



NEWSLETTER

Central Arizona Model Railroad Club
January - March, 2019

PRESIDENT'S MESSAGE

by Terrel Tinkler

Happy New Year!

We had a very successful one day show at Bucky's Resort on December 1st during which the crowd viewing N-scale up to G-scale layouts and static displays were heard to be "ooing an awing"! Also Larry Gauthier's gravity powered train car races were great fun for the kids (of all ages).

Thanks to all hands who helped there, including Stan Cedarleaf, who assisted with the Gingerbread Display train setup. Also thanks again to those that helped setup our annual Christmas Party— another successful party for the CAMRRC. Special thanks to those who told us about their shopping for kid's gifts. It is a special way to participate with our Club for Christmas gifts to kids through the Salvation Army and Toys for Tots.

In 2019 we will begin with planning, which is already underway, for the Beat the Heat gathering in August. Please see Doug Gilliatt for information or assignment as a volunteer. The PLG (portable layout group) is continuing to grow and improve . The group is looking for schools where we can set-up, operate, and bring railroad history, operations and model railroading to the students.

If you know of a school that is teaching U. S. expansion, transportation via trains, or how modern railroads are operating; let me know of a teacher's or principals name and phone number so the PLG can make contact with them.

Welcome to our new Board members: Fred Williams, Treasurer, and Richie Scanapico, Board Member.

All aboard for 2019 !

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 9 - CAMRRC meeting, First Lutheran Church

February 9 - Sun City Model Railroad Club Swap Meet - Fairway Recreation Center 10600 W Peoria Ave, Sun City

February 13 - CAMRRC meeting, First Lutheran Church

February 16 - Phoenix, GCMR Winter Cactus meet. All gauges. See flyer this issue

March 13 - CAMRRC meeting, First Lutheran Church

March 16 - Phoenix - Adobe Mountain Model Train Show All gauges. Adobe Mountain Railroad Park 22822 N. 43rd Ave

April 10 - CAMRRC meeting, First Lutheran Church

CHRISTMAS PARTY

The club's annual Christmas party at the Prescott Centennial Hall again offered a great time to socialize and share the spirit of the season. Here are shots of the festivities, the Sand Fleas entertainers and of the well visited desert table!



PRESCOTT RESORT 2018

Again this year, we exhibited trains at the Prescott Resort. Here is a note and some shots by Dick Gage of our displays.



BOARD OF DIRECTORS

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One photo includes a group of band members from the CATALINA FOOTHILLS HIGH SCHOOL in Tucson participating in the afternoon parade in Prescott. Those who visited the layouts included a youthful model train enthusiast, Evan Kamp, saxophone player. Last year he



received a train set donated by the club as a part of the same event. The event which included other free model train items magazines and some Christmas treats.

WE MISS GEORGE BUSH

In December the nation mourned the loss of President George Bush. Here is a little known fact that he, like most of our generations, played with toy trains



SPARKS OF HOPE

by Alfred James Dill

In this season of giving and friendship, I discovered a wonderful story of what association with fellow train folks can mean to a person in times of hardship. I thought I would share it with you - ED.

Reprinted with permission of the Train Collectors Quarterly

For a model railroader like myself, it's fairly easy to get caught up in the small idyllic world that I have created in my basement. I'm totally oblivious to reality in those moments that I set at the controls, wearing my little engineer's cap and pocket watch. Sometimes I would have seven clunkers noisily running around throwing sparks at full steam, while I'd shout into the microphone of my Lionelville Dispatch Station, "Next stop Willoughby!"

One afternoon, just like a thousand others, I was toiling in the train room. I remember that on this particular day, I was hooking up Sam the Semaphore Man, a classic American flyer accessory. My wife came down for what I'd hoped was just a friendly visit or the more usual, to remind me to do one of my many neglected chores. From under the table I saw her feet approaching. Playfully, I grabbed at them: "gotcha!". When my wife crouched down to find me lying on my back, she looked none to amused. "We have to move" she said.

I stopped fumbling with the wires as my wife proceeded to explain that the constable came to our door. As it turns out, our landlord had not been making the mortgage payments for some time, and the house that we loved, and lived in for eight years, was now up for a sheriff's sale. No warning, just like that, staring up the underside of my train table, all the joy went from my body. Suddenly, wiring up the old "sam" didn't seem as important anymore.

I was not ready for this. Though losing the house was in no way my fault, not being prepared for it, however, was. As I said, I was caught in my hobby, consumed. I let the outside world slither up and bite me. All other train collectors and operators that I have known seem to have first made sure to have all their ducks in a row, and then turned their focus on the trains. Whereas I only had trains. No focus. No ducks.

Panic ensued. I have six children. Moving a large family and a small, idyllic world can be very expensive task. My monetary situation at this point left much to be desired. My mind was racing. One of my first thoughts was to sell off my train collection. As much as I and my family loved it, I considered it an option. Though the pieces in my collection were not rare, and probably would not bring a high dollar, every little bit helps.

I knew that ridding myself of my trains would leave a mean emptiness that would be difficult to fill. I also thought it might be selfish of me to keep them. My emotions were in a stir. These were not just toys to me, they were my "Sentimental Journey". Many of the items I have come a story. Every piece is special to me, like my 1938 Hoge #900 mail train. A beautiful prewar streamliner that I acquired from TCA member John Game at York in 2016. John and I have been friends ever since. Then there is my 1950 American Flyer 300AC freight outfit, gifted to me by another great friend that I met through TCA friend, Tom Wai-Shek. And just try to separate me from my American Flyer oil drum loader sold to me, not by a TCA member, but by a retired carney who ate fire.

My wife tends to be more level headed than I when it comes to tense situations, but this one was a doozy. I could tell there was a great strain on her. Through this dark tunnel (unlike myself), she maintained her

bright outlook. Knowing that it had been my intention one day to hand my collection down to my children, she told me not to jump the gun. She also witnessed how through the years, this great hobby brought many smiles and great creativity to this household and believed that it would continue to brighten our lives at our next home, wherever that was to be.

The time we had to search for a new home was limited and the ominous old Seth Thomas was showing little mercy. In quick order I had all my trains and accessories packed, stacked and ready to go. My train tables (I had four) were old. Having no desire to move them, I decided to break them down and throw them into the trash pile that was now littering what was once my pretty backyard. Now I can see why many model railroaders are going modular. Life is so unpredictable. You never know when you're going to have to high tail it out of there.

To add insult to injury, my TCA membership had expired. It was a heartbreaking wake up call. I just didn't have the funds to reinstate. Any extra money I had was now going towards rental application fees. I was feeling terribly discouraged. I questioned whether I would ever be interested in running trains again. Eventually, I made a firm decision that I would keep the trains, but pack them away away for the kids, and never set up another layout of my own. The expense was too great, and who the heck did I think I was, Captain Kangaroo?

Even though I was no longer a member of the TCA, I kept in touch with the friends I made there. They were always there for me. Through the TCA, I knew someone was on my side, whether I was a member or not.

After jumping through many fiery hoops, at the eleventh hour, my family and I were able to secure a new place to live. It was not an ideal situation: however, it was adequate shelter for my family and the upcoming winter months.

On the very day that I moved into my new home, I received an email from Amy Fry (TCA membership coordinator at the TCA Business Office). Amy informed me that my daughter Darien, a TCA Kids Club member, had won a TCA sponsored art contest that she had entered just before this whole whirl

wind began. In the email, Amy asked if my daughter would be interested in attending the fall Open House where she would be presented with her prize. Excitement and pride had returned to our lives again.

About two weeks after our move, I received another email, a notification from the TCA that read, "Dear Alfred. Thank you, your dues have been processed. Dues amount \$50.00." I couldn't believe it. I just sat there a while. I must have read it three times. I thought to myself, "How, Who?" As it turned out, a very thoughtful member and dear friend who understood my situation had generously covered the cost of my membership. I was so happy! I felt like I was wanted, like I belonged, that people cared. It was like being covered and tucked in with a warm TCA blanket. It was such a wonderful feeling. I was now able to accompany my daughter to the Toy Train Museum Open House as a member. I was overjoyed.

At the Open House, we were met with smiles. First at the registration tent we were given a warm reception by Amy Fry. Inside we met with Kids Club Co-Chairman, Kevin Quinn. Kevin presented Darien with a very generous bounty of prizes awarding her artistic efforts. He said many kind words about my daughter. She was truly honored. Another great highlight of our visit was running into Mark Boyd, Editor of the *Train Collectors Quarterly*.

Two months later, Christmas was upon us. It was six days before Santa would take off with his fleet of coal hoppers. This would be the first Christmas in sometime without the sound of my old clunkers banging around the rails. All of my trains sat dormant, packed away in a back closet. Out of sight, but most certainly not out of mind. Then I received an email from my friend, Tom Wai-Shek. Tom was spreading the cheer of the holiday season and believe you me, no one spreads happiness and cheer like my dear friend, Tom. At the end of Tom's email he wrote, "I hope at least you have one train circling under your tree." That closing line combined with all the magic brought to my family by being a member of the TCA, drew me to that closet. Oh yes, this Christmas, there would be sparks!

With the energy and enthusiasm of a reborn Dickens character, I stormed through that closet of boxes that

held my beloved train collection. Blindly I looked through each nondescript cardboard box, labeled simply in black marker, "Trains". My lack of labelling skills made it difficult for me to find what I was looking for. Intoxicated with excitement, I didn't mind. My wife came into the room just as I found Mr Wai-Shek's Flyer set. Almost tripping over strewn boxes, she asked, "Why are you making all this mess all of a sudden?" And I, in my most George Bailey proclaimed, "It's Christmas time and we are going to have a train under our tree!" For me, 2017 will go down in Dill family history as "The year the TCA saved Christmas".

I would like to throw a warm blanket of thanks and appreciation over all of my Train Collectors Association brothers and sisters who made me feel welcome as when I sold art in the Red Hall of the York show. Here's to the greatest collection of collectors ever collected.

REST FOR THE WIRY

Thoughts & Photos by Mark Ziven

"Build it and they will come!" No, this isn't baseball field in Iowa, but a model railroad in North Central Arizona.

Like a deck of cards that's missing one card, in this case missing one railroad car, you feel compelled to build it.

Such was the case this fall while trying to put together a late 1940's model of the Milwaukee Road Olympian Hiawatha passenger train.

From Chicago to Minneapolis, the Seattle bound train carried express head end cars. In Minneapolis the train was reconfigured with a baggage/crew dormitory riding behind the engines.

To date, no current model company offers such a car in "O" scale for the Milwaukee, so I felt bound and determined to craft one.

I was in possession of a car, but it needed to be gutted, internally reconfigured and redecorated. I normally don't do this type of extensive modeling, but If I wanted the train to be correct from Minneapolis to Seattle, I needed a crew dormitory.



Starting in mid September, the car was gutted and the aluminum body shell stripped using a strong paint remover. (Don't use this stuff on plastic body shells!)

Once the paint is gone, the body shell must undergo a thorough washing with soap and hot water. It's at this point that I wet sanded the body shell with 600 automotive sandpaper on a rubber block. This is a must so the special paint primer can bite into the aluminum.

Now the spray booth is set up in the workshop and all the Badger equipment is coupled to the compressor. (There is an extruded track that runs along the ceiling of the body shell that must be masked off. If not, you'll wish you had when you go to reassemble the car!)

I use Badger Stynylrez White primer applied with a Badger 155 Anthem airbrush. This product lays



down beautifully and allows different colors to be applied without bleed throughs.

With that task behind me, I have to disassemble the other components which are plastic and soak them in a special chemical bath. They sit overnight.

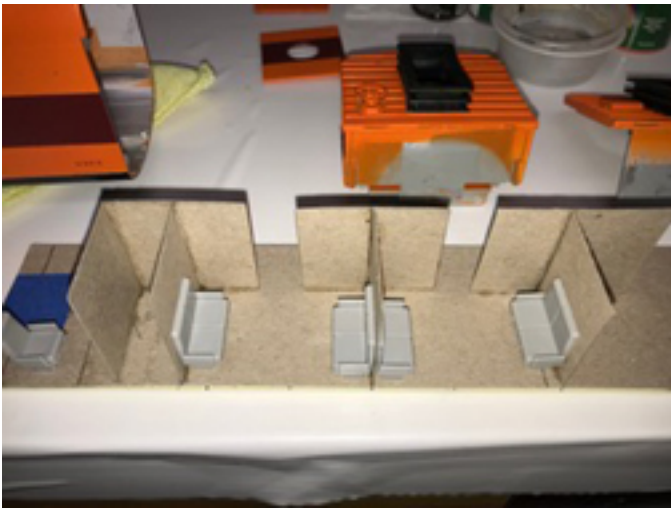


Since the Milwaukee built most all of their streamlined passenger cars, my attention turned to special car details like ribbed vestibule car ends and porthole door windows. Not having blue prints to work from is a hassle, however, I manage to extract visual information from photographs of the prototype by looking through archives.

Special attention was given to ventilator and hand brake details. You'll never guess what scale parts were used to create this look. (Ask Joe Fauty)

The vestibule door window was a challenge. I filled in the existing window with a styrene plug, Tamiya body filler and a whole lot of sanding. Locating the





new center, I drilled a hole using a wood speed bore bit.



Rather than filling the existing windows of the baggage doors with styrene plugs, I just crafted two new doors. I placed two portholes in each door and when I test mounted the door, I didn't like the way it looked. Two more new doors were made this time with a single porthole that better resembled the prototype.

With all the little parts and pieces in place, I turned my attention to the interior. The bench seats were removed leaving me with a smooth floor and no walls. It became apparent that my compartment walls would have to line up with the exterior window partisans. I crafted an interior out of flat cardboard stock glueing the walls in place based on rough -



rough measurements. Mistakes made, changes made, and new measurements for the final parts were calculated. The walls were cut from styrene sheet and glued to the bare floor. This layout gave me a conductors room, a bath room and two crew double bed rooms with a long passageway.

Finished dimensions allowed for clearance of the overhead lighting. With that completed, overhead shelving parts were crafted and seating along with convertible couches were selected from my meager supply of parts.

Since this is the Hiawatha, I scanned the internet for carpeting. I found a really cool Native American design for the floor along with a dream catcher theme for the walls. All of the art deco wood wall trim came from a photograph that I took while riding in the elevator at the Mayo's Clinic down in Phoenix. The baggage area was covered in computer printed barn wood planking.

The crew needed to be of the correct period, so out came the acrylic paints. After several hours, my miniatures were decorated to look like the men that worked that train back in the day.

With the interior completed, it was time to replace the original exterior paint of the Milwaukee to match the other cars of the train. Careful measurements were taken and automotive masking tape carefully applied. Badger Modelflex Milwaukee Road maroon was airbrushed.

More masking, and the orange was applied to the body while the smaller parts were painted separately.

More masking so the black could be applied to the roof.

Prior to Stan Cedarleaf's' decals being applied, the body was given a light coat of satin clear spray. This has become necessary when I use Modelflex paint to assure good adhesion of the water transfer decals. Once the decals have dried for 24 hours, another light coat of satin clear is applied and the decal edges disappear. New clear plastic windows were cut and glued in place.

The trucks were taken apart and spray painted black while the wheels held still for a rust patina. With all of the above completed, lighting was installed, an interior, with crew all secured, was slid into position and screwed to the steel framework. Trucks were mounted and the vestibule ends mounted and screwed into place.

This baggage crew dormitory car #1313 now joins its sister, Hiawatha diner #170 completed

earlier this year, to help make one of the coolest looking model streamliner trains.

FREIGHT CAR RACES

by Larry Gauthier



After reading about 'Boxcar Races' in the November 2018 edition of the NMRA Magazine, I decided to build my version of the Northern Utah Division, Rocky Mountain Region– NMRA setup. Theirs was built as a Boy Scouts project using three HO boxcars on an 18 foot by 1 foot wide track with a 15% grade start section then leveling out for the last 10.5 feet.

Mine would be for younger visitors so I decided to use three 'O' scale flat cars on Lionel O27 gauge 35 inch track pieces.

I was able to get the O27 track I needed from club member Ken Hoyle who has them left from his father's train room. I set about sketching track ideas and decided on a more portable 12 foot track with two 6' by 18" wide sections with the inclined section being 14% (8°) then a level section. The 'Freight Car Race Track' was debuted at the Prescott Resort Show on December 1st and with the help of our club members it appears to have been a hit. We would try to get three kids at a time to select a car then they would help get the cars positioned behind the starting lift gate then go to the finish line and to see how their car finished.

The cars are Lionel plastic flat cars from a starter set with solid wood blocks attached to them

Jeff Lowe

trying to get the cars as equal as possible weighing in at one pound each.

I'm seeking ideas on a battery powered electronic detection system to indicate which car finishes first, most times the cars finish very close together.

The Northern Utah group had another iteration of visitor operated tracks. It is a 'dual track figure 8 layout with two locomotives running at the same time to test operator ability. I'm not sure we would have anyone willing to loan one of their favorite locomotives for what might be a demolition derby.

SOUTH END OPEN HOUSES

Next up will be the North End Open Houses this spring. This has historically had a large offering of layouts for you to visit. I will be sending an email to all members late this month asking for volunteers for Spring 2019. Watch for your email! Ed

We had a great offering of seven member's open houses this fall. For you to enjoy, here are some photos taken by our members.

by Bob Northington:
Walt Bouman



by Sheldon Payne
Tom McCollough



by Hank Morris
Walt Bouman



Jim Downey





It came with the freight cars, but the original owner then bought the passenger cars from the same era.



CHRISTMAS AT HOME

Each year your editor hopes that CAMRRC members still set up a train display in their home or around the Christmas tree. And then they send me photos to share with you all. Well, this year none came in. So, whether I am the last remaining club member to set up a display or not, I thought I would share a couple of mine - ED

The Atonna living room has had the same setup for some time, but it is still delightful to be able to bring up some historic sets from the basement to give them some run time - and glory! This year I decided to each give my oldest train set some run time. What you see is an Ives train set from 1916. That makes it 102 years old! Still runs great.

DICK GAGE DOES SOME RAILFANNING

Dick was at Skull Valley and shared some photos he took during the trip with us.



THE HOLIDAY RUSH IS ON

by Peter Atonna

It dawned on me recently that at the terminal on my layout, there was a really long walk from the bottom of the excellators to the rear of the trains for those whose cars were at that end. So, contractors were hired and installed not only a new platform at the end of the bumpers, but a new entrance to the terminal.

It was just in time for the holiday travel rush and as you can see, it is being well used!



“ONE OF ARIZONA’S LARGEST MODEL RAILROAD SWAP MEETS” CACTUS WINTER TRAIN MEET

SATURDAY, FEB. 16TH, 2019

SWAP FROM 9:00 AM - 1:00 PM

Large Farmers Market at the same time!



NORTH PHOENIX BAPTIST CHURCH

FELLOWSHIP CENTER

5757 North Central Avenue, Phoenix, AZ 85012

Aggressive Promotion * All Scales

Great Location * Free Parking

Food Available * Fantastic Raffle

Test Track * End-O-Swap Auction

Presented by your pal Casey Cactus and the

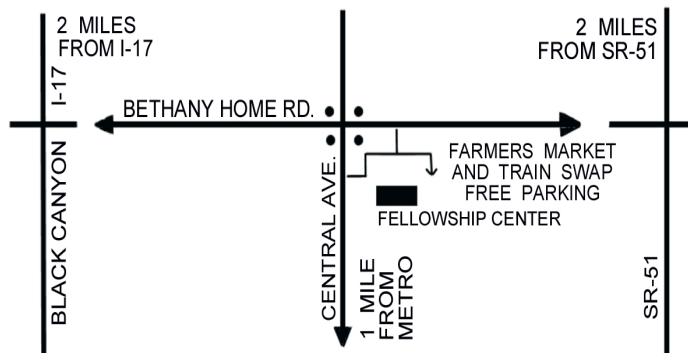
GRAND CANYON MODEL RAILROADERS

To reserve your space and required admission name

badges, submit this form by February 9, 2019

No refunds after February 9, 2019

Set-up opens at 6:00 AM Please print form legibly.



Name		<p>\$25 per 8' banquet table (Bring a table cover, if desired)</p> <p>How many tables? _____</p> <p>Amount enclosed? \$ _____</p> <p>Request? _____</p> <p>Will you participate in the auction?</p> <p>Seller? _____ Buyer? _____</p> <p>Admission Name Badges 1 or 2 tables = 2 badges max. <small>First and last name please</small></p> <p>Badge Name _____</p> <p>Badge Name _____</p> <p>3 or more tables = 4 badges max.</p> <p>Badge Name _____</p> <p>Badge Name _____</p> <p>More badges available at \$5.00 each Name Badges REQUIRED for your security</p>
Address		
City	State Zip	
Phone	Email	
<p>Security: I will abide with badge identification entrance requirements. Buying, selling, ethics and behavior: In case of dispute, the Meet Chairperson and/or impartial referee appointed by the Meet Chairperson shall arbitrate the dispute and render a timely decision and I hereby agree to be bound by such decision. I will not pack until 1:00 PM. Not responsible for lost or stolen articles.</p>		
Signature		
Date		
<p>Make check payable to: “Grand Canyon Model Railroaders” Mail to: John Draftz, 1507 W Willow Ave, Phoenix, AZ 85029 or Credit cards accepted via PayPal - Visit www.gcmrr.org Email: info@gcmrr.org Info: John Draftz 602-942-3457; Glenn Saber 602-956-6695</p>		