



NEWSLETTER

**Central Arizona Model Railroad Club
January - March, 2017**

PRESIDENT'S MESSAGE

by Jim Hanna

Another highly successful year has come to a close for the CAMRRC. We can all be proud of our accomplishments this past year and as president, let me congratulate all and give you a "Well Done" and a hearty "Thank You All".

In summary, we had a very successful "Beat The Heat Swap meet" and our thanks to Dick Gage, Bonnie Rudy and Larry Gauthier for another great job. The annual picnic at Jim Sigmon's Cowboy Kitchen was once again a big success and we all look forward to this fun event again in 2017. And our annual Christmas Dinner was well received by the club and will again be at the same location in 2017. Thanks to Bonnie for handling the event, both menu and reservations.

The election this year brings us a new Vice-president, Tom McColloch, a returning Treasurer, Larry Gauthier and new 3 year BOD member, Jim Patterson. Please be sure and welcome your new officers at the meeting in January. Sadly, elections also mean departing members, Mike Scigliano, Vice-president and Bonnie Rudy, 3rd year BOD member. Mike and Bonnie were exceptional in their respective positions and we will certainly miss them...many thanks to both of you.

As you all know, this was a special year for the club in that we accepted the task of

creating an exhibit for the Sharlot Hall Museum which will run for the full year of 2017. The work of the exhibit included restoring a 100 year old Railway Express baggage cart and building a model railroad operating layout to represent the Santa Fe Railroad in Prescott circa 1920/30. Work began in March of 2016 and was completed on December 2nd in time for the initial opening for invited guests only. The exhibit opened to the general public on December 3rd.

The exhibit turned out to be no less than "Spectacular" and a most pleasant surprise to the folks at the museum. We had a large crew of volunteers on this project too numerous to list here...however you all know who you are and on behalf of CAMRRC we offer you a huge "Thank You". For those of you who haven't seen the exhibit, I urge you to visit the museum.

I hope you all had a Merry Christmas, Happy Hanukkah and Happy New Year.

SCHEDULE

CAMRRC regular meetings are held on the second Wednesday of the month. They feature tables where you are welcome to bring items for sale and most months also feature a program. They are a also great way to get together with your fellow members. Meetings begin at 6:30pm for socializing and swapping and the meeting at 7pm located at the

Prescott First Lutheran Church, 231 W. Smoketree Lane off Willow Creek

January 11 - CAMRRC meeting, First Lutheran Church

January 21 - Toy train auction - Phoenix, Desert Division. Info, catalog: tcadd.org

February 4, 5 - World's Greatest Hobby Show. Phoenix convention center. Info: <http://wghshow.com/phx2017/>

February 8 - CAMRRC meeting, First Lutheran Church

February 18 - Cactus Swap Meet. N. Phoenix Baptist Church. Info: http://www.gcmrr.org/Swap_Meets.html

March 7 - CAMRRC meeting, First Lutheran Church (note: meeting is on **Tuesday** this month!)

March 18 - Adobe Mountain Swap Meet - Phoenix, info: <http://www.azmodelrr.com/swapmeet.shtml>

SWAP MEET REVIEW

by Dick Gage

This was the first year a survey form was given out to the vendors for their response to our second annual meet at the new location at the Liberty Traditional School in Prescott Valley. A total of 50 vendors received the five item questionnaire and 14 returned the short survey while a handful sent emails with longer responses.

I was pleased to get a unanimous positive response to question #3 "Did you find the club members helpful?". In a separate email, one vendor who had been suffering with some health issues complained that he found those dealing with the event parking refused to allow him to park his vehicle in a handicapped spot until he finished unloading, then parking his car when he was done. Next year the parking problem will be eliminated by the addition of more available spaces.

Questions:

- 1 - Do you think this was a successful event for you
Yes - 10, No - 4
- 2 - Do you like the facility for the event
Yes - 13, No - 1
- 3 - Did you find the club members helpful
Yes - 14, No - 0
- 4 - How was the parking for the event

Yes - 12, No - 2

5 - Would you return for the same event next year

Yes - 12, No - 2

Comments were also included on survey slips ranging from "great show, low sales, hot, cramped and parking not good early" One vendor wrote, "please include driving directions to and from parking lots, other than that, Great Show". One vendor noted in three spots that the facility had "good lighting, cool, roomier than the Armory"

In an email from a California vendor, he wrote "believe it or not, was one of my best shows in the last few months. I sold more at your show compared to the Great Train Show in Pomona and the TTOS August National Convention in Long Beach. I was just amazed at how well I did for a four hour show". He had four tables.

The paid attendance was a new high at 467 which did not include the nice number of kids who came with their parents and not including five guests of the club. We signed up seven new members as a result of the swap meet.

Another feature of the swap meet was the Open Houses for the public following the show. Eight members opened their homes following the meet from 2 till 5pm - or whenever the last person left.

Peter Atonna reported a huge turnout. He said, "I probably had the greatest open house attendance ever. The bus folks started at Mark Ziven's and made it here shortly before 2pm with about 40-45 folks. There was always a group here, I don't think less than 3-4 people in the room till the last person left at 5:45.

The bus, filled with members of the Grand Canyon Model Railroaders and the other Valley clubs, has been coming to Prescott for the swap meet and open houses for years.

Club members who opened their homes to the general public this year were:

Peter Atonna - Paulden
Paul Janowski - Prescott
Scott Hicks - Prescott
Marlin Benson - Chino Valley

Richie Scanapio - Prescott
Peter Hartman - Paulden
Anthony Piscatelli - Prescott Valley
Mark Ziven - Prescott

Visitors numbered from 20 to Atonna's estimate of 100 at his place.

SARLOTT HALL GRAND OPENING

The CAMRRC's gift to the Prescott area's historic community held its grand opening with a Member's Reception on December 2nd. Our members were invited and well represented. Here are some shots from the event by Tom Cossaboom and your Editor.



CHRISTMAS AND THE HOLIDAYS

Between our annual Holiday Party at the Prescott Centennial Center and our personal train displays, we are concluding a joyous time of the year.



Donn Pease brought his Western band for great entertainment at the Party.



Steve Rudy and your Editor share the same, just before Christmas, birthdays. And as you can see, Bonnie makes sure Steve celebrates his in style!

Here is Stan Cedarleaf's Christmas Coca Cola O gauge train running around a Christmas village at Windsong Villas in Prescott Valley.



Richie Scanapico sets up some G gauge trains indoors for Christmas



Lloyd Ewart sends this picture of the mini village he has set up at the Las Fuentes lobby for the last three years. He notes, “the G scale train is what is left of my old garden railroad, repainted for the Christmas season. Come by and take a look. The residents love it, and the grandkids grand kids too. I think the staff plays with it when no one is looking. It has been a fun project and I still get to play trains!”



still in business (<http://hobbytownofboston.com/>), I was able to obtain new nickel plated wheel sets and parts to convert both units to multi-drive. For those of you not familiar with Hobbytown, they had an option that allowed several units to be connected together and powered from one motor in the lead unit. This was accomplished by having geared trucks in the trailing units and a short drive shaft connecting the units together. The trucks on each unit were connected by universal couplings under the chassis. The DC90 motor had more than enough power to operate several units.



RESURRECTING A PAIR OF ANTIQUES

by Anthony Piscitelli

A few years ago I bought a pair of Hobbytown Alco FA diesels. For those of you who are not familiar with Hobbytown, they started in the early 50's supplying HO scale diesel locomotive kits. Their kits were die cast, no plastic, and good runners. But they had a little gear noise. Because of their weight, they were good pullers, they could yank the plaster off the walls.



Both of my Alcos were powered by the huge Pittman DC90 motors. These motors had lots of power, but they also drew a lot of current. They had a stall current of 4 amps. I decided to upgrade both of these units to current standards and add DCC sound. With the help of the owner of Hobbytown (yes they are

I converted both units to multi-drive and replaced both DC90 motors with one large Mabuchi round can motor and flywheel. I then added some brass detail parts to the body shell. They are die cast and were made by Lindsay, another old model railroad manufacturer. Both units have nickel plated wheels and all 16 wheels are powered.

I installed a Soundtraxx Tsunami TSU2 Alco decoder. These new Tsunami decoders sound very good, but their programming is extensive. I'm still tweaking all the CVs, the TSU2 has over 500 of them.

The lead unit contains the motor drive unit, the trailing unit contains the decoder and speaker. The units run pretty good and have a lot of pulling power. Both units weigh 2 pounds total. It's a good thing the bridges on my layout are sturdy.

I would like to change the gear ratio on the powered unit as the gear ratio is 7:1. This is the equivalent of trying to start a car with a manual transmission in 2nd or 3rd gear. The Alcos don't start as smoothly as I

would like them to, but once they get going, there is no stopping them.

In the past Hobbytown offered 3 different gear ratios 21:1 for drag freights or yard switching, 12:1 for general use and 7:1 for “special express”. My Alcos have the special express gearing. The owner of Hobbytown is trying to find me 12:1 gearing for my engines, I think they will start a lot more smoothly with 12:1 gears. I intend to use these engines in ore drag service, so they don’t need to be hot rods. I painted and lettered the Alcos for United Verde Copper, one of my mining railroads.



I sent the owner of Hobbytown photos of the chassis and trucks of my Alco FA units, he told me that I have circa 1952 models and were priced at \$29.95. They run pretty well for being 65 years old, I wonder how long any of today’s high priced plastic diesels will last.

A COUPLE OF HISTORIC SHOTS

by Anthony Piscatelli

They were taken in 2009 when we took a trip to Phoenix and rode the light rail from its 19th Ave beginning, through downtown to the end of the line in Mesa.



SOME NEWS FROM DAN LEPAGE

Well the year is coming to an end and I have some great news. I have had my MTH ASC Independent Tech reinstated so I am doing MTH Repair work and also doing Electric Railroad TMCC installations. And, yes, I work on Lionel trains too.

Here are a couple of photos of my yearlong project the refurbishment of Lionel 1934 M10000 with some

tweaks for the customer. It has four passenger cars and is equipped with ERR AC commander and sound. All lighting is LED constant current with my designed control boards. Interiors were added and it also has little people in it. The motor is being upgraded to a Pullmor 200 series because the original motor will not pull four cars, only three. The customer wants four. Check out my posting on "Refurbishment of 1934 M10000" on OGR Form.

The photo is of the 1934 M10000 and my MTH N10000

Have a great Christmas and a very Happy New Years



mention that we traveled on the Santa Fe Super Chief to Chicago, where our sleeper was transferred to the Pennsylvania RR heading to Union Station in D.C. We moved into a larger house and my folks bought surplus government furniture for their bedroom. This stuff was tough and built to last. It was constructed of sheet steel and wood trim.

In 2012, sixty-two years and several moves later, when my mother moved out of her old house in Louisiana, I chose a 5-drawer bureau, as we used to call them, or a chest-of-drawers, to bring to Arizona for storage of rolling stock.

So, that's the background of how I got such a heavy-duty bureau for my rolling stock. Fast forward (again) to December 2016. I finally got around to building drawer inserts for quick access to the rolling stock. The bureau has five drawers, but I only built inserts for four of them.

BUREAU OF ROLLING STOCK

By Donn Pease

What do you do when you have a fairly large HO scale layout and have way too many pieces of rolling stock? Like many of us who have collected model railroad equipment over the years, I have probably enough equipment to fill up my layout twice - and then some. I wanted to keep much of the overstock handy so I could change it out from time to time.

This story begins in 1950. Yes that's right, and I do remember 1950. My father had just gone back into the military, the brand new U.S. Air Force, having gotten out of the Army Air Corps at the end of WWII. We moved from California to Northern Virginia where my father was stationed at the Pentagon. Since this a railroad story, I have to





R&LE LAYOUT UPDATE

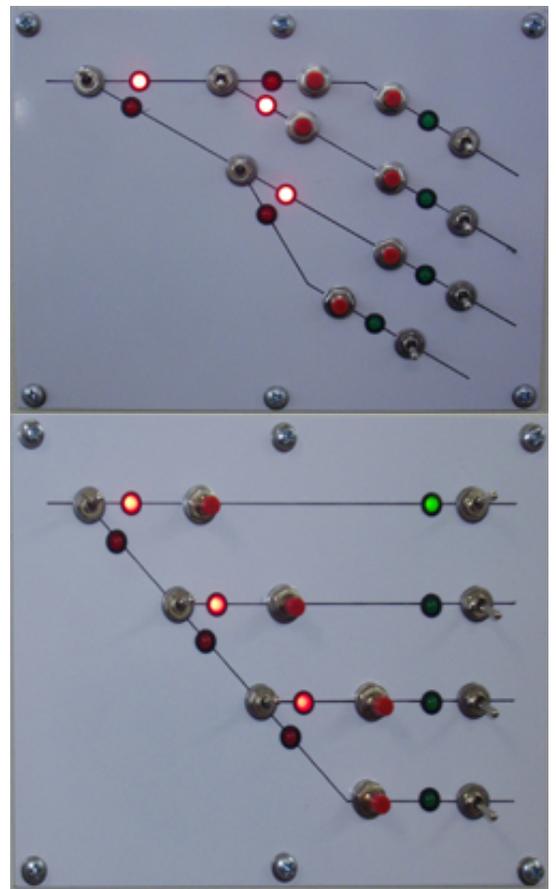
by Tom McCulloch

Work on the Western Division of the Rochester and Lake Erie Railroad continues, with tracks completed in another yard and sidings completed to several industries. Panels have been wired and installed to control the turnout switch machines. All turnouts have Tortoise switch machines and no ground throws will be used. Electromagnetic uncouplers have been installed on all sidings to facilitate “hands-off” spotting of cars. One more yard still needs to be installed, and the current schedule calls for all track work to be complete by this March.

While the R&LE is primarily a freight railroad, there will be at least two passenger depots, included at the urging of one club member who believes that all great model railroads need passenger service. We have had some informal operating sessions to test the tracks and more will be scheduled. Visitors are always welcome, so please contact me if you would like to learn more about the layout or participate in an operating session.



The bottom one is hard to reach !





Industry sidings



Yard tracks

STEVE'S PERMANENT LAYOUT

by Steve Toth

Finally, finally, finally! After years of building temporary Christmas layout (see <https://www.youtube.com/watch?v=xJdQB9fBzrA> for a sample video), I have begun work on building my permanent train layout!

A bit of History:

Before I get into the details of the layout, I thought it appropriate to provide a little bit of background about myself. I am O gauge railroader and have been hooked on Lionel

and Marx electric trains since I was 5 years old (circa 1955). I was one of those kids that had the Uncle who had a large O gauge layout in his basement. Experiencing the magic of all those trains running, the twinkling of lighted houses and street lights and operating accessories; I was hooked!

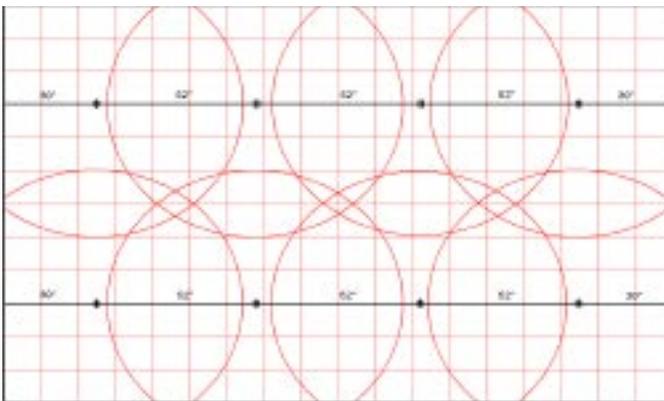
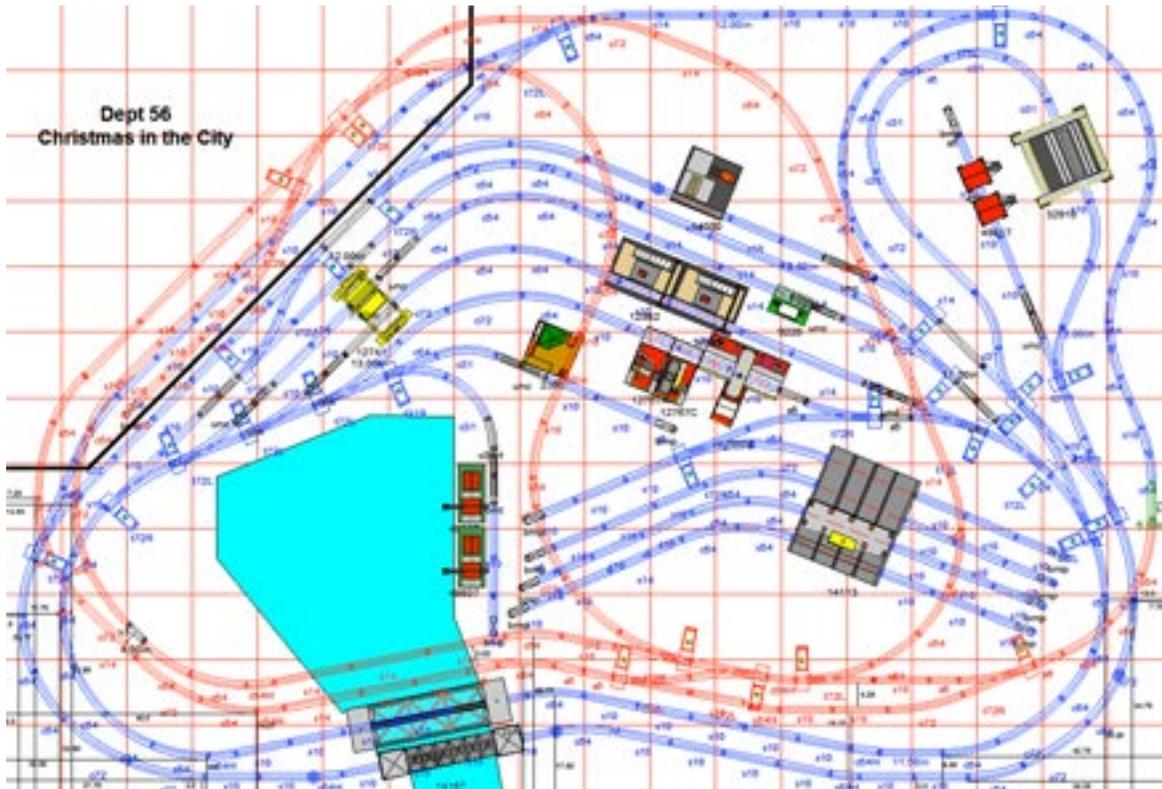
I've been collecting O gauge trains and accessories on and off for the past 25 years (much to my Wife's chagrin :-). The collection consists of Lionel, MTH and Williams trains and accessories. And I am a fanatic when it comes to operating accessories. Because of this, the layout should by no means be considered a scale layout. My goal is to have fun running trains and operating those accessories.

I had been designing the layout of my dreams for several years using the RR-Tracks for Windows application. This phase was very enjoyable for me because the application allowed me to design a layout of any configuration without laying one piece of track.

The Layout:

The final configuration is based on a platform that is 12 feet by 18 feet and about 42 inches high.

The Blue track is mounted to the table itself. The Red track is raised above the Blue track to a height of about 7 inches. Most of the accessories are shown in their approximate locations. They are in approximate locations because I have learned from experience (building Christmas layouts) that what the RR-Tracks application shows on the computer screen does not necessarily represent the real world when laying track. Below is the layout plan and a 3D representation of the layout from the same perspective:



Before beginning any platform construction, I had to deal with the issue of lighting. My goal was to provide as even a dispersal of light on the platform as possible. And the area where the layout was going to exist had no ceiling lighting at all. To solve this problem, eight LED light panels were purchased from Costco (they were on sale too!) and were installed using the dispersal pattern supplied by the light fixture manufacturer. Each circle represents the approximate dispersal pattern of each light fixture.

Here is the current state of the layout. I would guess that 95% of the curved tracked being laid is a combination of 072 and 054 curve. This was done in order to accommodate almost any type locomotive, toy or scale.



In addition to the sound deadening material, track is being laid using rubber roadbed. I used rubber roadbed extensively when Christmas layouts were built in order to quiet the noise coming from the layouts (the track was screwed directly to plywood) and to minimize the issue of batting getting caught up and tangled in the engines and rail car wheels.

Even though the table is on wheels, it became quickly apparent that there would still be areas of the layout I would not be able to reach (unless I crawled onto the table itself). Once all the track is set in its final position, access "hatches" will be cut in order to allow for easy access to those out of reach areas.



Wiring:

I chose to implement MTH's DCS for this layout. As a result, each loop is broken up into 10 track section blocks with a power feed soldered to the center of each block. In addition, siding will also have their own power feed soldered to the center of the siding. Those power feeds will be connected to a relay dedicated to each track block. That way, each block can be controlled by a toggle switch mounted to a main control board. The relay approach was used in order to maintain as much as possible MTH's recommended "star" or "home run" approach to for implementing DCS. 14 gauge jacketed wire is being used to connect all track blocks to the TIU's.

Conclusion:

As you can see, I've made pretty good progress since the layout's beginning this past summer. But I do have a long, long way to go. I have set a goal to have the main loops and sidings "operational" under DCS by Christmas 2017.....God willing and "the creek don't rise!"

THE CHRISTMAS RAFFLE LAYOUT

by Joe Fauty

In addition to CAMRRC I belong to a small group of O scale guys/gals (Bradshaw Mountain Hi-Railers in Prescott AZ) who run trains for the kids at a local mall once a month. Last issue I outlined the construction of a train board for a free raffle we have every Christmas. To summarize, the only caveat was the train board had to be knock down and smaller than usual.





The table top is roughly 4 x 6 feet. The bench work consists of two independent leg assemblies made with 2x4 and 1x4 pine. The cross braces are 1x4 pine that were notched to fit into notches on the leg assembly.

On December 3rd we had the raffle and a young man walked away with a nice train table. Here are some pictures of the completed table.



Stan Cedarleaf servicing the cars



Mark Ziven doing a final check

WINTER VACATION LAND

by Mark Ziven

If you are a former Midwest flatlander, December is a reminder that cold forbidding weather is coming your way. As a rule, reservations are made for several weeks in a warm clime or on a cruise boat to the southern hemisphere.

This December, Evelyn and I were obligated to attend the first birthday of our first grandson in the middle of the best “hot spot” in the Midwest, St. Paul, Minnesota.

With my wife’s most recent illnesses, she’s not allowed to fly. That, in a way worked out since I had my daughter’s new Dodge Grand Caravan stored in our garage here in Prescott.

On December 4, we headed northeast clipping off 551 miles the first two days to include a repaired windshield in Amarillo, TX and a by-pass of Oklahoma City with a trip up the old Chisholm Trail.

We arrived on December 6th at 7:30 P.M. having completed 1807 miles in 29 hours and 45 minutes.

The baby’s birthday on December 8th was a success and the little tyke found out what sweet tastes lay in store for him the rest of his life.

On December 10 we boarded Amtrak's Empire Builder for a 400 mile run down to Chicago to meet up with family members. Upon arrival that afternoon, we found out they were all sick with flu and colds. It was snowing and the temperature was taking a nosedive to single digits. On December 11, Evelyn awoke with a sore throat and sounded



like a worn out cement mixer.

By 7:00 A.M. I was on the phone with a live Amtrak agent to change our tickets from Tuesday to Sunday so we could ride the Southwest Chief back to Arizona.

Dragging two large bags filled with winter gear and Evelyn's oxygen concentrator, we made our way into a very busy Chicago



Union Station. Since we were traveling first class, we sat in the newly remodeled

Metropolitan Lounge waiting for our train to be called.

Red Cap service got us to Superliner sleeper car 0330 and assistance to bedroom "E".

The Chief pulled out at 3:00 P.M. right on time and within a few minutes we were witness to snow filled switchyards. Looking at that, we were happy to be heading back to Arizona.

I pulled my camera out and tried to document some seldom seen views of Chicago. It's not easy with water dripping on the windows and failing light of the late afternoon winter sky.

The Dining Car Captain came around to take our dinner reservations. I received a text message from a Mr. Stan Cedarleaf reminding me to order the "steak". Little did I know that Stan and I were to be connected via cell phone text messages for 1800 miles throughout this journey?

Six O'clock and we were seated in the dining car. No disappointments here. However, no china, nor silver service and no glassware.

It's supposed to look like china, but everything is disposable plastic. There was a white tablecloth, covered in layers of white butcher paper. (Saves on laundry I guess.) The Stainless tableware were wrapped in blue cloth dinner size napkins and made for a handsome place setting. I ordered the steak.

The hours and miles flew by as the car attendant stopped in around 8:30 to make up the bed and upper berth. This would be an experience for sure.

We had a shower in our room and I really need a shower.

Was the water hot? Not hot, scalding hot! Cold water didn't exist.

No human being could manage the temperature that this shower head was delivering. Well, that was a good idea with an overheated outcome.

Shower-less, I took to the upper berth by climbing the ladder into the inky blackness of the cars roof while the flat lands of Missouri rushed by at 79 mph.



Through out the night you could tell when you were riding on the welded ribbon rail with concrete ties or riding on wood with uneven splice bars. The wheels told the story and the sway of the car was different. Evelyn slept like a rock while I lay there soaking up every inch of the trip.

I was awake at 4:30 A.M. for our arrival in Dodge City. Having never been there, I figured to see something really special. I really couldn't see much of this rough and tumble Cowboy town and the station looked "plain Jane", noting fancy.

The next morning Evelyn decided to "sleep in" and I opted for breakfast in the Diner. Why not, it's paid for.



The day and miles flew by. Lunch in the diner. More miles flew by.

Stan kept his text updates coming on the Chiefs' speed and how late we were. This computer "App" was tracking our train as it made it's way west! He suggested I be in the observation/lounge car as we started our climb up to Raton N.M. Both Genesis engines were feeling the grade as plumes of grayish/white exhaust could be seen as the train wound itself up and up around numerous "S" and hairpin curves.

I was using an "elevation app" on my phone and could track the train across the ground. As the map icon started to cross the state line, the train darted into a tunnel just below the mountains summit. I grabbed for my camera and was able to capture a few images as the train submerged into the darkness. We popped out the other side in a matter of seconds. Welcome to New Mexico and soon the stonewalls of Apache Canyon.



Evelyn made it to lunch and were seated with some interesting travelers, one from Albuquerque and one young man from China, who spoke not a word of English. This made for an interesting 3-way conversation while consuming a cheeseburger w/ ice tea.

Believe it or not we arrived Albuquerque on time. Crew change, engine fuel / service and time to walk the platform to capture a few images around the train not having to look through a window.

What? We didn't leave on time! The train pulled out, now ½ hour behind schedule and stopped dead in the switchyard just south of the station. Here we sat for another 20 minutes. What was going on? Why? I

wouldn't have that question answered until we got to Williams Jct.

A red sky ahead was witnessed as the train headed south toward Belen, N. M. and darkness fell as the Chief turned and headed west again. We were crawling along and all that I could think was there were freights in front of us that were crawling too.

Dinner at 6 was enjoyable while I watched Evelyn consume "The Steak" and I made easy work of the "Catch of the day". Our table-mates, one young lady from France and one from Los Angeles, made for some interesting conversation.

Back in bedroom "E" I watched the inky darkness of the N.M. flatlands race passed us at what seemed like a snails pace. I compared Stan's up dates of his text messages with the Amtrak Time table in our room. Stan said 45 minutes behind and I was closer to 2 hours behind.

I called Joe Fauty to pick us up at 9:30 not realizing that the timetable I was working with was somewhat out of date.

Evelyn and I met the trains' conductor at the vestibule door close to 11:15.P.M. I thought we were 1 hour 45 minutes late. He explained our delay out of Albuquerque was do to non-functioning toilets in one of the coaches. Headquarters decided to run the train. The delay in the switchyard was due to a brush fire around one of the river trestles that needed to be extinguished. Traffic in both directions was halted. I showed the conductor the timetable I was using that was in our bedroom. He chuckled. This is a timetable from "Daylight Savings Time". That's why Stan was right and I was always late. We were 45 minutes late anyway.

Joe made up for it with the fastest ground transport to Prescott and home sweet home. Winter vacation? Take the train! Use the correct timetable and be on time.

AMTRAKING TRIP?

by Peter Atonna

In the last issue of the Newsletter, I mentioned the possibility of organizing an Amtraking trip. Right now, that trip would be to attend the Fullerton Railroad Days on May 6 and 7. We did that many years ago and it was a spectacular event featuring railroad equipment displays, railroad exhibits and model layouts. In addition, Fullerton is a great train watching spot.

After a couple of years off, the Fullerton Train Days is again held. On our trip, we would take the Southwest Chief from Williams to Fullerton.

We have a couple of options in addition to the day at Fullerton. One would be, upon arriving at Fullerton, to take Metrolink and San Diego's Coaster to San Diego arriving at 12:14pm. If we did that, I suggest we would go directly onto Metrolink upon arriving in Fullerton for the trip to San Diego.

In San Diego, we would visit the Balboa Park Railroad Museum layouts, stay overnight and return to Fullerton in the morning.

If we stayed two nights in San Diego, on the second day, we could also visit Old Town with its model railroad display and ride the light rail around town. I would also like to do the USS Midway aircraft carrier tour on a second day.

In the morning, the Coaster leaves San Diego to Oceanside at 9:39am and Metrolink brings us from Oceanside to Fullerton by 12:48 for the afternoon at Railfair. We would catch the Southwest Chief back to Williams that evening, arriving at Williams about 4am Monday morning.

Amtrak fares are about \$120 round trip on coach and \$400 in a roomette, with beds for two (upper and lower). The roomette also gives you free meals. I would still have to research motels in San Diego that are accessible from their light rail.

It is an "all train" weekend if you enjoy that sort of a thing. Think about it and let me know if you are interested. I don't need to know right now, but would need to by at least March to see if we have enough interest to put a trip together.