



NEWSLETTER

Central Arizona Model Railroad Club
July - September, 2019

PRESIDENT'S MESSAGE

by Terrel Tinkler

The club has had many fun and educational events take place these past few months. The HO Portable Layout Group set up their layout at Liberty Traditional School on May 20th. (This is where Beat the Heat Swap Meet takes place.) The presentations took place on Tuesday for the three fifth grade classes at the school studying the westward movement across the country. Train travel was an important part of this westward movement.

There were three 15 minute history segments presented by Terry Fearn spoke about the Transcontinental Railroad; Tom McColloch spoke about the Peavine Railroad in Yavapai County; and I presented a discussion about modern railroads and unit trains. This information was researched and written by Jim Patterson.

The teacher for all three classes was Don McGagnon and the school Principal is Danette Derickson who posted photos on their web-site and was very happy with our contribution to the learning regarding trains and the connections to our area.

The Board continues to work on upgrading our storage unit. The improvement is 46% increase in the square footage (from 54 sq. ft to 100 sq. ft.). The new unit is located in the Willow Lake Mini Storage facility off of Willow Creek Road in Prescott. It is just West of (and behind) Findlay Toyota. We officially moved our materials into the new location on Saturday June 15th Thank

you Doug Gilliatt for your help. Hank Morris volunteered three steel shelving units for our use which are in place.

The Membership also voted to purchase a 6w by 6h by 10 feet long cargo trailer for storing and transporting the HO Portable Layout. We purchased the trailer from Sheldon Payne. It was picked up by Hank Morris and delivered to his place in Chino Valley, where club members will construct lightweight wood framing inside the box in order to store and transport the portable layout sections.

Keep the Beat the Heat Swap Meet and layout tours on your calendar for Aug 17th. Look for the Tour map with locations and addresses, coming soon to your computer. If you haven't volunteered for an assignment, call Doug Gilliatt (480-390-0320) and do so! Doug has done a great job, along with Dick Gage, but volunteers are needed to make it run smoothly.

There is a new N scale modular group forming, I'm told there are six or seven people working on modules as of now. They're using FreMoN standards. These are for the modules, wiring, electrical and DCC. If you are interested, talk with Duane Stowell, or Brandon Pacheco, both of them are CAMRRC members.

The O scale Bradshaw Mountain group will be celebrating five years of running trains at the Mall. Lots of new stores have opened up and it's fun to see more people at the Mall. Come and see their layouts, including the "Magic Trolley. It will be on display at the TCA convention in Albuquerque, New Mexico the week of June 26th

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 also a 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 Road

April 9 - CAMRRC meeting, First Lutheran Church

May 8 - CAMRRC meeting, First Lutheran Church

July 10 - CAMRRC meeting, First Lutheran Church

July 27 - Summer Cactus Meet - Phoenix

August 14 - CAMRRC meeting, First Lutheran Church

August 17 - Beat the Heat swap meet

September 11 - CAMRRC meeting - First Lutheran Church

THE LAYOUT UPDATE

by Steve Hatch

I had a few interruptions the last several months but I finally got all the gremlins taken care of and I'm back working on the Rio Grande Western.

I have been busy. I brought my backhoe from Mendocino County, California (1028 miles) here to Dewey (a major effort) in order to dig the footings for the new addition to the (garage)railroad room. I'm adding 20 ft more to the length of the railroad (and that needs a roof)

I've also installed my roundhouse tracks and a scratch build turntable (which is now working). so it's been a productive month so far. Norm, Terrell, Terry, and I have been meeting and running the trains every Friday for a couple months with success. We are using my ops program to generate the trains which really makes it more fun.

So far the program seems to keep track of all the cars and randomly selects cars from the yard to be delivered and also cars on the line that need to be returned. So orders are generated for deliveries and pickups that makes running the trains very entertaining.

Here's a couple of shots of the turn table and tracks.



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D&RGW BLACK CANYON LINE IN HO_{n3}

by Terry Fearn

Inspiration and Research

In 1997, I dismantled my first effort at a scale model railroad. It was a freelance HO layout I named the Arizona Southern railroad, set in the early 1900's. Although there was a prototype Arizona Southern, I knew nothing about it. For my next layout, I decided to model the D&RGW narrow gauge and make it as accurate as possible, set in a specific location and time period. I began detailed research on the D&RGW narrow gauge using the Colorado Railroad Museum bookstore in Golden, CO, the *Narrow Gauge and Short Line Gazette* magazine and internet searches as sources of information.

Brief History

The Denver and Rio Grande Railroad was constructed beginning in October 1880. Building west from Salida, CO, the goal was to build the first railroad into the Gunnison area, through the Black Canyon to Montrose and finally Grand Junction. The line was completed in Nov. 1882 to Grand Junction. By incorporating a subsidiary line building east from Ogden, a narrow gauge line connecting Denver to Salt Lake City was completed in March 1883.

However, the new narrow gauge transcontinental line was soon made redundant by 1890 when the standard gauge Tennessee Pass line to the north was completed to Montrose. Rather than wither away, the narrow gauge line survived on local traffic for another 65 years. Passenger service flourished for a number of years due to the primitive roads serving the area. Changes were coming.

Stay tuned for more positive comments (I hope)

CLOUDCROFT

by Ray Strom

Traveling thru New Mexico, recently, I came across an overlook on US 82 Just west of Cloudcroft of the Mexican Canyon Trestle. Built 1899 and abandoned 1948. Its length is 323 feet. and about 60 feet in height.

There is a hiking trail to replica of the train depot and one end of the trestle. This was the route of the Cloudcroft Railroad, now a NM Rails-to-Trails and US Forest Service operation. Formerly it was the Alamogordo and Sacramento Mountain Railway built for the lumber industry and connected to the Southern Pacific Golden State route from El Paso to Santa Rosa, NM.



Passenger service through the Black Canyon ended in 1936 when service was cut back to only a Salida/Gunnison round trip. However, a general upgrading of narrow gauge passenger service in 1937 resulted in the debut of the little classy Shavano, featuring parlor car service. Not as well-known as the San Juan, sadly the Shavano only survived until Nov. 1940. In 1949, the line west of Sapinero over Cerro Summit to Cedar Creek was abandoned and torn up. The Gunnison branch survived a few more years until 1955 when the remaining Marshall Pass route was finally scrapped.

From this research, I planned a HO_{n3} layout set in 1936 representing the Black Canyon line west of Gunnison, CO along the Gunnison River and the town of Sapinero, CO, with the branch line to Lake City. I wanted to model the Shavano passenger train with its classic closed vestibule coaches and parlor car but the train debuted in 1937 and never ran west of Gunnison. I decided to accept these discrepancies and began work on a track plan.

Construction

My layout was in part of a 10 x 12 foot bedroom. The final plan generally represented Sapinero, with a hidden staging track and reverse loop at each end and the Lake City branch line. To represent the rugged terrain around Sapinero, I planned tall mountain scenery rising above the town site.

I made the basic terrain shape using strips of cardboard to form a lattice. I draped plaster cloth over the cardboard lattice and spread a layer of patching plaster over the hardened plaster cloth. I painted the plaster with diluted earth color latex flat wall paint. Next, I covered this with layers of ground foam and sifted rock to build up the texture. I made the realistic aspen trees with several bushels of super trees from Scenic Express.

Structures and Final Details

One of the challenges of prototype modeling is finding kits or scratchbuilding replicas of actual structures. For my D&RGW layout, this meant scratchbuilding the depot and engine-house in Sapinero and the depot in Lake City. Although I have built a number of craftsmen structure kits over the years, I was still intimidated by this task. In reality, it's easier than I expected and I enjoyed the process. I found the keys to scratchbuilding are drawing a complete set of scale elevation plans, carefully planning the construction sequence and accurately cutting square walls from the building material.



Stock extra train pulled by no. 361 pauses at Sapinero

I could not find pictures or drawings of the engine-house at Sapinero. However, I did find a drawing of the similar D&RGW engine-house at Crested Butte. Using this as a guide, I drew my own complete plans. I built the engine-house from wood board-and-batten siding, with Grandt Line windows and doors. For the Sapinero depot, I found several old photographs and by scaling them to 1/87, drew detailed elevation plans. I scratch-built it using layers of styrene building sheets to represent the wainscoting and board-and-batten style construction. I also used Grandt Line windows and doors for this building.



The mixed train from Lake City approaches the mainline junction



Overall view of Lake City depot, yard and stamp mill

I was most concerned with the prospect of scratchbuilding the large two story

Lake City depot, with its distinctive curved roof overhang. However, when glancing through a book on the neighboring Rio Grande Southern railroad, I realized the RGS Rico depot was very similar to the D&GRW Lake City depot. Even better, a well done injection molded plastic kit was available of the Rico depot. With careful painting and detailing, the kit made a nice model.

At the 33rd annual National Narrow Gauge Convention in Pasadena, I

attended a clinic by well-known narrow gauge modeler Steve Harris in which he explained his techniques for scratchbuilding structures on his Rio Grande Southern layout. This inspired my last project, the distinctive Metropolitan Hotel in Sapinero with the large front porches on the first and second floors.

Challenges and Rewards of HOn3

A huge benefit for the D&RGW narrow gauge modeler is that nearly all its freight and passenger cars are available in HOn3, either as detailed plastic kits, basic wood kits or imported brass.

Accurate laser cut or injection molded plastic kits are also offered of many of the railroad specific structures.

For many years, the only sources of locomotives were expensive brass models. About 15 years ago, Blackstone Models began producing well detailed plastic/die cast D&RGW narrow gauge locomotives with a DCC/sound decoder factory installed. Blackstone also produces ready to run freight and passenger cars.

Due to light bridges spanning the Gunnison River in the Black Canyon, the heavier "K" class Mikado locomotives were not allowed west of Gunnison. Accordingly, my narrow gauge locomotive fleet was composed of models representing motive power the D&RGW used on the Black Canyon line during the 1930's. Included in the fleet were a brass C-16, C-19, both members of the C-21 class and a C-25 plus a Blackstone C-19.

Dismantling and Re-Planning

The real town of Sapinero now lies under the waters of the Blue Mesa Reservoir. Like the prototype, my model of Sapinero no longer exists. In the spring of last year, I dismantled my HOn3 layout in preparation for selling our house and



Spotting a loaded flatcar at the overhead gantry crane in Lake City



building for I assume extra storage of grain. After some back and forth we decided to go with a brick main building and concrete additions per the photo below.

sold most of my locomotives and cars. I gave several structures to Steve Harris, who had invited me to join the monthly operating session on his RGS layout.

I am now deep in planning my future layout here in Arizona. Although I enjoyed modeling the D&RGW narrow gauge, I was ready for a change. My next layout will be the Southern Pacific line south of Bakersfield, CA through the unincorporated town of Edison. The era will be 1952 and will feature the many produce packing sheds and a winery that still exist in the area. In preparation for the new layout, I purchased a DCC system and several SP DCC/sound equipped locomotives, including an AC-5 cab-forward and an M-6 "Valley Mallet" 2-6-0. Hopefully construction of the new layout can begin this fall and I look forward to hosting open houses for CAMRRC members.

BUILDING A GRAIN MILL/ELEVATOR

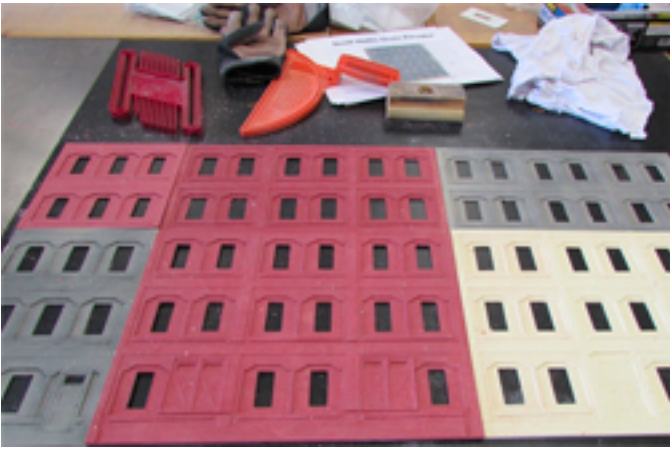
by Joe Fauty

This is the first part of a two part series on the building of a custom grain mill / elevator. This particular structure is based on a photo the customer sent to me.

The mill complex consists of three separate buildings plus three rows of silos. It appears there were additions to both sides of the main



Korber factory walls would be used for the brick building and styrene or ABS plastic for everything else. The build started with the Korber wall sections. As can be seen this assembly consisted of some new and old stock.



Apparently the design of the walls changed in thickness between old and new stock so styrene shims were used to line up the walls. Later on I use Squadron putty to fill in seams which were sanded before paint.



rows of silos plus having them attached to the concrete building on the one side. I built these with 40 mil styrene sheet stock plus corrugated siding.



The space at the one end was made to fit the auxiliary building which will become apparent later on. Next up were the two auxiliary buildings which were assembled with 80 mil styrene stock

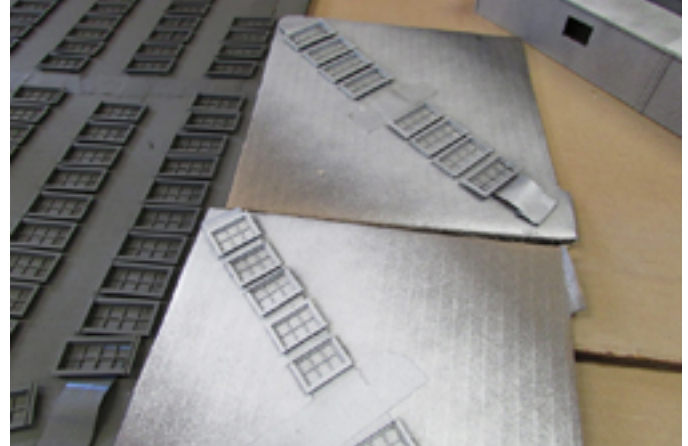
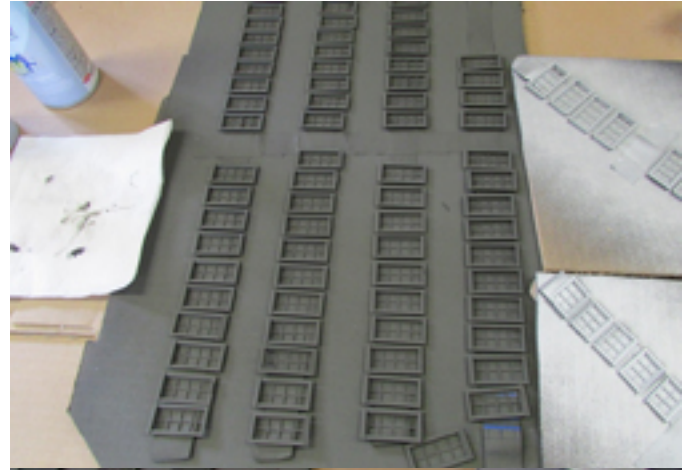
The silos were cut from 2 inch diameter ABS tubing and capped with 40 mil styrene. Next came the conveyor houses. I needed one section that would span a 12 inch space between the building and the silos plus a second assembly that would sit on top of the silos. At this point the customer decided on two



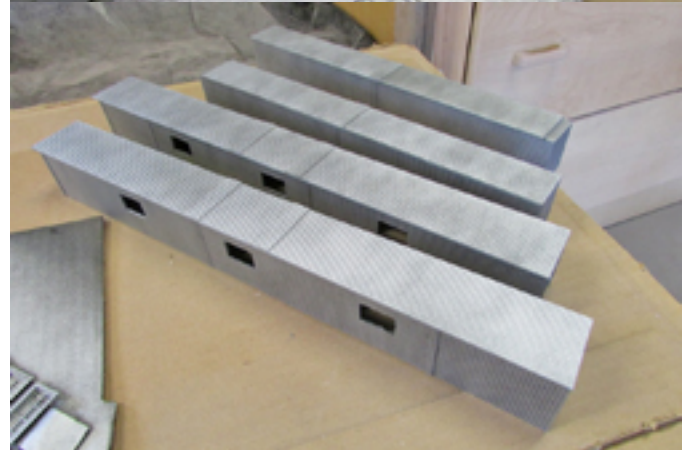
With basic structure assembly complete I started painting the structures. The brick building came first. I first sprayed a base coat of flat red. After letting it dry for a few days I taped the brick and sprayed a flat gray primer to start the detail work.

I followed up with Desert Bisque then Caribbean Sands to get the 'concrete' look I was after

I painted the roof the same concrete color on one side and a standard black tar on the other side. This way the customer can choose which he likes best



The windows and doors for the brick building were painted a dull green. The windows for the conveyor house were painted black then dull aluminum as was the conveyor houses themselves



The two auxiliary buildings were painted next. To get a different concrete look so that these buildings looked like later additions I used my standard 'concrete' mix. First flat black, then red oxide, then dark gray followed by light gray.

The three buildings attached. The concrete building on the left is inset from the brick building. The silos are sitting in the background for now.



Next installment I will discuss mortar and final assembly including a two track loading / unloading shed.

A LITTLE ABOUT MY RAILROAD

by Gary Picard

I got my first HO scale train when I was ten years old, and I've been modeling ever since then. My Grizzly Creek Railroad has gone through a number of transitions in the last 61 years. I spent most of my life as a rather nomadic law enforcement ranger with the park service and then later as a fire fighter and medic in Durango. During the Durango period I also worked part time for ten years as a brakeman and historian for the Durango and Silverton Narrow Gauge Railroad.

Since I've had to move it 16 times, each time the layout has had to fit in a new space that is never the same size as the last one, so sections come and go. It's frustrating since that means elevations and curvatures and what section



meets what section changes significantly each time. It has made it difficult to adhere to typical rules, standards and methods for modeling. Nonetheless, the model functions, even though it has looked a bit different and taken a couple of years or more to move forward and get back into running condition with each move. Fortunately, I'm not an "operations guy" but

more of a holistic modeler who loves scenery and experimentation.

At this point, my mainline is up and running, but I have some scenery and structure repair still to do.

TURNTABLE INSTALLATION

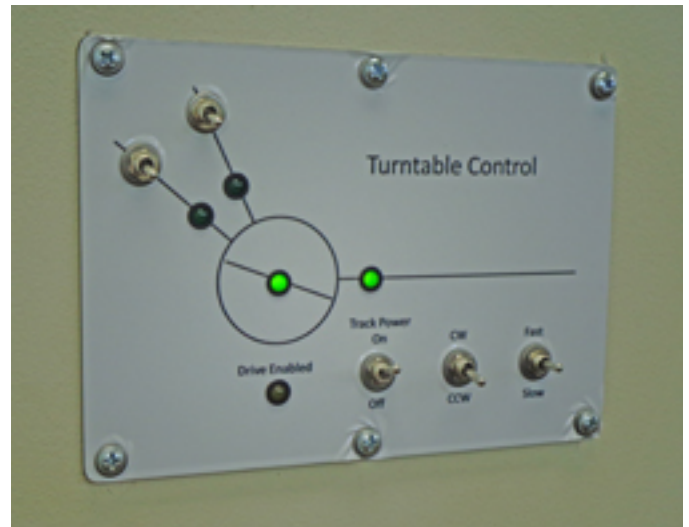
Tom McColloch

I recently installed a Diamond Scale turntable on my current layout, which will be used to turn locomotives. My layout has a single track mainline, and traffic can go either direction, and F units occasionally need to be turned to face the proper direction.



While I could discreetly just pick up a loco and turn it around, sharp eyed operators on the layout would call me on this most unprototypical practice. So the 65 foot turntable will resolve this issue, at least for the four axle diesels in my fleet.

This turntable came from my Rochester layout, and had been boxed up for 5 years, but I am happy to report it still works well. This turntable has a cast plaster pit and a plastic bridge. I installed a motor/gearbox from an automobile power mirror to drive the bridge. There is no automatic indexing of the rails, but it is close to the edge of the layout, so indexing by sight works okay.



I have two turntable speeds, and at the slow speed it is easy to align the rails. I needed to make a new control panel, and decided to try panel material from Tom's Print & Sign in Chino Valley.

I created the panel layout using Powerpoint, and provided a pdf file to Tom's. They use a material called poly-metal for the panel, 3 mm thick, which is a plastic material with a thin skin of metal on both sides. The graphics are printed directly onto one side of the panel, and then a clear plastic sheet goes over it to prevent the graphics from rubbing off. This panel is 5" by 7" and cost \$12.

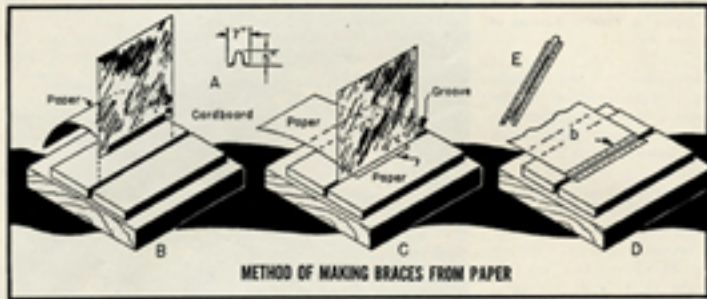
I had to drill through the panel to provide the mounting holes for the lights and toggle switches, which was easy to do. So it has all worked out well and the turntable is now in service!

THE WAR AND OUR HOBBY

by Peter Atonna

I collect paper. I enjoy learning about the history of our hobby. I have file drawers full, I have shelves full. I have a bookcase full. Yes I am a paper addict.

Now that this is out in the open, let me tell you about one of my collections, Model Railroader



Cars From Colored Paper

Finished Models Have Verity to Prototype;
Rivets and Other Details are Easy to Make.

By E. Lynn Drummond.

THE TRIALS AND TRIBULATIONS
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POSTWAR MODEL RAILROAD PROSPECT AND WE DO MEAN POSTWAR!



Definitely this is not going to be a Mantua HO Christmas. We have sent word to Santa Claus that our Uncle Sam still needs 100% of our production to help lick the big bad wolves, and until that old Gentleman is satisfied that he has enough of our instruments of war for that important purpose, he remains at the head of our list. We know how you and you and YOU would like to receive a Mantua kit for Christmas, but we also know that you would prefer us to help Uncle Sam first.

Our thoughts go toward former Mantua employees now in the armed forces of the U. S. Their jobs will be waiting for them on their return. To our loyal dealers and myriad customers and all who remembered us before we went to war, we send the season's greetings.

Our HO Catalogue and Handbook is still available.
While they last, 25c.

MANTUA METAL PRODUCTS CO.

"Pioneer and leader in HO gauge"

(Now engaged exclusively in War Production)

WOODBURY HEIGHTS

NEW JERSEY

magazines from Vol 1, No. 1 up to 1975. (Why stop then, you ask? I have to leave some room in my basement for trains, I answer)

One of the delights in reading those old issues is to learn the history of how the hobby evolved, from the middle of the depression when hobbyists had lots of time and no money through the war years when they had money but no time, or were off fighting, through the 50's which saw an explosion of new manufacturers to the '60's and the introduction of plastics and lower cost, mass production of trains.

Right now I am reading the issues from the War years. It is hard to imaging how military service

and war production took over not only the economy but the lives of almost every American. Those of our generations have no idea of the impact WWII had, other than when reading histories of those times.

Model railroading almost stopped. Metals were not allowed to be used, so only wood model kits were made. There were only a few minor suppliers. Locomotives and electric motors could not be made. Track was not available. Major manufacturers such as Walthers, Scale Craft, Varney, and Lionel were totally devoted to military production. Paper was rationed and the Model Railroader cautioned readers that they had to cut back production and limited supplying magazines to news stands - if you wanted an issue, you had better subscribe!

Yet the hobby survived. Articles described how to make your own electric motors, how to turn a machine screw into a worm gear for your

locomotive on your lathe. One article described in detail the new "Pullmans" being made to haul troops. Many articles described real railroad operations while others featured clubs that were still in business, although they always listed the number of members currently serving in the military.

Manufacturers still advertised in the Model Railroader. Many explained the fact that they were totally devoted to war production and that many of their skilled employees were serving in the armed forces. They always looked forward to the great new things they would do when the war ended.

Many ads had a patriotic message to go with that. And the inside back page always carried an ad to Buy War Bonds!

Sometime the shortages seem to humorous us now:

Model Railroader: June 1945

WANTED: Offering Nylons, 1pr, size 9 1/2 for all the Model Railroaders: Jan, Feb, Mar 1938, Jan 1939. Good condition.

And speaking of humorous, the war years saw the initiation of a long running cartoon strip, making fun of the eccentrics of model railroaders.

An Important Message to Post-War Planners

GET READY NOW

For the Most Thrilling and Exciting
Of All Hobbies—Lionel Railroading

FIRST STEP



SECOND STEP



THIRD STEP



If you are one of those men or boys who have their heart set on owning and operating a complete Lionel railroad system, there's no reason at all for just sitting back and bemoaning the fact that Lionel Trains are not being made now and that you can't buy any until the war is over. For there's plenty of preliminary work to be done—and you can start doing it right now. Plan the track system you want for your trains. Construct the actual tables or benches you will need. Build the landscape scenery, the hills, valleys, mountains, tunnels.

**LIONEL
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**You Can Do All
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Get started now so your railroad will be ready for your engines and cars as soon as you can add them. The Lionel Railroad-Planning Book will help you. It's free. Mail the coupon and you'll get your copy— pronto.

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13 East 38th Street
New York 18, N. Y.

Please rush me a copy of the Lionel Railroad-Planning Book.

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Address _____

City _____ Zone _____ State _____

THE SILVER PLATE ROAD

By John Kalbach



But, many contemporary model railroad themes were first proposed during these years.

Perhaps the most famous was a series of articles by Frank Ellison. In addition to many layout construction articles, he wrote his landmark series describing a model railroad as a stage play, where the layout was the stage setting and the trains were the actors.

He really personified train operation as a representation of the way real railroads operate. Prior to that time, most layouts published in the *Model Railroader* were similar to traditional tinplate layouts, lots and lots of circles with lots of trains running.

Ellison and his layout first described how a model layout could be run similar to a real railroad. Trains could be made up in small yards and from industries. They would enter the main line, switching and distributing cars to destinations based on industries in a packet of index cards, carried by the train crew. Arriving at a division point, the train would be relocked and sent on to the next set of destinations.

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The Art of Model Railroading

First of Six Parts.

You Have the Layout and the Equipment — a Stage Setting, So to Speak. Here's How to Pack Real Interest Into Operating These Props by Producing Prototype Railroad Activity.

By Frank Ellison.

WHAT has become of the Mid-Nightmare Flyer and all the other dream trains of the Parlor & Dining Room R.R. that used to wheel over Mt. Reverie? What has become of the dream itself—that magical vision which stirred and took shape on the day we brought home the first toy train for the kid's Christmas?

It was a wonderful dream of tracks, trains and a procession of towns and rolling hills; of picturesque little way freights perambulating over the curving tracks to pick up and deliver freight at dozens of sleepy country towns; of switching that drag to the siding to clear the main for the ballast-scorching Armchair Limited whistling around Phantasy Curve to pass in a swirl of whimsical dust. It was a dream of action, too—of trains of every class to be found on a dispatcher's train sheet, wheeling over a busy arterial highway of steel, weaving in and out of way-station sidings to overtake or to meet and pass. It was, in truth, the dream of a transportation system at work.

Do you know what happened to that dream? We starved it to death. We smothered it beneath a mass of track, signal and train-control design, which is called model engineering; we buried it under a heap of construction (engines, cars, switches, signals and lineside structures), which is called model building.

Switching at Donaldson. Cars have been shunted to sand-yard trestle, meat packer's loading platform, wholesale grocery, boiler house at cannery, and box factory. The train is distributed but is the clear for an overtaking meet with No. 106, time freight due in five minutes (25 seconds), and No. 18, Delta Limited.

In our dedication to model building and model engineering, we seem to have forgotten that both are only contributing elements to the consummate art of model railroading. And to stop short of this final goal is to build a stage with all its scenery and electrical effects—but never to produce a play.

For model railroading is definitely a play. It is the presentation of the drama of railroading in which the tracks are the stage, the buildings and scenery are the setting, the trains are the actors, and the operating schedule is the plot.

Model railroading is more than simply running trains around a track. It is an art founded on all the accumulated principles governing real railroad operation, but with a separate and very definite set of rules of its own. To be sure, it has to do with mainline and auxiliary tracks, with the variety and character of trains, the speeds at which they have to do, with consignees, service of car routing and schedules of open a swift and ends situations, incidents—each with suspense and climax has more thrills per poker. It is a goal May its enchantments like contagion dreamed the soon! Schedule!

© No. 30 pages of 1

(Ironically, in the real world, that rarely anymore happens, small industries do not have rail service. Trains are blocked to run from one major terminal to the destination, with little switching enroute. Pretty much like we tinplaters run our trains!

BUY - SELL

As a service to our members, we will list items members are looking for or wish to sell. If you are interested in an item or can help with one, please contact the lister directly.

FOR SALE: 4ea 6' O scale Rail Rax sections, used, and will sell them for \$60.00 OBO. For your info, new these would cost \$72. plus shipping would be at least \$60. based on what I paid to get these. My shipping for 8 was \$87. from Alabama. John Knoll
poodad70@yahoo.com

CAMRRC LAYOUT GALLERY

There are many beautiful and varied layouts built by club members. Often most of us do not get the chance to see our member's work. So, here are photos of the layouts that our members have offered to share with us all.



JEFF LOWE
G Gauge



JIM DOWNEY
HO Gauge



JOE FAUTY
O Gauge Highrail



LARRY GAITHER
HO gauge top
O gauge highrail,
bottom





TOM MCOLLOCH
HO gauge



NORM DELUCCJHI
Sn3 gauge



RAY STROM
0 gauge Tinplate



WALT BOUMAM
G gauge



TY HITT
G gauge
O gauge tinplate



PETER ATONNA
O gauge highrail



PETE HARTMAN
G gauge
O gauge



ROD LORENZ
O gauge highrail