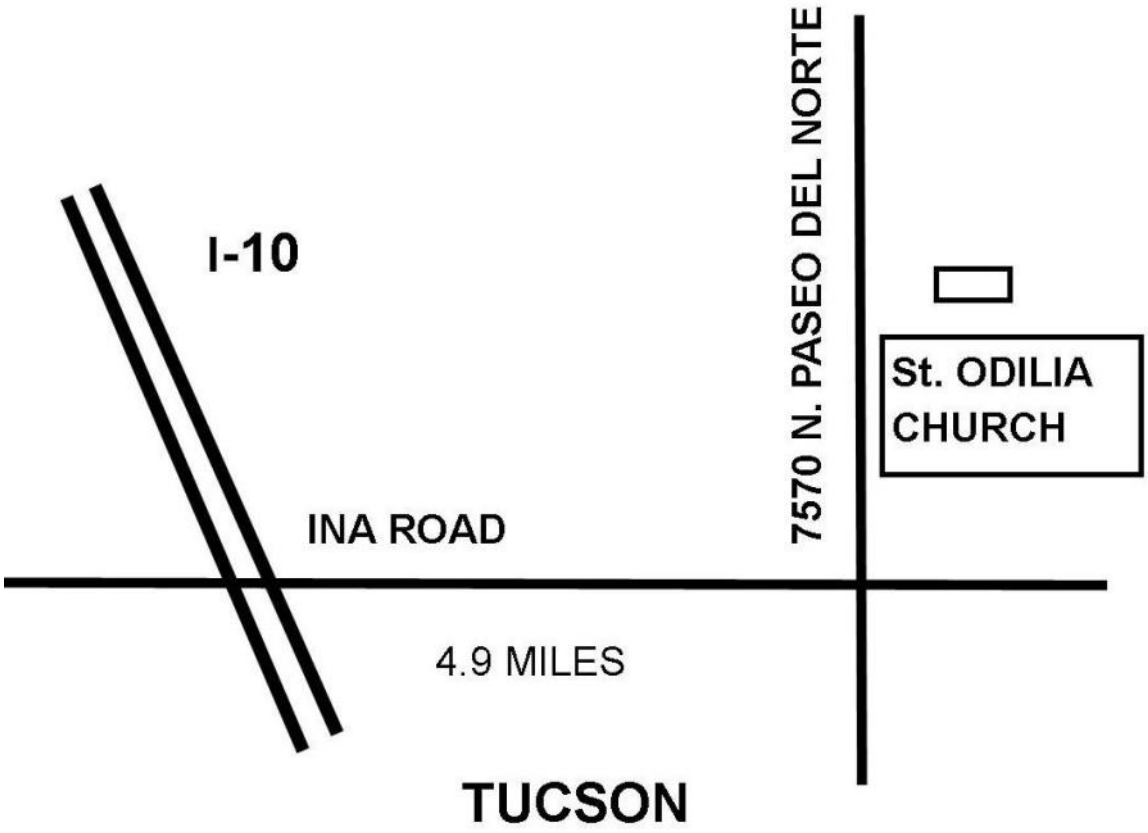

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