



NEWSLETTER

Central Arizona Model Railroad Club
April - June, 2020

PRESIDENT'S MESSAGE

by Dan LePage

I hope everyone is in good health. I just completed an eye procedure and it is doing ok.

The April meeting is **CANCELLED** because of the Corona Virus. I do not know at this time when that will be lifted. I will keep you informed of more information.

There are a lot of manufacturers that are close till further notice. Keep a 6ft space when you go to the store as it is recommended. Stay safe.

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 11 - North End layout visits -

POSTPONED - Will try again this fall

April 14 - CAMRRC meeting, First Lutheran Church **CANCELLED**

May 13 - CAMRRC meeting, First Lutheran Church

June 10 - CAMRRC meeting, First Lutheran Church

June 13 - NMRA Pacific Southwest Region meeting, First Lutheran Church (see article below)

BEAT THE HEAT UPDATE

by Doug Giliatt

As of now the Beat The Heat Swap meet is still on. That being said the Board is closely monitoring the situation. We have of now have 52 tables spoken for.

NMRA MEETING IN PRESCOTT

by Terry Fern

As I have reported at our meetings, the local National Model Railroad Association group is having their summer Arizona meeting in Prescott to see if there is interest in having future meetings in this area.

This what I've been told by Frank Baker:
The cost to attend for CAMRRC club members is \$5 even if you are not an NMRA member (the normal charge for non-members is \$10). This cost covers lunch.

The plan is to hold clinics in the main room, with separate rooms for the vendors/swap meet and a contest room. Four of our club members have offered to host a layout tour in the afternoon. At this time, I have no information on possible clinic presentations.

The Lutheran Church has agreed to host the meet. However, it's all dependent on the virus situation and County health guidelines. As soon as I get updates, I'll let you know.

These days we all could use a laugh or at least a smile, so here is why many of us like retirement

Question: How many days in a week?

Answer: 6 Saturdays, 1 Sunday

Question: When is a retiree's bedtime?

Answer: Two hours after falling asleep on the couch.

Question: How many retirees does it take to change a light bulb?

Answer: Only 1, but it might take all day.

Question: What's the biggest gripe of retirees?

Answer: There is not enough time to get everything done. How did I ever have time to work?

Question: Why don't retirees mind being called Seniors?

Answer: The term comes with a 10% discount.

Question: Among retirees, what is considered formal attire?

Answer: Tied shoes.

REMEMBERING LORNE NOYES

by Donn Pease

Lorne Noyes was a good and faithful friend for many years. When I started my home HO scale layout in 2010 I worked for a year or so by myself. In 2011 I started inviting members of the CAMRRC over to my house to help me with my layout.

Several members soon started coming over for "Work Days." Lorne was one of the helpers on a regular basis. At first there was only construction work to do and the group came faithfully and helped with construction. Some of the bench work I had completed but there was much more to be done. Here is a photo from July 22, 2011 of Lorne and Jim Patterson building one of the panels for the layout upside down on the floor (with help from my dog Dakota).



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Lorne had lots of different talents, as did all of the helpers. Five months later, Anthony Piscitelli, Jim Patterson and I were looking over the new “peninsula” we had built and installed the track and “mock” Cienega Creek Bridge. It was to become the main feature of the layout. Lorne was there too joining in on the discussion. Here we are on November 19, 2011.



Over the next few years Lorne came over to work on the layout and the progress was such that we could now run trains over the entire layout. So we had several “Run Days” in addition to work days. Work days were now more about scenery than track work.

On a work day, June 12, 2015, Lorne was there gluing down ballast on the track near the (still) mock up Cienega Creek Bridge.



We did a lot of sitting and talking about trains and the trains we had ridden. I could tell that Lorne’s health was weakening and his visits were getting fewer. On run days, Lorne would bring his trains to run because he didn’t have a layout at home. His favorite railroad was Canadian Pacific as he had been raised in Canada.

He was also partial to the Santa Fe and brought over some F-7 units with Warbonnet paint scheme to brighten up the layout. (My SP Black Widows are pretty drab in comparison). Finally in 2019, the Cienega Creek Bridge was finished and Lorne was there on the day we ran the first train over the bridge. It happened by chance, but looking back on the event today, I am really glad it was Lorne who got to run the first train over the bridge.





Over the years Lorne and I got to be good friends. I enjoyed his quiet ways and he was always interesting to listen to. He had many, many stories about his life growing up in Canada, riding trains, and telling of the things he was involved with.

He loved his wife, Susie, very much and when she passed a few years ago it showed that he missed her. Over the last year of his life Lorne and I would talk on the phone as he was no longer able to get out much. About a month before Lorne passed he told me on the phone that he was ready to go and be with Susie. He knew where he is going and he was at peace with that.

Farewell Brother Lorne, we will all miss you.

GOOD BY LORNE

by Jim Hanna

Lorne was one of the original operating crew on my railroad in January of 2006. The layout was not yet finished but we operated anyhow. The very first crew was Lorne and the late Mike Nelson. It goes without saying that we will all miss him very much. I am attaching a photo of Lorne from one of those early sessions.

Thats Mike in the photos with Lorne



FOUND A PHOTO

by Anthony Piscitelli

I found a photo I took years ago of Jerry Moore, Bob Wittman, and Lorne Noyes at Adobe Mountain Railroad Park.



SOME THOUGHTS FROM TOM McCOLLOCH

Hello to all –

These are unprecedented times, at least in my personal experience. While there have been epidemics through the course of history, nothing like coronavirus has occurred in the United States in the last 100 years. So we are in

uncharted waters, and we need to adapt to a fast changing situation.

First and foremost, we all must minimize our contact with others, to prevent possible spread of the virus. After about 15 days the virus is no longer a danger, so if those infected have no contact, the virus will fade away. It takes time for symptoms to appear, so one could be infected and not know it. So stay home as best you can, maintain social distance when near other people, and certainly stay home if you are not feeling well. After going to the grocery store, buying gasoline or stopping at the ATM machine, wash your hands thoroughly to minimize the chance of bringing the virus into your home.

I am hopeful that with these measures the virus will not overwhelm the quad city area.

All of this has an impact on our club. We will not have a meeting in April, and we will decide in a few weeks about the May meeting. The home layout tour for April 11 has been postponed, though it can hopefully be done at a later date.

The NMRA Arizona Division meeting in Scottsdale on April 4 has been cancelled, but the June 13 meeting in Prescott is still on the schedule. The display at the Liberty Traditional School in mid-May is still on the schedule. The Sharlot Hall exhibit on June 6 is still on the schedule. The Beat the Heat swap meet is still scheduled for August, with a decision to be made in June about whether or not to proceed. We need to remain flexible, and see what happens in the next few weeks.

This does provide a good opportunity to work on your home layout or build a kit on the dining room table, or to work on the design of your future model railroad! Take advantage of this time to do some work at home.

I think fresh air and sunshine are good for body and soul, so I try to take a daily walk. And limited social contact is okay, while maintaining social distance. So check on your neighbors. Be considerate at the grocery store. Buy what you need for a week or two, and don't hoard just

because the store happens to have something you want. Remember your neighbors and share with them if you have some extra. We will get through this coronavirus event by acting with patience and compassion.

Stay safe!

A WORK CABOOSE FOR THE VERDE TUNNEL & SMELTER RAILROAD.

by Anthony Piscitelli

A while back while at a model railroad swap meet in Phoenix I found a nice work caboose. It was different from most other HO scale work cabooses because it didn't have a bobber caboose body. I don't think the bobber caboose body was prototypical, so I searched the internet looking at photos of work cabooses and never found a photo of a prototype work caboose that used a bobber caboose body.

The caboose was fifty cents so I bought it. When I got home I checked it over and I found name Marx stamped on the bottom of the model. I did some checking and I found out it was a 1956 vintage Marx HO gauge car. My model was lettered for New Haven, and, looking it up, it had a value of \$10 with the original box. I decided to go ahead and rework the caboose.

I tried to remove the trucks, but they were firmly riveted to the chassis with a brass pin. So I left the trucks attached and removed the plastic wheels and the truck mounted NMRA couplers. The caboose body was firmly glued to the chassis, so I left it alone.

I then placed the model in my ultrasonic cleaner to remove the paint and lettering, using a strong water based cleaner/degreaser. After soaking in the ultrasonic cleaner for 20 minutes, The lettering came off but not the paint.

After a close look I saw that the model was not painted red, but molded in red plastic! This was not a problem since I planned to repaint the model anyway.

Before I painted the model, I added some extra grab irons, ladders and replaced the plastic smokestack with a brass casting stack. The open work deck and tool boxes had an amazing amount of detail for a 1956 model, so I decided to make this area stand out. I airbrushed the deck and tool boxes with solvent based Floquil Santa Fe Mineral Brown paint.

Letting the paint dry a couple of days, I then airbrushed the entire model with acrylic Polly Scale Milwaukee Road Gray paint. I let the gray acrylic paint dry a couple of days, then took a Q-Tip, dipped in denatured alcohol, and rubbed off some of the gray acrylic paint on the deck and tool boxes. I wanted to give the effect of paint that had been worn off due to heavy use and weather. I knew that the alcohol would easily remove the acrylic Polly Scale but not the solvent based Floquil.

I made decals with my computer and printed them with my laser printer. After applying the decals, I weathered the model with some black wash and Rust-All. I installed Intermountain 33" freight car wheel sets in the trucks and installed Kadee #5 couplers.

I think this model will look great behind a 200 ton crane which I have yet to build. That will be another story.



The finished project

TRAVEL DISCOVERIES

by Fred Williams

I was on an unexpected "train" trip last month. Visited the St Louis Union Station and the Kansas City Union Station on purpose but discovered several "small town" stations on the same trip. The KC Station has a very large and diverse model railroad display. It features several different layouts in all gauges from N to G. I'll bring a short video presentation to a club meeting in the near future.



The original Marx work caboose





PROGRESS ON THE SHELF LAYOUT

by Sheldon Payne

Here are some images of the progress Kevin and I have made on our little shelf railroad. This week we finished adding the sub-road bed and laid 435 feet of track (scale dimensions sound more impressive, don't they). Next steps are to add foam substrate for the scenery and the styrene backdrop, which is yet to be painted.

I'm currently taking a painting class in preparation for the sky and clouds. Landscape contours will also be added when we figure that all out. The images aren't the best, but give some idea of our small operation here at Touchmark's Cottage #3



DISCOVERY

by Ray Strom

Driving thru Kansas last October on KS Highway 383 between Almena and Long Island at Road E11, I came upon a section of trackage being removed and trestles being dismantled.

I've not been successful in identifying the railway. However, I believe it may have been the Nebraska, Kansas and Colorado Railway. Other history might indicate it linked the CB&Q or the Rock Island. At any rate I did not find any current maps even indicating trackage rights through this area.

Nonetheless, I thought you might enjoy the local sentiment about removal of the old trestle.



MINI SCENES

by Peter Atonna

As people who have visited me here know, my layout is in a pretty complete state. So, there are few new project opportunities. But that does not mean that working on the layout is done. Now, I can look for opportunities to add small scenes.

Here is the story of my most recent.

It came about when I ordered a few packages of people that Scenic Express had on sale. In one of them, in addition to the figures, was equipment for a construction site: a porta potty, pylons, a security fence. That got me wondering how to use them. There was not a lot available for a big construction project, so what would be a small one?

How about a storm sewer pipe replacement? That could work as I could cut down through the half inch of Celotex to the layout's plywood underlay and in O gauge have a two foot deep trench. A piece of pipe, some workers and landscape material and I am done.

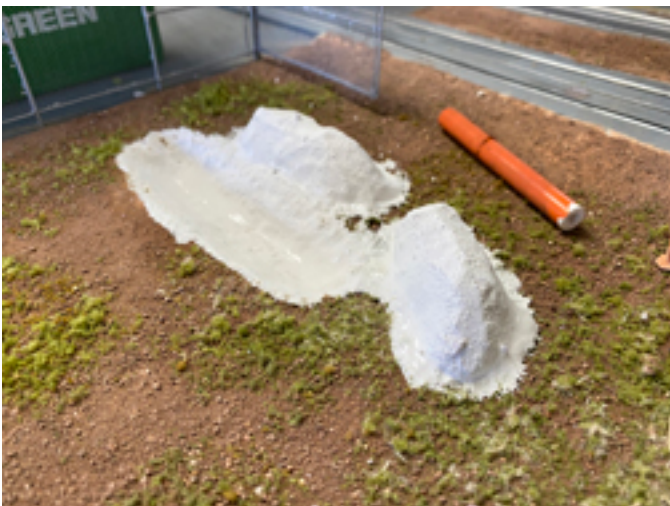
Here is the chosen location with the first cut into the Celotex.



Next, I dug out the rest of the “trench”. But, OOPS! we go all the way through and you can see the subway tracks below! Turns out there was a 4” wide area where the plywood did not butt together. And I hit it! Quickly a filler piece was cut and inserted and construction continued. (How often have you heard of a water or sewer project finding something not foreseen - I am just imitating real life)



Construction continues and when the hole is done, an excavation pile is formed from scrap insulating foam and coated with texture paint.



I am now ready to put a base color onto the scene and real dirt added. But wait, how were we able to dig the trench? A quick visit to the Diecast Direct website found an inexpensive (a relative term) backhoe. And here is the finished

scene, with the figures that started it all, included.



Now you will have to see if you can find it the next time you visit here.

LAYOUT UPDATE

by Tom McCollough

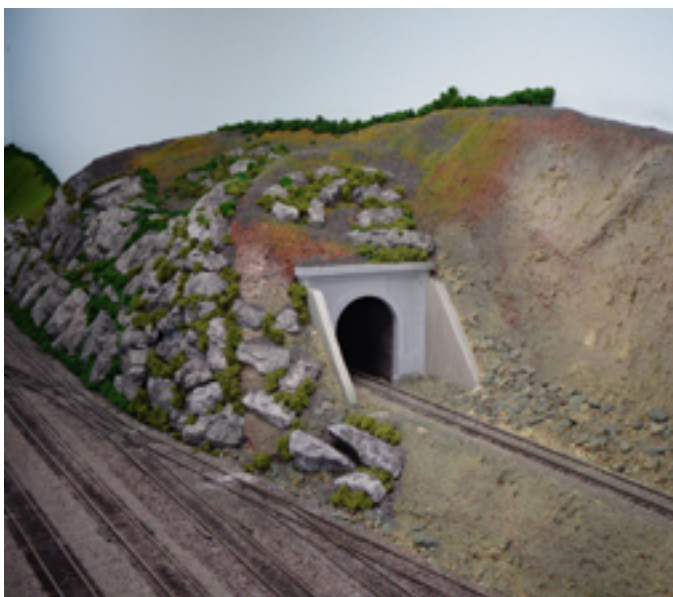
Work on the Western Division of the Rochester & Lake Erie Railroad continues. My latest modeling project is the construction of two tunnels on one of the single track main lines. I did not have a firm plan for these, and made some changes during construction to get the look that I wanted. The tunnel liners are plywood with DAP Concrete & Mortar Repair applied on the interior surface to give it the look of concrete. The liners are tall enough that the top edge is not visible when looking through the portals.

There is no roof on the liner, but I curved black construction paper over the liner walls to keep out any light, and none of it is visible. The portals are Concrete Tunnel Portals from Woodland Scenics. I cast the wing walls with Lightweight Hydrocal, using a form I made out of plywood. The large rocks are Hydrocal castings, using Woodland Scenics molds.

The hillside is typical cardboard strips with plaster cloth, and covered with ground goop. Some of the small rocks and gravel I collected in my neighborhood. I also used some basalt gravel from Arizona Rock & Mineral.

I spent a few months on these, so it has not been a quick project, but I like the look of the completed tunnels. And they add some interest to an otherwise bland scene.

Visitors are always welcome, so contact me if you would like to see the layout.



USING THE ESU DCC SYSTEM

by Pius Job

For years I used the Digitrax DCC system to run my Layout, but now the UR91 unit is down. That's the part of the System which makes the wireless connection to the two DT400 Handys, and since Digitrax does not make this UR91 anymore it would have taken a major investment to get this DCC system going again.

It would have taken several hundred dollars to upgrade my old system and I still would have ended up with a system that is mainly geared for US customers. Digitrax has 89 sound projects that can be downloaded from their website, and they are mainly for American diesel engines. Since I run European trains it was not a match for me so I decided to move onto something new.

While researching the different DCC systems, one in particular caught my attention. The ESU system with the ECOs command station seemed like the most advanced one. I was impressed with all the features and possibilities to expand without having to use products from other manufacturers. DCC users know that mixing DCC components can be a hassle even we have the NMRA standards in place.

I still decided to switch from my old Digitrax controller to the new ESU ECOs Command Station. Below a picture of my old Digitrax Command station that I used it in the past.



Since one of the major components of the Digitrax Command Station went down, and it was not possible to replace it, I decided to go for something new. Although common sense told me not to, I still bought the ESU ECOs Command Station. Some of the reasons I decided to go for this new Command Station was that it allowed me to run two trains simultaneously. The 7" Touchscreen and all the menus I observed made me feel like it will be easy to operate. It took me a while to get used to it.



of sound files from the ESU website. I was amazed to see the wealth of sound files available to download, HO, N or G scale, any country, any railroad company, you name it and it is there.

The files you can download are created mainly by other model railroaders, and the ESU web page allows sharing. First you download a sound file to your PC that matches your engine. Once the program is on your PC, it allows you to modify any setting. Once you customize the sound file to your liking, just download it to the decoder. And the coolest part is that there is no need to change single CV's anymore, no more searching charts for values, no more hexadecimal entries. This work is now done on your PC with pull-down windows which makes selections very easy. To describe the difference while programming, it is like the difference between operating a PC using DOS commands or operating a PC using Windows10.

The first thing I wanted to try out was to find out if other NMRA Decoders work together with this new Command station and found it works well the Digitrax 580L Decoders. Since I had a few LGB engines that where not setup for DCC, I decided to buy my first ESU V4XL sound decoder. Luckily I found a dealer who offered to load the sound to the decoder before shipping.

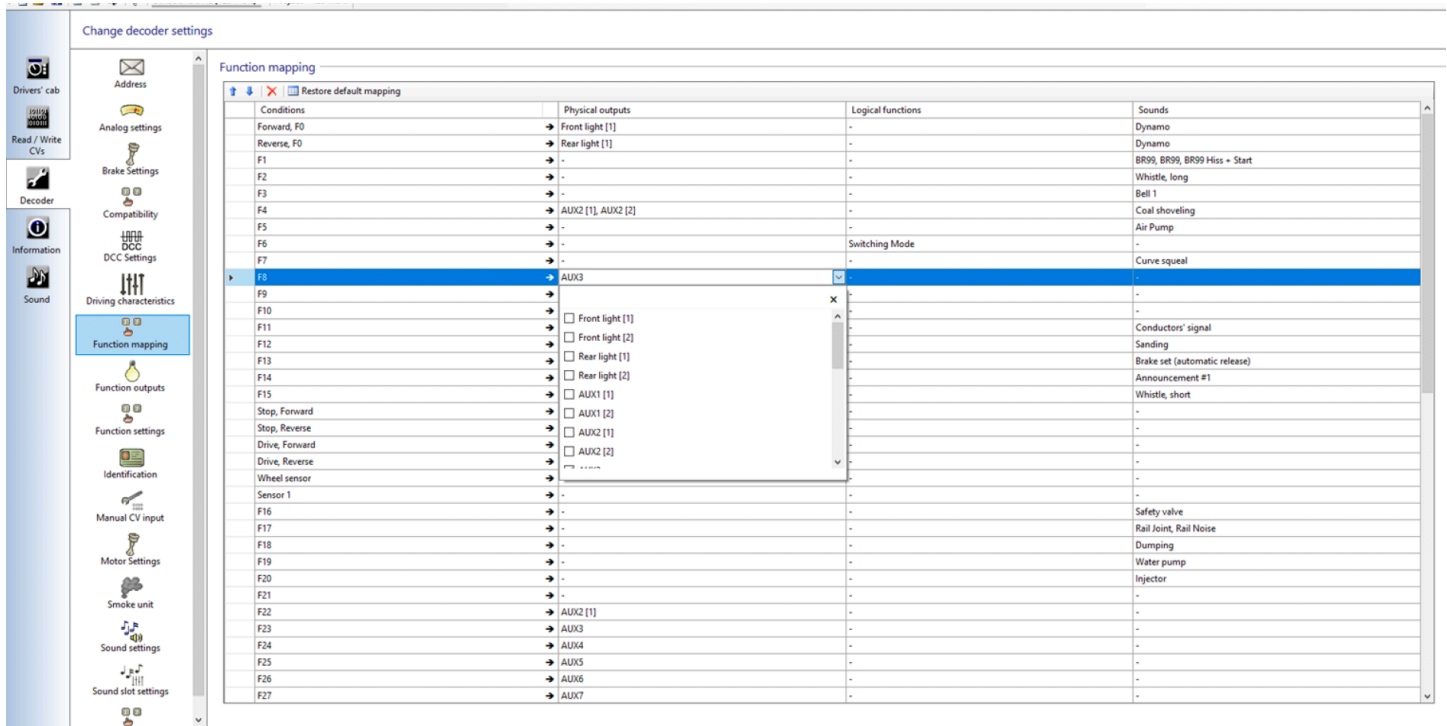
The new Command Station allowed me to change single CV's like in the old days. However, programming a decoder with single CV's was always a big headache for me. Searching hours for that CV which needed to be changed was not my thing. After reading a lot in all kinds of ESU websites I learned about the Decoder Programmer ESU has in the program. Since I wanted to program my own Decoders it was clear that I need one of those.

This ESU programmer is quite simple. All you need is power, a USB connection to your PC and a piece of programming track that is connected to the programmer. Having this programmer allows me to download hundreds

Below is a page showing a typical screen, in this case for the Function Mapping. In the picture you can see four columns. On the left the column you can activate any function key including one of five conditions. Conditions are: stand still, drive forward, drive in reverse, input sensor 1 to 4, or wheel sensor. The second column from the left allows linking a single or multiple output (Aux) to any Function key. If you look closely in column 2 you can observe a typical pulldown window with all options to choose. Third column from the left is the column where you set any logic function. There are 22 different options like ramp up speed, brakes, smoke, firebox and so on. The fourth column is

for selecting sounds. Here you assign sound slots to any function key. This is just describing the page for Function mapping but gives you an idea how it works.

me to test decoders outside of the engine. It is not only possible to test decoders, they can also be programmed this way as well. I added a bigger speaker and a larger motor with a Hall

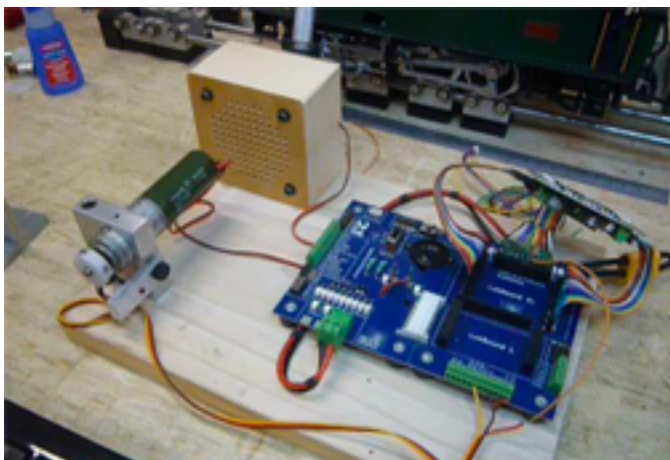


I'm not a computer geek, but since I've figured it out, I'm totally hooked. Using the ESU Programmer and the software going with it, makes it so easy to program any ESU decoder. Another cool thing, any ESU Sound decoder can be programmed so that they work with Digital and Analog.

Since I'm now a total ESU fan I went on and added the ESU Decoder Tester. This unit allows

sensor that allows me to test wheel synchronized sound as well as pulsed smoke.

I still wanted a wifi handy to operate my layout. The Stationary ECOs Command Station allows me to hook up a wifi hub which then allows me to use the ESU Wifi Handy. The throttle Knob is motorized and synchronizes automatically with the Command Station. You turn one throttle knob and the other ones sets automatically to the same position.



The downside to the ESU Lok Handy is that it can only run one train at one time. Changing the

Lok address takes a few clicks. Since I like to run several trains at the same time I searched for an option that allows me to control multiple trains without changing the DCC address.

I found an interesting solution for my problem. Through the wifi access point, it is possible to connect a Windows based Tabloid that mirrors the operating screen of the Command station. It is possible to remotely operate the Command station using identical screens. It is necessary to download the VNC viewer App. To make the VNC viewer work you need Java software. Java software can't be installed on a IPAD so used a Windows based Surface 3 Tabloid. Below a pic of the Surface 3 with the mirrored operating screen.



There was a reason why I decided to operate my layout with a Tabloid. The ESU command station has the option to control remotely any switch on your layout. The Screen on the ESU Handy is just too small for my thick fingers to find the small tabs. Below a sample screen on the tabloid which shows a layout and the yellow



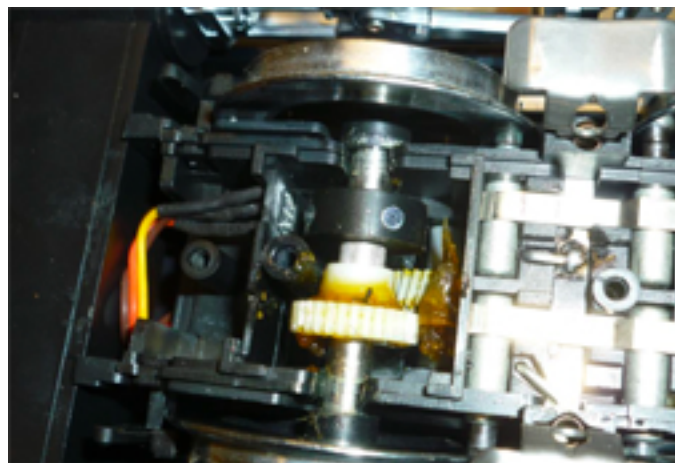
Switches which can be operated remotely just by touching on the right spot.

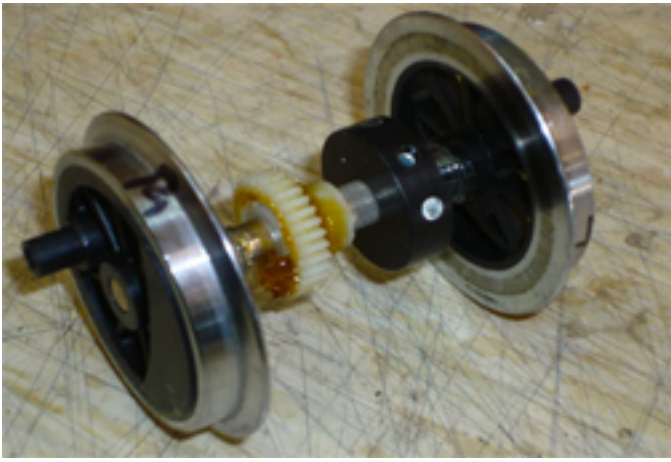
I've been busy converting a lot of my engines to ESU Sound decoders. The old Digitrax decoders are pretty limited in functionality and a few of my engines even had Phoenix BigSound in it. The Phoenix BigSound used to be a cool thing to have but over the past ten years they have not improved it at all. There are just a hand full of sounds available to download to the decoders.

Having the newer ESU DCC System has many more options. For example, if I have a Swiss engine I can download a whistle sound from a Swiss train and it has that typical sound. If I convert a steam engine I can select sound for a two cylinder as well as 3 cylinder engine. The ESU software allows me to make the sound synchronized with the driving wheels, so the chuff sounds always on the right spot. On a typical two-cylinder steam engine you have four chuffs per wheel turn. Most cheap Lok sounds have inaccurate chuffs which are then a problem if you upgrade your engine to pulsed smoke.

Below are a few pictures showing how I install a hall sensor on my engines. Also there is a picture of a ESU decoder installed inside of the engine.

Gearbox with Hall Sensor:





Axle with magnet holder Ring



Decoder in place:

ESU Decoders have another cool feature that I like a lot. It is possible to connect a servo, like we use for RC Airplanes. Each servo can be linked to a Function Key on your remote. On a ESU V5XL Decoder you find four connectors to plugin such servos. Settings in the programmer allow setting the drive direction and motion limits or speed of the motion. My usual use for this option is to control the pantographs on electric engines. (see pic below) However, having such servos also allows adding a bunch



of cool features on any Engine. Remote coupling or a conductor that waves, you name it and it is possible to make.

I have converted ten engines with ESU Sound decoders and I still have a way to go to get all 38 engines up to date. It's taking two days to covert an engine to the newer ESU Sound decoders. I used to dislike programming but this new system opened a lot of new possibilities for me and now I even catch myself having fun with it!

Working on the engines is keeping me busy during the winter but spring is coming now and I can finally work outside again. I have truckloads of dirt that need to be moved to make a building a pad for my new layout. I hope that by summer timel have a bit of track laid so I can run some trains.



In writing this description of the ESU DCC System I can just describe some highlights, it would fill a whole book if I would go in to details. If any of club member is interested in getting more details I would be more than happy to give a demo. I'm retired and I have all the time in the world plus we always enjoy visitors. If you are interested just let me know.

LITTLE LAYOUT PROJECT

by Mike Sturgeon

The amount of available space on my layout is extremely limited but I was able to add a passenger depot as a small spur off the mainline. I use tunnels throughout the layout to give visual separation between the areas and zones.



First be sure to Use a plastic tray and. Not the aluminum Ice tray that I used. That resulted in burned out holes. It's best to work outdoors and to don safety gear: glasses, rubber gloves and chemical mask.



UPDATES FROM JOE

by Joe Augusta

I recently completed a scratch built passenger station based on the Virginian RR. The station house was made from 1/8" plywood from a discarded shipping crate. The architectural pieces are from Tishy Trains: doors, windows and roof etc. The roof was in strips and labor intensive so in the future I'll use Chooch or Micro-Mark products!



Next with tweezers dip the bright tin into the acid for 10 seconds plus or minus. Any longer than that and the acid will eat the tin and start gassing off in your face. Next dip the tin to a bucket of water to neutralize the tin. After that dipping, some of the acid might still stick to the tin so re-dip and lightly brush off the residue with a small wire brush. Once you're satisfied with the rusty patina (brown and blackened rust) proceed with cutting to size and apply.

With regard to application, I have discovered Pliobond rubber cement which dries fast and is amazingly strong

Happy dusting.

The platform canopy is brass covered with the tin roofing from MRtrain.com. To weather that tin roof I discovered ferric chloride on my wife's Jewelry shelf. On the container its stated use was for etching copper but I proceeded to see what would happen with the tin roofing. For the weathering process, which is somewhat akin to Frankenstein's lab, I started the procedure.





Prescott Area

BEAT THE HEAT

Model Trains, Accessories & Toys

SWAP MEET

Saturday, August 15, 2020, 9 AM – 1 PM

At the Liberty Traditional School

3300 N. Lake Valley Rd, Prescott Valley, AZ 86314

Presented By:

The Central Arizona Model RR Club

Adults \$5.00 – Children 12 and under Free

Contact: Dick Gage © 802-272-1352 or Doug Gilliatt 480-390-0320

Table Reservations \$30.00 per table in advance

**** 1 Free Admission with Each Table purchased ****

Dealer Setup Time 7-9 AM – No Early Public Admission

The CAMRRC is Not Responsible for Lost or Stolen Items

Name _____

Address _____

Phone _____ Email _____

of Tables _____ (Limit 4 per seller) @ 30.00 each _____

Helper Name _____ @ 4.00 ** _____

Helper Name _____ @ 4.00 ** _____

Lunch Reservations (sandwich, chips, soda) _____ @ 7.00 ea _____

Special Requests _____ Total _____

**Make Checks payable to: CAMRRC and mail to
CAMRRC, 514 Goshawk Way, Prescott, AZ 86301**