



NEWSLETTER

**Central Arizona Model Railroad Club
OCTOBER-DECEMBER, 2019**

PRESIDENT'S MESSAGE

by Terrel Tinkler

Fall is in the air!

We were ready to greet NMRA members at several layouts made available for tours on Thursday, September 26. Light attendance is an understatement. The weather, rainy in spots, and the fact that the NMRA scheduled open house layout tours in Tucson and the Verde Canyon railroad trip on the same day held the turnout down to about six per layout in our area. Thank you to Peter Atonna, Jim Hanna, Steve Hatch, Tom McColloch, Donn Pease, and Richie Scanapico for opening up their homes and layouts.

Great news --The Big Boy, #4014 will be on display in Casa Grande on Wednesday, October 16. For additional dates in October and more information, check our web site calendar (trainweb.org/camrrc). (Please note, the Casa Grande stop will not be open to the public. Please go to the website to get the latest on the scheduled stops - ED)

The club's elections are currently underway by email. Thank you to those who have already voted. For those who do not use email or feel comfortable doing the voting via computer, there will be paper ballots at our October 9 meeting. All ballots will be counted at the meeting and new officers announced.

Swap meets:

Saturday, October 26 at the Sahuaro Central Adobe Mountain R.R. Park. Hours for the swap

meet is 9 a.m. to 1 p.m. Charge to get in is \$5.00. The address of the swap meet is 22822 N. 43rd Ave., Scottsdale, Az.

Saturday, November 16, the Arizona Historical Society All Scales Swap Meet will take place at Glendale Christian Church. Hours for the swap meet is 9 a.m. to 1 p.m. Charge to get in is \$5.00. The address of the church is 9661 N. 59th Avenue, Glendale, AZ.

While moving the club's possessions to our new storage unit, we found a pair of Fender large P.A. speakers. Fred Williamson is coordinating the repair of them. These were donated to the club and have been in storage for several years. They have been taken to an audio systems company here in Prescott, and hopefully will be ready for use by the club in the future.

The club always looks forward to December. The Christmas party will be on December 11 at the Centennial Center at the Antelope Golf Course. Happy Hour is at 5:30 p.m.; dinner will be at 6:00 p.m.; and the entertainment is from 7:00 p.m. to 8:00 p.m. The cost is \$25.00 per person. Money must be in no later than November 29. You can mail the money to Julie Gladish, 11175 N. Rowdy Bunch Pass, Prescott Valley, AZ 86315, or have it ready for the October or November club meeting.

Bonnie Rudy is already working on the charities that CAMRRC will participate in. She will be coordinating the donations again this year and will be doing the Salvation Army Angel Tree. She will need six volunteers to get reimbursed \$100 from the club to pick a child and shop.

Trees usually go up in the Gateway Mall around middle of November and gifts need to be returned to them about December 14th. Bonnie will talk about the charities during the upcoming meetings.

We are nearing year end, and I am wondering who will have the next layout ready for operation. Perhaps, the layout will be ready to be included in the next open house in the spring. Be sure to let us know if you are working on a layout. Or if you are modeling a "piece" for a model railroad, please bring the project in for show and tell.

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

October 9 - CAMRRC meeting, First Lutheran Church

November 13 - CAMRRC meeting, First Lutheran Church

November 16 - Model Train Swap meet, Glendale Christian Church. Info Craig Faris 623-340-3529 or DeWayne Koltin 626-308-1574

November 23 - Desert Division Auction - Phoenix - Info: tcadd.org

November 30 - Desert Division Swap Meet. El Zaribah Shrine Hall, Phoenix Info: tcadd.org

December 11 - CAMRRC Christmas Party, Prescott Centennial Center (See reservation form this issue)

BEAT THE HEAT REVIEW

by Doug Gilliat and Dick Gage

The 2019 Beat the Heat Swap Meet was held on Saturday, August 17th. Attendance was approximately 410 adults and many youths and the crowd seemed energetic. A selection of model railroad items in all scales were again available on the sales tables.

The club held a raffle. There were door prizes, refreshments, a four-gauge layout and a test track. Club members' open houses were available to swap meet attendees to view HO, O, and G operating layouts. A list of open houses with directions was available at the swap meet.

The many children all seemed quite excited about Engineer Dan's layout on the stage. We appreciate each and everyone who attended the event as well as the members who helped out as well as the students from the school's Junior Honor Society.

We had 50 vendors who rented 97 tables with only 2 "no shows". Again, we included surveys in the vendor's packets and asked them to give an assessment of this year's swap meet. Most had favorable comments. For example, several vendors told us they did very well and everyone who sent in a survey said they "loved the show" and the donuts. The donuts and coffee were a big hit this year as we sold out. It is our plan to continue the donuts as well as other items for

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Website: <http://trainweb.org/camrrc/> Editor: Peter Atonna: mjatonna@gmail.com

the 2020 meet.

Open Houses, organized by Peter Atonna, are a special feature of the swap meet. Multiple members open their homes/layouts to our visitors and all stated that those in attendance enjoyed the layouts. Several members had a very good turnout for their open houses.

The annual bus from Phoenix came to the meet and also visited a few of the open houses. It had about 34 folks riding this year.

A special thanks to all the Prescott businesses as well as the Verde Valley Railroad for donating the Raffle/Door prizes and the coffee and donuts.



SWAP MEET PHOTOS

by Patti Curan





RIDING ON A GCR SPECIAL TRAIN

by Donn Pease

Around Labor Day this year, I received an email asking if Kyra and I we were interested in riding a special train on the Grand Canyon Railway on September 6th, less than a week away. Well, I looked at my calendar, the date was open. Kyra and I discussed it for less than a minute, and we emailed back that yes, we were interested. Who wouldn't want to take a free train ride to the Grand Canyon.

A few days later we were notified that we were accepted as passengers on the special train. The occasion was the filming of a new promotional video for the Grand Canyon Railway and the special train would only carry about five or six couples. So, we were elated to be chosen.

On the morning of September 6th we arose early -- 4:30 AM -- as we had to be in Williams at the GCR coach yard at 6:30 AM. We arrived just before 6:30 AM to find a ten car train pulled by steam engine No. 4960 with an F-40 "helper" on track five, the last track away from the main line. We parked right next to the train with a few other cars as directed by Eric Hadder, Chief Mechanical Officer for the Railway. Eric was the coordinator between the engine crew and the photographers for the days "shoot."

We all six couples and one single guy boarded the "Max Biegert", the last car on the train, grabbed a seat and waited for Eric's instructions for the day's events.

The GCR had hired a photographer with a drone mounted camera and a still camera to photograph the train at several runbys. The "passengers" were to stay on the train and be located all in a specific car as specified for that runby.



Inside the Max Biegert. Eric Hadder in center giving instruction for the day's events.

The Max Biegert is one of two tail cars on the GCR roster. It started out as the first tail car with an open observation platform when the GCR

started operation in 1989 as the "CHIEF." It is a Pullman built car and suffered severe fire damage a few years later and was sidelined and rebuilt as the Max Biegert. In the meantime a newer car, a Budd stainless steel car, was put into service as the "Chief", and is the primary open platform car for the regular day train to the canyon. The "Max" as it is known, is named for one of the original owners of the Grand Canyon Railway, Max and Thelma Biegert. The interior of the Max was recently renovated and now has fine wood trim, luxury carpeting and furniture. The GCR is now owned by the Xantera Corp, the operator of all concessions at the canyon and several other national parks.



The Max Biegert at the canyon and George, our conductor for that day

The consist for the rest of the train, starting behind the locomotives, were two "Budd" coaches as they are called on the GCR. They are former RDC cars with their diesel engines and roof radiators removed. Then there was one Harriman coach or "Pullman" car as the GCR calls them. The GCR used them from their start of operation and are now primarily "Polar Express" cars.

The one on our train is painted silver, the only one, and named "PULLMAN". Then there was the café car, three first class Budd built cars, one Budd built dome car, one full length dome car of Santa Fe origin and the Max.

We pulled forward and then backed into the depot awaiting departure. At about 7:00 AM (I wasn't really watching the time), we were all asked to go up to the full length dome, one car forward, and all sit on the depot side (fireman's side) as the train left the depot while the photographer filmed the departure. We stopped just across Grand Canyon Boulevard (just passed the depot), backed into the depot and departed again. A second "take" was necessary we heard. Then we were under way.



Inside the full length dome

But wait, we had to stop at the locomotive shop (still in the yard limits) where the GCR commissary is located to load up on food service items for the day's trip. Now, we were underway to the first runby stop. We would go to Miller's Wash, about half way to the Canyon (Mile post 36) for the runby. On the way there, we were treated to a continental breakfast of coffee, orange juice, "Danish" and fruit, normal first class treatment by the GCR for a first class car.

At Miller's Wash, the lowest point in elevation of the run to the canyon, we stopped to let the camera guy (his name is Guy) along with a Xantera PR person (didn't get his name) and Eric, with a radio to communicate with the engine crew, off the train.

A rules qualified person employed by the railway is required for communicating

with the onboard crew – engine crew and conductor. The engine crew was directed to back up about half a mile and then move forward to the beginning of the grade up out of the wash. After doing this move, we did it again. The passengers were directed back to the Max and one couple was to be on the rear platform. Since Kyra were already there, that was us.

On the second runby out of Miller's Wash, the train was to continue upgrade and out of sight. Also to sand the flues to make smoke. Rail fans love steam locomotive smoke, Xantera does not. Oh well, the PR guy asked for it.



This is my favorite place to photograph the train from on the train. A right hand curve, sun angle just right and usually some smoke. From the rear platform, it makes for great photos

After we backed down into the wash to pick up the camera crew, we proceeded to Coconino Canyon (Mile post 57) for the next runby. We were back in the full length dome, a good place to view Coconino Canyon. The canyon is about five miles long and is one curve after another, right, then left, then right and so on. We viewed the very sharp curves taken at 20 miles per hour and good visibility of the length of the train as well as the wonderful ponderosa pine forest.

After picking up the camera crew again, we proceeded to the Grand Canyon Depot. Normally, a GCR train will take the south leg of the wye and then back into the depot so that

when departing back to Williams the train is pointed south for the trip home via the west leg of the wye. However, the photographer wanted to shoot the train arriving at the depot locomotive first – makes sense to me. When we arrived at the depot, I wanted to photograph the steam loco, so I stayed on the train. Most of the passengers got off the train to visit the Grand Canyon. As luck would have it, the photographer wanted a second “take” of the train arriving at the depot, so the train backed down far enough to be out of view of the depot then pulled in to the depot again.

I had deboarded the train from the Max (the only vestibule that was open for deboarding) in order to photograph the train. It really was my lucky day, because just as the train started forward toward the depot, a lady pulled up in her car and got out to take a photo of her car and the steam engine. Take a look!



Vintage iron meets vintage iron

After servicing the steam engine and turning the train, we departed the depot about 12:30 heading back to Williams. We were treated to a nice box lunch consisting of a turkey sandwich, apple, bag of chips (Sun Chips – my favorite), and a cookie. We weren't there long enough to eat at one of the restaurants on the rim.

We made another double runby in Coconino Canyon and then on to Willaha (Milepost 38) for another runby. This time we were asked to go to the "Pullman" car and sit on the right (sunny) side. It was a nice warm day and all the cars had the air conditioning turned on to normal. However, with no passengers in all but one car, they were somewhat cool. So it was refreshingly "warm" in the "Pullman" with no air conditioning. These cars were built in 1924 for Southern Pacific's commuter fleet between San Francisco and San Jose – no air conditioning need there.

We made one more runby near Red Lake (Milepost 9). The photographer was on the train and his drone was following. That is until he lost contact due to a low battery and the drone self-landed. He could see the image on his control monitor, but it was not clear exactly where it was. So the train backed up, he got off along with the PR guy to search for it. They couldn't find it. So we backed up again and the fireman on the locomotive spotted it. The photographer, his drone, and the PR guy boarded the train and we were off to Williams.

It was getting late and the day train was catching up with us. Not to worry, with track warrants, they would not be allowed to catch us. We headed in to the wye at Williams and backed into track 5 in the coach yard, and stopped right where we had departed from earlier in the day. It was 5:30 PM and the crew was only legal until 6:00 PM, so we didn't have a lot of time left on the clock. We said our good bys and headed for home after a long day. Oh yes, I sure had a good time. So did Kyra.



BALLAST TRAIN

by Tom McColloch

I wanted to model a train of ballast cars, and finally finished 18 cars to make a respectable length train. The cars are all made by Mantua, with not much detail but with metal frames and hinged hopper doors that can be fixed in an open or closed position.

I bought the first 3 cars several years ago at the BTH meet, and last year bought 15 more from one vendor (I bought every one he had, much to his surprise). The cars were different road names, so I painted all with a Maintenance of Way grey color. The cars had talgo style trucks, so I replaced those with new coupler boxes and Kadee trucks and couplers. I made decals for my Rochester and Lake Erie, and put some data on the cars consistent with a 1960s era freight car. I put weight and a shelf in the hopper section, and added track ballast on top to fill the car.

The loads in ballast cars typically are not up to the top of the sides, as ballast is heavy and the car reaches the load limit before it is completely full. The train is in service now on my home layout, hauling ballast to the next section of new track to be installed. Members are welcome to come by to see it in action!





If you wish to know more about the Milwaukee Road and the Association, this is where I come in. I'm the MRHA Southwest Division Superintendent saddled with the responsibility of planning Milwaukee Road meetings - get-togetters here in AZ, NM, NV, & So. Cal. It's a big job! Someone has to do it, so I volunteered! Come on, get on board! Ring me up! 928 - 778 - 2112 mark.ziven@gmail.com

WHO ARE WE?

by Mark Ziven

We are an Association of past Milwaukee Road employees and Railroad Enthusiasts dedicated to keeping the annals of the Chicago Milwaukee St. Paul & Pacific Railroad better known as The Milwaukee Road, Alive!

We have over 2000 members world wide, with an annual convention held in a town or city along the old M.R. right of way. We have historical workshops along with train travel on the old right of way. Yes, you get to meet the men and women who were the life blood of the road.

We publish the finest quarterly magazine of any Railroad Association, filled with first hand accounts of working on the Road along with a photo catalog second to none. The city of Milwaukee Public Library is the home Archives for everything Milwaukee Road dating from to the mid - eighteen hundreds the closure of the railroad in 1986.

When you get to you home computer, type in mrha.com to log onto our Web Site. We have a full time Web Editor who keeps this link of communication up to date. Once there, you can enjoy hours and hours of information about the Orange, Maroon and Black.





BUILDING ONTO

by Steve Hatch

I built a 20x20 foot addition to my garage and I documented each step in pictures. I can give you info on them but they are self explanatory. I was curious to see if an old guy (me) could build the addition alone.

It turned out that Terrell gave me a hand twice when I needed it. Once when pouring the foundation and then when putting up the 20 ft 4x12 roof beam.

I was able to complete the building to weather tight in six weeks. I was very surprised by that. I moved slow and deliberate and used leverage wherever possible rather than strain my self. It all came together. I'm busy drywalling the interior now. Can't wait to start adding new trackage in the big empty addition.



TRIP TO THE CLEMENCEAU MUSEUM

by Orin Carhart

We took a day trip run to the Clemenceau Heritage Museum in



Cottonwood. And certainly the highlight of the museum is this model layout of the Verde Valley.

That's Jerome way up in the background. The layout certainly puts the mining, smelting and towns in perspective and gives a good overview of the valley. Seven to nine railroads ran through there in it's heyday.

It's a worthwhile go see and yes they will run the trains for you!



BUILD A GANTRY CRANE

by Joe Fauty

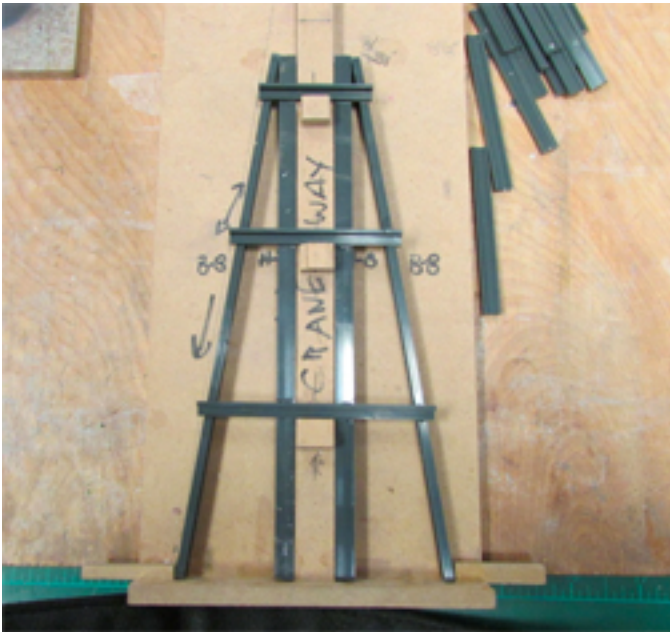
I build two basic styles of gantry cranes. One has both sides moving on track with the crane stationary. The other has both sides stationary with the crane moving back and forth. This particular build will be the later type.



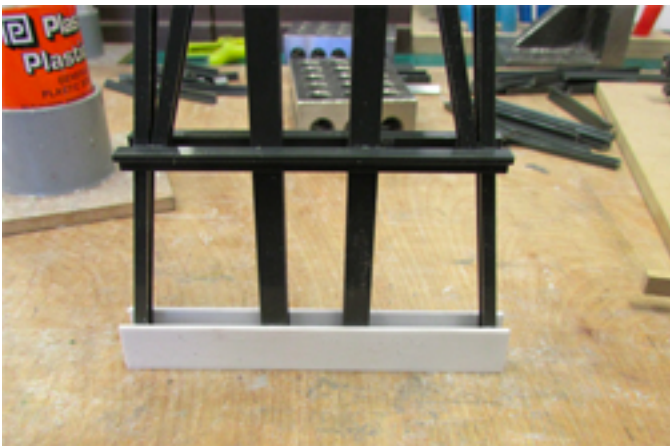
Once completed it will look something like this:

In this design I will attempt to have the control booth attached to the crane so both travel together.

The first sub-assembly to build are the side supports. A glue jig is a necessity to make all side supports the same.



The two inner vertical members are H-8 columns cut to 7.5 inches. The angled supports are B-8 beams cut to fit. A-6 angles are glued to the four supports to hold them in place.



Once dry enough to lift off the jig additional B-8 beams are glued in place.

The sub-assembly is then turned around and A-6 angles are glued to the opposite side (aligned by eye).

60 mil thick styrene stock is cut to 1/2 inch wide by 3 3/4 inch long and glued to the support legs. The side support sub-assembly is now complete. Five more to go.

The main beam assembly for the gantry crane is made using I-Beam B-36. I glued a B-8 Ibeam into an C-12 channel then glued this to the top of the B-36. This will be the run way rail for the crane assembly. I sanded the bottom of the B-36 flat so it would glue to the A-4 on the



side support. I also glued a spacer onto the main beam so that I could get more glue surface for the side support.

I glued CFS-4 white styrene channels onto the B-36 as channel bracing to make the main beam look like a girder plate.

The C-12 channel on top of the side support is just to hide the top area where the four posts meet.

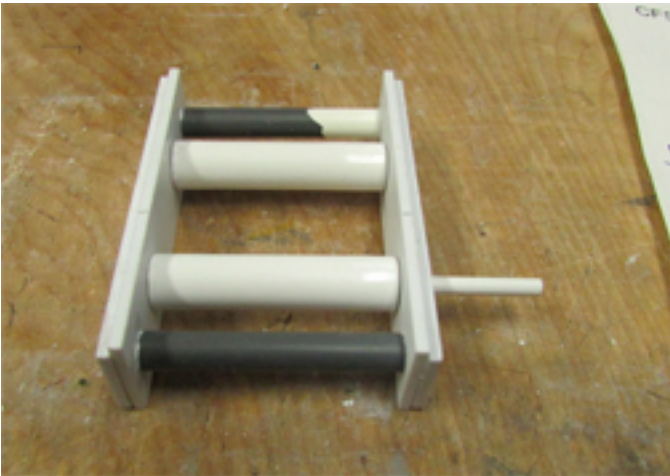
This is side view of the main beam assembly showing the side support leg glued in place. At the top is the B-8 / C-12 assembly then the main beam(B-36). The white styrene is the CFS-4 channel. The spacer between the main beam and the side support is an H-8 column.

This is the completed main beam / side support assembly.

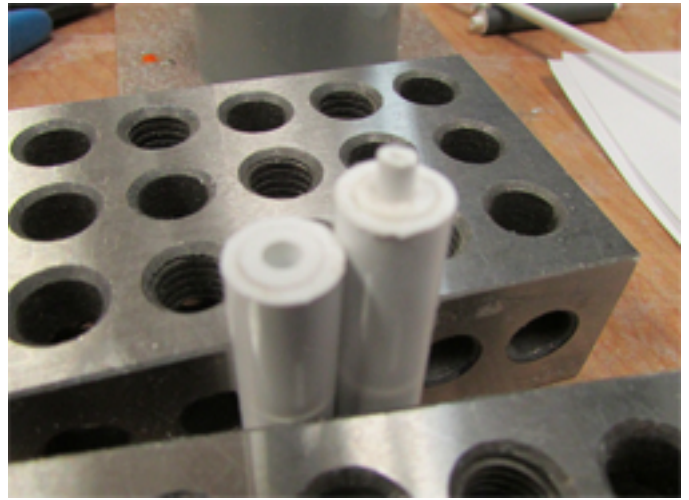


The motor assembly consists of two plates of 80 mil white styrene. One plate is about 1/8 inch wider than the other. This ledge will fit into a H-6 column that will act as a rail runner on the girder beam assembly. There are two TB-8 tubes on both ends. These act simply as bracing.

The two TB-12 tubes on the inside will be used to roll the hoist up and down. The back tube as the two TB-8's are glued to the side plates. The TB-12 with the TB-4 sticking out is a loose fit that can rotate.

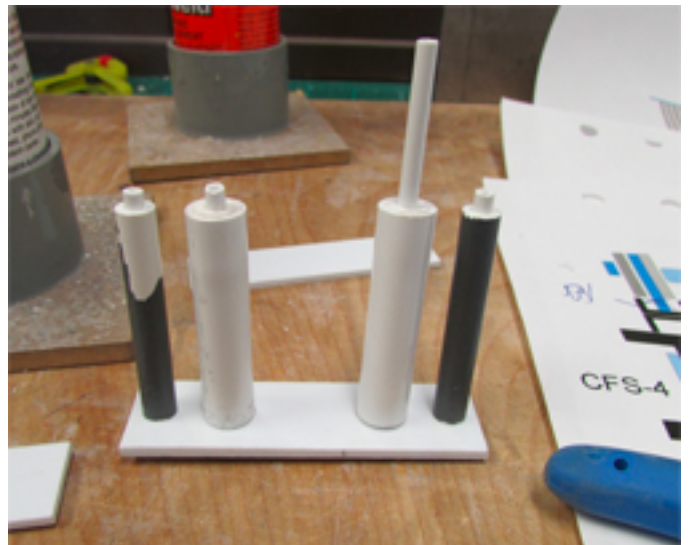


The TB-8 tubing have small pieces of TB-4 inserted as shown above. The same applies to the two TB-12 except one end of one tube has an extended length of TB-4.

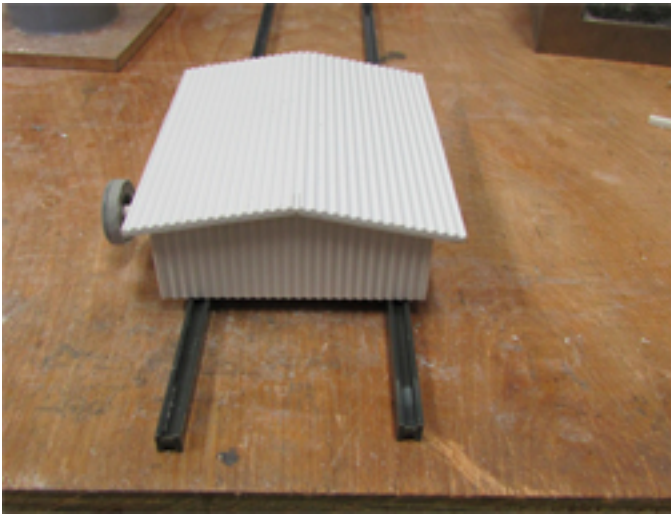


Holes are drilled into the inside plate and one hole is drilled on one of the outside plates. The tubing is fitted into one inside plate then the other inside plate is attached on the opposite side. Finally the outside plates are fitted and glued in place. Be careful not to get glue around the TB-12 that needs to rotate.

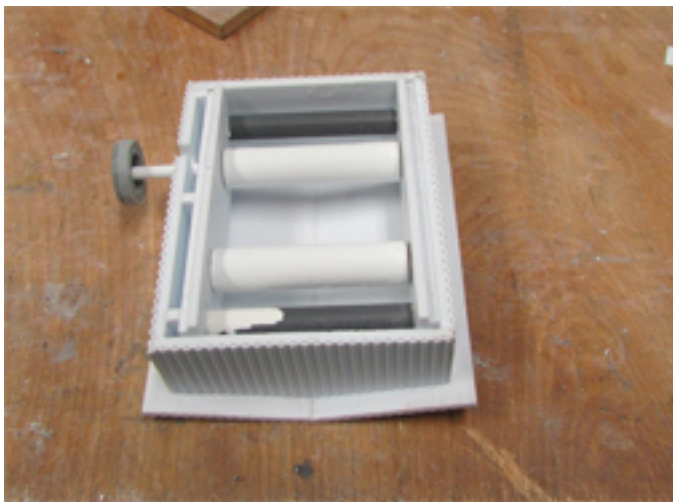
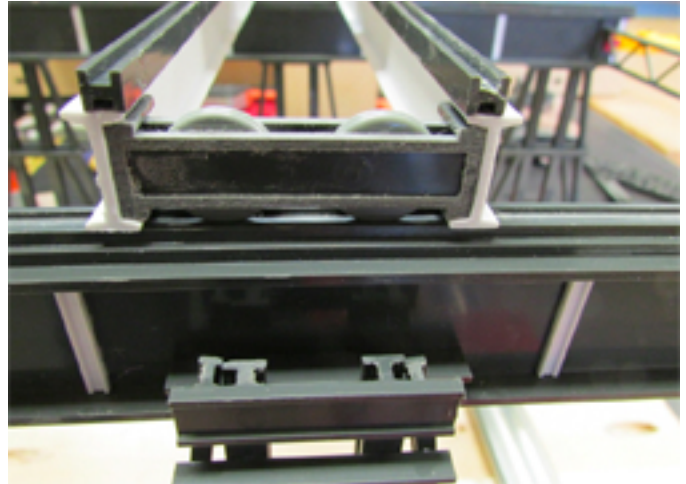
The motor housing is built with 80 mil styrene sides and 40 mil roof laminated with corrugated siding. In figure 14 you can see the motor housing sitting in the H-6 runners. If the housing is a tight enough fit it can be fitted over the motor assembly without glue. In this case it was a little too wide so spacers had to be added and



the housing glued onto the motor assembly. This won't matter when it comes time to attach the hoist with threading.



Next was the bridge girder and end trucks. The bridge girder is a piece of BFS-20 I-beam with a H-6 column glued on top as a runner for the motor assembly. I glued sections of C-16 as glue bases for the end trucks but later cut them a lot shorter. I still need to add C-6 as stiffeners to one side of each bridge girder.

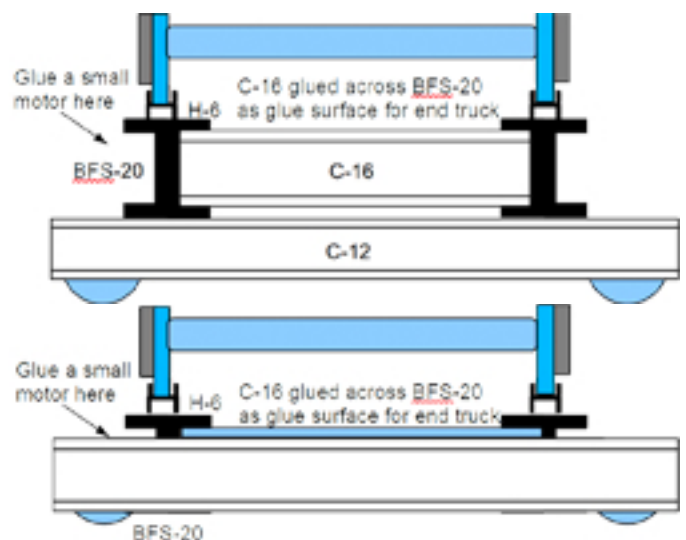


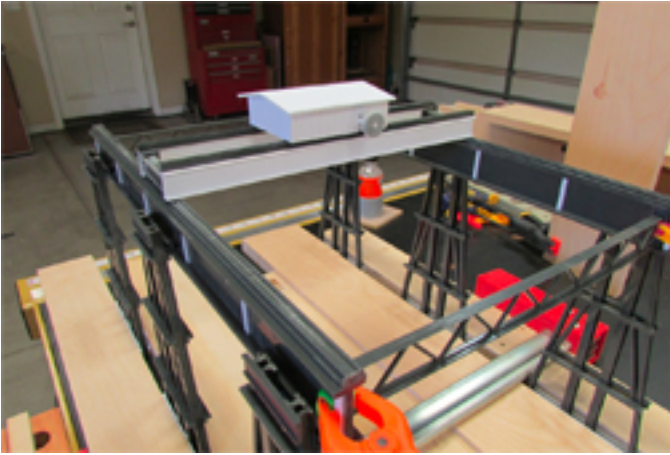
I deviated from my plans and built the end trucks differently this time. I glued four sets of two WH-20 wheels together and sandwiched them between two C-12 channels. The wheels will not spin however they glide smoothly in the runway track. Next gantry crane I am going to extend the end trucks past the girder beams and place the wheels on the outside of the beams. This will look more realistic and add more stability to the girder beam assembly. I am going to try gluing the end truck to the girder beam as shown below or glue the girder beam to the top of the end truck. Not sure which as yet.

I used a OWTa 24 truss member with C-16 end caps in the front and back of the gantry crane superstructure. These are the only hard glued



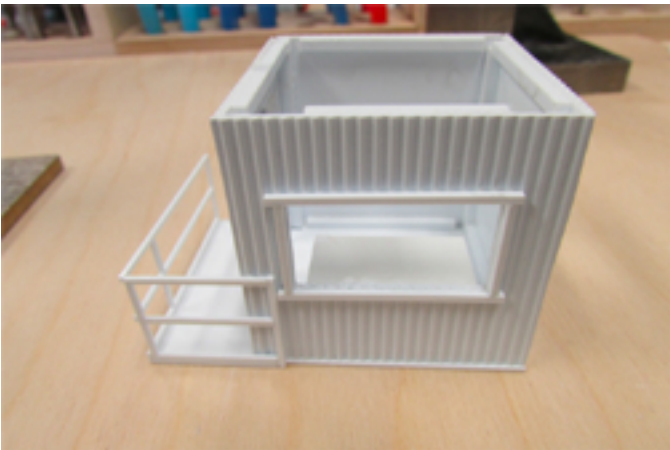
sections holding the gantry together so the customer will need to glue the supports to his table.





A photo of the almost complete gantry crane.

The control booth is basically a 2 inch square box. I used 40 mil thick styrene laminated with Plastic corrugated siding. The railing is HR-8. I added a small control booth to the inside and made the door a sliding style as shown in the next photo.



I decided to attach the control to the super structure so made a small platform from 40 mil sheet stock and glued it to the side assembly. The gantry crane is basically ready for paint. The customer wants dark gray.

Here is the finished crane. I left the roof to the control booth unglued in case the customer wants to add a figure inside.



THE REST OF THE STORY

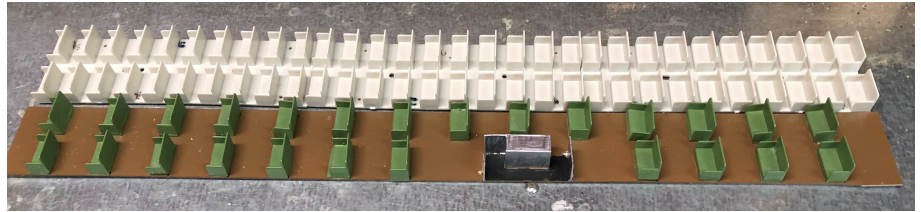
by Peter Atonna

At our recent Train Collectors Association National Convention in Albuquerque, my main contribution was to help the coordinators to inventory and then lot the donations that were being made for both the Welcome Party and the Banquet Auction. I selected those with the best potential sale value for the banquet auction. Then I sequenced them in that auction to match my hidden formula for getting the maximum value for each lot.

As I was going through the donation inventory, there were several sets of K Line full scale 20" Santa Fe aluminum passenger cars. Most were the El Capitan bi-levels and the rest were regular Super Chief single levels. If you are a passenger car fan, as I am, those old scale passenger cars by K Line are impossible to find and have never been redone since the demise of K Line (other than an even more rare and higher priced set by 3rd Rail). And I immediately really wanted the El Capitan cars.

But, there were so many cars that I needed to put them into three lots, two for the El Capitan cars and one for the Super Chief cars. Now, one of my secrets is to put one or two less expensive lots early in the auction to help get bidding going. So I put a smaller number of the K Line cars in an early lot.

At the banquet, my strategy was to bid on the first lot as the second had not only two more cars, but the hard to find “transition car” that was unique to the El Capitan train. If I only won one lot, at least I would have an El Capitan train. So, when Greg Stout opened that lot, there were several of us bidding. All but one beside me had dropped out once we went beyond the “bargain” price. And I prevailed!



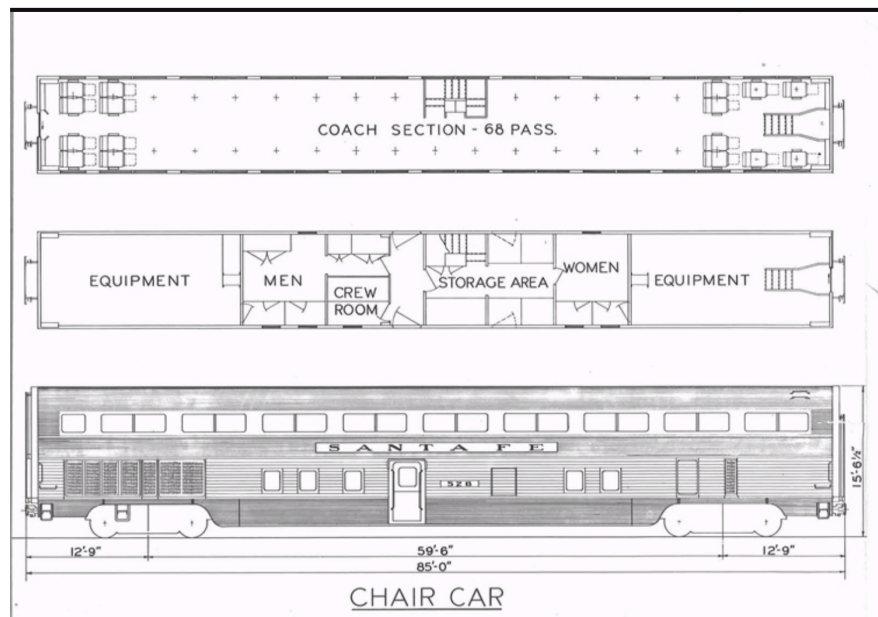
to Mary Jane at our daily “tea time” in the train room, she took one look at them and said, “they are terrible, it looks like that is the interior of a bus!”

Closer to the end, the second, larger and more desirable, lot went up. But this time, there were only myself and the other bidder from the first lot. And we went back and forth. Higher and higher.

Of course, K Line could not have made a mistake. So I went to the web and found a diagram of a the original El Capitan cars. K Line was so wrong!

Now, one reason I rarely get to be a winner in auctions is that I do set a maximum price and usually can hold to that. We got closer and closer to my maximum, and I mentally decided I was glad to have won the first lot. I bid \$20 per car less than my maximum bid (did I mention, these cars do not go cheap!). He did not respond! I had won both sets!

Now they are home and displayed on my train shelves. But I also have another problem and here is the remainder of the “Rest of the Story”.



Mary Jane was so correct!

Nobody really does a good job on interiors of passenger cars. Yes, they have a few “passengers” and of course moulded seats. At the time these were made, K Line was not really good at interiors. So, I redo them all, paint the seats add a lot more figures. At least as they pass by, there is some color and enough patrons in the cars.

Starting with one coach, I disassembled it and took out the plain white castings with the seats and painted them so some color would show looking through the windows. Showing them off

And Instead of the 33 seats in both levels that the El Capitan had, K Line had 60 seats in their castings. Now I had to cut apart each of those castings to free the seats, paint them individually and make a new floor to glue them onto, in order to match the proper spacing of the El Capitan interior. And that is for each of the four coaches in my train. But it is done, lots of new little people occupy the cars. And they can now enjoy the leg room that a first class train offers. And that is the final end of the “Rest of the Story!”

HOW FAR WE HAVE COME

by Peter Atonna

In looking over postwar issues of the Model Railroader, I recently noticed how even the basic controls for model trains has evolved. By the end of the war, modelers with layouts were still shown plans for putting together the components for controlling their layouts. Batteries were still used for power, even the famous Frank Ellison's layout was powered by batteries! DC power was by assembling components: transformer, variable resistor, hand set circuit breaker, a rectifier, DPDT switch for direction.

Shortly after the war, with the rapid progress in technology it brought, the first of the next generation of power systems were offered. A wartime editorial by Al Kalmbach asked manufacturers to bring out an all in one power system and they did. Pretty basic by today's standards, and look at the 1940's prices for them in today's dollars!

Do you remember those brand names?

**DE LUXE
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RECTIFIER UNITS**



**GUARANTEED
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Heavy-duty transformer. Selenium rectifier. Mounted in aluminum cabinet, baked black wrinkle finish
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A scientifically engineered unit that will provide long and dependable service. Modern design throughout. Sturdy construction — built to last. Attractive baked black wrinkle finish. Order your RAIL KING TODAY. Post-paid, only

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12-VOLT POWER
DEALERS' INQUIRIES INVITED

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The Electrapack A (above) probably powers more HO pikes than any other model railroad power unit ever devised. Rated at 12 volts, 2½ amperes D.C. plus 15 volts A.C. Control panel includes A.C. and D.C. outlets, speed control, forward-reverse (directional) control, and master on-off switch. Heavy gauge steel, louvered cabinet. Operates from 110/115 volt A.C. outlet. Written guarantee. Price: \$17.95 at your dealer.

BEFORE YOU BUY A POWER SUPPLY SEE YOUR NEAREST SCINTILLA DEALER

Dealers in every locality stock the two popular Scintilla power units pictured here. We urge you to visit your hobby shop before you buy a powerpack and see these powerful, guaranteed units demonstrated. Besides the Electrapack A and the Dynapack you have your choice of numerous other Scintilla items, designed especially for modern model railroading. Other power supplies include:

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THE MULTIPACK SR. 33.00
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Ask also to see our selenium rectifiers, volt and ammeters, reversing switches, condensers, speed controls, circuit breakers and control panel accessories. For illustrated literature write to factory.

Four to five HO locos or several O gauge motors can be handled with the Dynapack (shown below). Rated at 4 amperes D.C. at 12 volts plus 15 volts A.C. on second circuit for accessories. Built-in speed and directional controls on bakelite panel. Push-button-reset circuit breaker protects unit from harm in event of short circuits on track. Written guarantee. Price: \$24.75 at your dealer.



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Mail to Julie Gladish, 11175 N. Rowdy Bunch Pass, Prescott Valley, AZ 86315

Deadline for payment is November 29, 2019

Happy Hour at 5:30 p.m.; Dinner is at 6:00 p.m.; Entertainment at 7:00 p.m.

Location: The Centennial Center at Antelope Golf Course, Prescott





**TCA DESERT DIVISION ANNUAL
TOY TRAIN SWAP MEET
SATURDAY NOVEMBER 30, 2019
9:00 AM - 1:00 PM
Formerly known as the Turkey Meet**



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Special Room Rate \$84/night - limited availability - includes **FREE** shuttle & Breakfast



TRAIN MEET HOURS

Saturday, November 30, 2019

9:00 AM - 1:00 PM

Admission \$5

1:00 PM - 2:00 PM Table Top Auction

VENDOR SETUP 7:00 AM - 9:00 AM

TABLE REGISTRTRION – PLEASE PRINT LEGIBLY

NAME _____

TCA# _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Email for table confirmation _____

I hereby agree to be bound by the rules of the TCA & the Desert Division Train Meet in regards to buying, selling, ethics, and behavior. I further agree that in the case of a dispute, the meet chairman, or an impartial referee appointed by the Meet Chairman shall arbitrate the matter and render a binding decision. I shall upon the direction of the Meet Chairman, in the case of a disputed sale, refund a buyer's money.

Signed X _____ Date _____

Make check payable to: Desert Division TCA

Mail Table Registration to: Beth Stange, 8619 E. Chaparral Rd. Scottsdale, AZ 85250
More info: Chris Allen 480-820-9559

\$25 per 8' table

(Bring table cover if desired)

Tables @ \$25 each _____

Special Requests? _____

**YOUR TABLE REGISTRATION
INCLUDES ONE FREE HELPER
NAME BADGE IF NEEDED**

Helper Name _____

Extra Table Helper Badges are \$5 each
Special Requests? - Contact Meet Chairman

NO MAIL REGISTRATIONS ACCEPTED AFTER NOVEMBER 18, 2019