



NEWSLETTER

Central Arizona Model Railroad Club
August, 2020

VICE PRESIDENT'S MESSAGE

by Tom McColloch

This monthly newsletter is currently our primary communication link with all club members. Peter Atonna will put the newsletter together, and members are all encouraged to submit articles on modeling projects, railfan trips, news items, etc. Please submit your articles to Peter, and we will be able to continue to share our interest in model railroading even though we cannot all meet in one location. The COVID virus is not going away anytime soon, so this newsletter will have to suffice for now.

The club board did not meet in July. Speaking only for me, I have a concern with a gathering where it is difficult to social distance. While there are some club issues to be discussed, there is nothing so urgent that we need to be put in a situation that could jeopardize anyone's health. The board can reconvene when the COVID situation has improved.

There will be no club meeting on August 12. Terry Fearn is in contact with the church, and the church is not ready for groups to use the meeting room. And from the club's perspective, we are not ready to have a meeting there. A group of 75 people meeting indoors does not make sense with the current recommendations for fighting COVID. We will send out an update every month regarding the status of the monthly meeting. We are still considering an outdoor meeting in a town park, along with other possible meeting locations.

Fred Williams has started the Paper Swap Meet, so contact Fred with items you want to

sell or are seeking to buy. I bought some HO structures that were advertised, so I can say that it is a good way to buy and sell.

And Fred sent out a note that Blue Note Guitars in Prescott Gateway Mall will soon stop selling model railroad equipment, so hurry over there for last minute sales.

For now, maintain social distance, and wear a mask in the store out of respect for those around you. We are fortunate that the number of COVID-19 cases in the quad city area is still fairly low, and we do not want to cause a spike in cases by relaxing too soon.

Stay safe!



"NEXT TIME WE GO ON VACATION, MAYBE WE SHOULD TAKE A TRAIN... THEN WE WON'T GET LOST."



In Wednesday's incident, more than 90 firefighters from the Tempe Fire Department and other nearby agencies responded to the southern portion of Tempe Town Lake where they found several train cars on fire. Flames could be seen running the length of the bridge, sending dark clouds of smoke billowing into the air near Tempe Beach Park.

Several firetrucks were seen spraying water on the flames for several hours Wednesday morning, while a fireboat was helping to spray water onto the flames and remnants of the fire from the lake.

THE BIG NEWS: UP TRAIN DESTROYS PART OF THE HISTORIC SP RIO SALADO BRIDGE

TEMPE, AZ — Officials confirm Wednesday's train derailment in Tempe was the second time a Union Pacific train had derailed on the bridge over Tempe Town Lake in recent weeks. The train was hauling lumber and other chemicals when it derailed and caught fire early Wednesday morning while crossing a bridge over Tempe Town Lake, which caused a portion of the bridge to collapse.

In a statement released Wednesday afternoon, Union Pacific officials confirmed on June 26, one of its trains hauling 12 railcars derailed during the afternoon hours. Rail and bridge ties were damaged, the spokesperson said. The track reopened two days later. No other information was released.

Tim McMahan, a spokesperson for Union Pacific Railroad, said in an email that eight to 10 train cars were reported to be on fire. He said none of the train's crew were injured, but a firefighter was treated for smoke inhalation.

When the south side of the bridge collapsed, three tank cars fell below it. Two of those cars were hauling cyclohexane and the other was hauling a rubber material. According to the National Center for Biotechnology Information,



BOARD OF DIRECTORS

TOM MC COLLOCH, Vice President 928-237-4666
DOUG GILLIATT, Secretary 480-390-0320
FRED WILLIAMS, Treasurer 909-855-6052

Board Members
TERRY FEARN 714-305-0397
RICHIE SCANAPICO 928-515-9388
DICK GAGE 802-272-1352

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

Cyclohexane is a “clear colorless liquid with a petroleumlike odor” that is sometimes used to make nylon or used as a paint thinner. It is considered to be a highly flammable chemical that can cause skin irritation, dizziness, or death, if swallowed. It is also considered to be “very toxic to aquatic life,” according to the NCBI.

Tempe Fire Chief Greg Ruiz said the chemical was not leaking into the lake, but into a dry bed beneath the bridge. He said crews were working to stop the leak, but did not have a timeframe for when that would take place.

Initially, a spokesperson for Union Pacific said none of the trains that fell off the bridge were reported to have been leaking.

The cause of the derailment remains under investigation, officials said. Investigators with the Federal Railroad Administration have been sent to the derailment site to "start a preliminary investigation," a statement said. "Further updates will be provided at a later time," the FRA released in a statement.

A LITTLE HISTORIC PERSPECTIVE

by Peter Atonna

The bridge is over a century old and has withstood floods and derailments for all that time. My memory of it focused on the 500 year floods in 1979 when the Salt River washed out every bridge in Phoenix and the two interstate bridges north and south of town - EXCEPT the original Mill Avenue bridge AND the SP bridge.

Traffic jams were massive and Governor Babbitt and Amtrak instituted the only modern rail commuter service in Arizona, running from Phoenix Union Station to Mesa, across the flooded Salt River on the SP bridge. The train was named the HattieB after the Governor's wife.

I was fortunate to have been able to ride the train once as a Phoenix “official” and shot some, now terribly faded photos, during the trip.



Here is the Mill Avenue bridge from the train with the under construction new parallel bridge in the background.

This is in Mesa, only a few years before a vagrant caught the station on fire, never to be rebuilt.



LAYOUT UPDATE

by Sheldon Payne

Here are some pix of Kevin installing the backdrop for our shelf RR; first we screwed uprights to the back of the benchwork, then put hook & loop strips on each one to hold the styrene sheet we had cut at Sir Speedy (a rather expensive source). It turns out the styrene is too flimsy to achieve a good surface for painting horizon ground and cloud imagery, but we will do our best.

We first primed the styrene, then rolled on a solid coat of "Cloud Break" blue, and finished with spray cans of matte white to simulate the horizon effect by fading to the blue. All products purchased from Walmart with Kevin's employee discount.

As an aside, does anyone know of a source for sheets of the purple insulation foam? I've checked Lowe's and Home Depot online and they do not carry it. They have 4' x 2' sheets of the 1" thick blue stuff, but we need the thicker purple product.



HOW COME YOURS MOUNTAINS ARE FLAT?

by Bongo (Scardino) Pete

In fact the questioner also asked 'what happened to the front of your mountain'. The most direct answer is space. But to make a short story long, we needed to find a way to create more room for structures in the Aces and Eights mining district (which is now getting underway after years of study, environmental reviews and permitting). In addition, the crowded nature of our layout means the trains are already hard to see as they pass behind buildings and through a relatively long tunnel.

Coupling the two realities meant some changes to our vision of two mountains, separated by the Tortilla Flats, mining support area were needed.



So we chopped off the tops, making mesas out of mountains (as opposed to mountains out of mole hills) and then removed the front edge of one mesa, as can be seen in the photo.

Removing the front edge of the mesa on the right will not only allow us to see the trains passing through, but frees up bench work space for structures. The area in the photo is 'L' shaped and roughly 12 sq. ft. By the way, the white foam board structure, on the left mesa, was the strawman for an underground mine, which is now nearing completion. In total the Aces and Eights mining district will have:

- four different scale RRs, only one of which will be operative
- An aerial tramway
- Burro Springs – an abandoned mining area
- 4 mining anchors (as they say in commercial real estate) including two ore loading facilities
- Cut away view of an underground mine
- Abandoned ranch area
- Mining and railroad personnel and support structures, some of which you may not want to tell you mom about.

I have two additional pictures for you. The first is one of a mining support structure.



The 'timbers' are dried stalks of local weeds you can pick up along road and trail sides. They need to be chopped to length with a razor blade, so as not to crush them. They were painted with Model Masters and brushed with lacquer thinner while the paint was wet, to keep the texture of the stalks, from being consumed by the paint. [Hey Bumgardner, this was Maureen's idea.]



The second is an internal wall of the scratch-built underground mine. The wall was first stained using three different Hunterline weathering stains (available online). I then used Doc O'Brien's weathering powders (available through Micro-Mark), getting what I wanted on the second try.

Black powder on the bottom, feathering as I went up the wall and then a dirty yellow feathered in the top third.

If anyone is interested in more detail on these techniques, just give my alter ego a yell: Charlie Scardino 928 443-0869

In the next installment we will talk about the history of the mining district. A riveting story including cheats, kidnappers, scoundrels and tinplate modelers.

Until we next meet this is Bongo Pete saying 'stay home'.

A NOTE FROM STEVE HATCH

We've had several op sessions on the layout including the new addition and new trackage. (masks and spacing for safety) As well as human friendly disinfectant spray (vodka) (it works)

Lot of fun every Friday morning from 9:30 TILL 1:00. Call first please if you'd like to attend. 928 273 3467 leave message.

And, that's what's happening in Dewey.

PRESCOTT RAILROAD PHOTOS

by Anthony Piscitelli

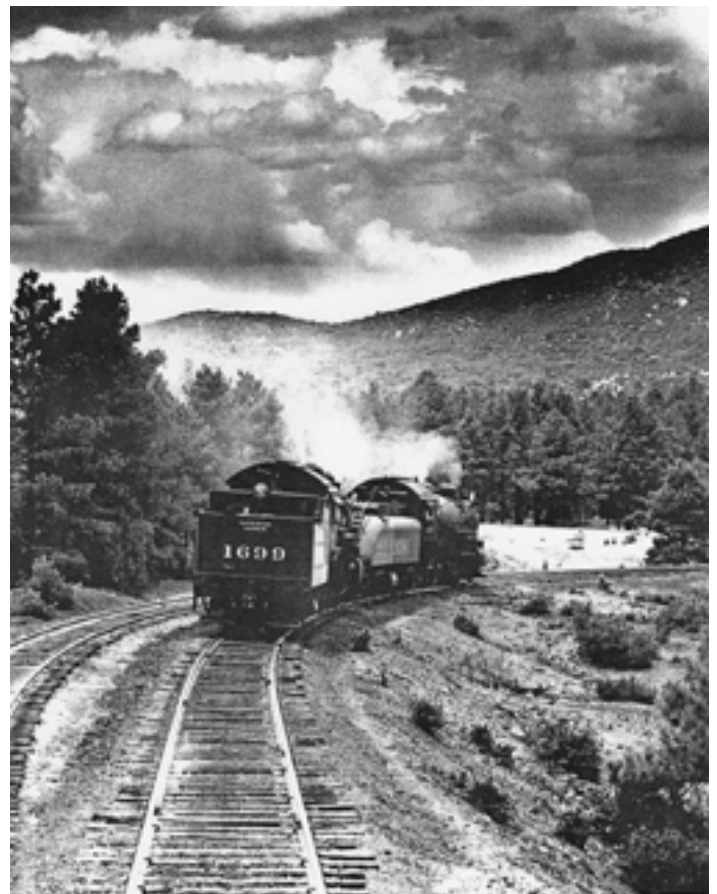
Hi everyone, I hope you are all staying safe. A couple of weeks ago I was sorting out a stack of paperwork and I found a file folder with twenty 5 x 10 photos of railroading in Prescott. The photos were taken between 1947 and 1960. All of the photos have dates and locations.

I have no clue how I ended up with these photos. Nineteen of the photos are credited to Bob Knoll, one is credited to Stan Kistler.

I sent some of the photos to Tom McColloch. He told me that Bob Knoll authored a book about Arizona railroading called Steel Rails and some of the photos that I sent him are in the book. I thought I would share the photos with the rest of the club.

Peter is going to include three or four of the photos in each newsletter.

The two steam locomotives shown in one of the photos are ATSF 1600 class 2-10-2 locomotives turning on the wye at Alto and returning to Skull Valley in 1947. Santa Fe kept one or two of these locomotives stationed at Skull Valley as helpers. The other two photos are the Hell Canyon trestle and the Castle Hot Springs depot.

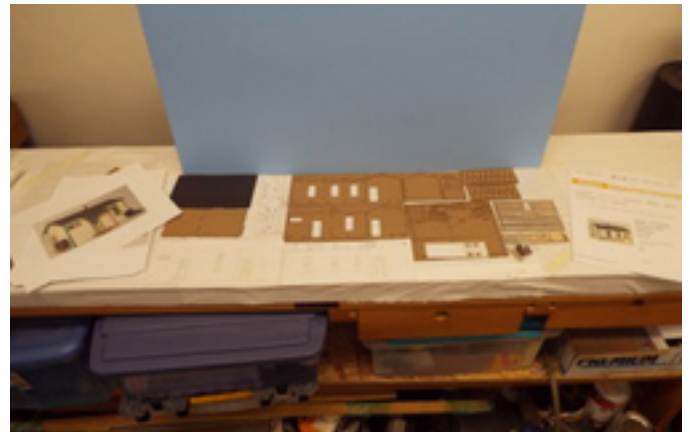




Plan ahead, think about it , don't rush to get done. Three types of glue, special artist markers, acrylic paint along with a steady hand to hold the brushes and glue applicators.

Lay everything out in front of you, because you have to start.....small!

Working with laser cut parts lends a whole new scope to model railroading.



The parts fit like a glove, the floor, walls, etched paper siding, window parts, doors, roof, all fit well.

MY CURRENT PROJECT

by Mark Ziven

Recently, I've found the time to build a GC Laser Craftsman kit #3909 "Team Yard Office". This building will become part of the scenery that will dress the "Beer Line" project.

Working with laser cut flat wood, fiber board and paper parts, required a whole new approach. The directions are not spelled out, it's all pictures and numbers. (Something I'm not used to.)

There is a small amount of interpretation involved, but once you study the plan and number all the pieces, you kind of get the hang of it. (2 weeks ago, I cut my teeth on Kit # 3901- The West End Shack.)



To finish, one has to take the time to detail the little things, and low and behold, it looks like the factory photograph.

On the Beer Line, the Milwaukee Road will share this building with the Blatz Beer traffic management for their team track trucking deliveries.



This is the West End Shack

Keep modeling, keep safe,

WALT BOUMAN'S PROJECTS

Attached are some photos of my changes I am making to my garden layout. I added a new switch yard and a switch box for power control. I am in the process of starting a switch tower which I am building from scratch.

The switch box cuts the power to the lines in the switch yard so I can have Loco's set but not powered until I switch the power on.

I also built a small office and bathrooms for my camp area.



TERREL TINKLER'S UPDATE

Making progress on the Paradise and Hell Mountain Railroad, first piece of fascia is installed around the helix. The two cut out "windows" in the fascia allow viewing of trains

on the helix tracks. Thanks to help from Steve Hatch, the electrical and track work is proceeding. More Micro Engineering code 83 flex track is on order, and it should be enough to complete the lower deck.



While at the Petrified Forest I just happened to be near the overpass that still has a Santa Fe Railway sign. An eastbound BNSF of mostly auto carriers led by #5045 (former ATSF?) and #7342 & #4291 approached. As it passed the headlight of westbound BNSF #6666 was approaching the bridge over Dead Wash. This train was mostly empty container gondolas.



RAY WENT RAILFANNING

by Ray Strom



Went Railfanning yesterday.

A RARE OCCURRENCE

by Peter Atonna

They may both leave from Los Angeles Union Station, but it is truly rare, if impossible to catch the Daylight and the El Capitan together again - Except!



And here is the story. Lionel came out with beautiful scale Daylight passenger cars a couple of years ago. And since I try to run all O

scale equipment on my layout, I sold my older set and got this one. Unfortunately, since K Line went out of business, no manufacturer has made a popular priced set of scale bi-level passenger cars.

Then, as I was lotting the TCA banquet auction items for last year's convention in Albuquerque, I saw a dozen K Line El Tovar scale passenger cars - in the box. That was too many for one lot, as these now go for BIG BUCKS, so I split them into three lots.

I won two of the three lots! I didn't need that many cars so sold the extras at last year's Beat the Heat meet.

But that left me with almost the full train. Almost, although it did have the "transition" lounge and the step down cars, it was missing a baggage and a mail car.

An Ebay purchase brought a Santa Fe baggage car here. They ran on almost all Santa Fe trains, so KLine probably made lots of them.

But a mail car, that was different as they never made a mail car in Santa Fe lettering. The only one they made was for the NYC Empire State Express. And they made both an 80 foot and a 60 foot version. I could not find either until a friend in the Desert Division responded to a want ad in their newsletter. His was the 80 foot version.

The interesting thing is that the real Santa Fe mail car was not 80 feet long! It was somewhere between 60 and 70 feet. And lo and behold, finally a 60 foot NYC mail car showed up on Ebay. But it was in a four car set for the Empire State Express.

No matter, it was a "make offer" listing and we came to an agreement. It is now here. I have removed the NYC lettering from the car and am now awaiting a fellow to make a custom set of dry transfers to make the mail car the final El Capitan car.

Hence for the need for the Daylight to celebrate with the now complete El Capitan in downtown Douglas.



JIM PATTERSON BUILDS A LAYOUT

by Jim Patterson

(Jim has put a delightful power point presentation together on the construction of his new layout. We will begin the story here and continue it over the next couple of issues. Ed)

JIM'S BNSF MODEL RAILROAD



Design Goals

- Run Moderate Length Trains Reliably
- Loosely Model North Dakota Railroading
- Freelanced industries and operations based on those observed
- Try to comply with Railroad Standards where possible
- Basic Operation in 2-3 Years
- Primarily Switching with East – West through traffic on main
- Incorporate DMV&E Railroad to switch Bismarck per prototype
- Keep costs down – very hard???
- Build Switch Machines and Control elements to reduce cost or construction time
- Build my own electrical controls for Turnouts, Aux Power, Detectors etc

- Keep an eye to automated operations in future,
- Use of Micro-Processor base control components
- Keep layout as clean as possible, Very hard

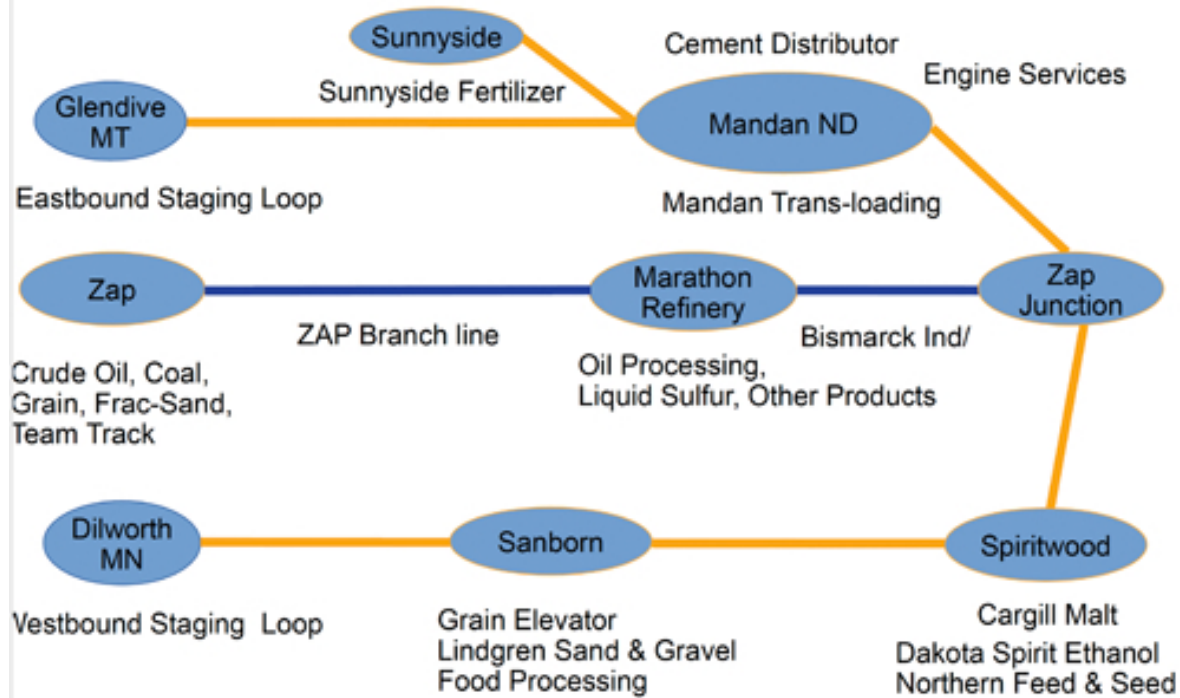
Mainline

- The mainline runs east – west through the mid section of North Dakota.
- Products being shipped include, Grain, Seed, Fertilizer, Coal, Oil & Gas Products, Processed Food, Ethanol, Methanol, Lumber, Frac-Sand, Pipe and more
- BNSF's primary mainline runs to the north over old Great Northern tracks.
- Overflow traffic from the north also passes through this mainline
- Traffic has decreased over the last few years, due to the reduction of coal usage and new pipelines being built.
-

Zap Branch Line

- Zap is a small town in West Central North Dakota that was served by NP and BN. Track was abandoned into town in the 90's?
- During the Peak of the Bakken Oil Field exploration and early production a moderate yard was built a few miles from town.
- The yard is/was used to perform truck to rail transfer

Layout Locations and Industries



- of crude oil collected at nearby oil wells
- Carloads of Frac-Sand were/are offloaded here and transferred to the oil field to support drilling
- Pipes, Valves, Pumps and other heavy equipment are also off loaded on team tracks.
- The building of a pipeline has reduced some of the rail traffic in the last few years.
- The main traffic over the line comes from the Dakota Gasification Plant a subsidiary of Basin Electric nearby in Beulah ND.
- This plant was built in 1984 to convert shale with a lower coal content Lignite, into very clean synthetic natural gas.
- Ammonium Sulfate, Anhydrous Ammonia, Phenol, Cresylic Acid, Methanol, Naptha, Liquid Nitrogen, Liquid Oxygen, Krypton and Xenon are created as byproducts or to use in the gasification process.
- A lot of the primary products are shipped by pipeline to Eastern States and Canada. Rail Traffic varies with several load types
- It was primarily an experimental plant that has been re-configured over the years as new processes have been developed
- The plant production is very dependent on the price of LNG and forced government coal production cutbacks.

- Cheap Methane from the Bakken Field has reduced their production somewhat. The financial outlook is not very good at this point

Model Railroad Stats

- Layout Size 30'x16' Area
- Mainline Run App. 250 Ft
- 85 Turnouts, 82 Electrical 3 Manual
- Mainline Minimum #6, Atlas, Walthers Shinohara
- Industrial #4, #5, Atlas, Walthers Shinohara
- 8 Curved Switches, Walthers Shinohara
- Mainline Track Minimum Radius
- Passing Tracks 28"
- Mainline 32"
- Industrial Tracks Minimum Radius – 22"
- NCE DCC system, 2 – 5 Amp Booster

Location and Period

- North Dakota Free Lanced
- Based loosely on Old Northern Pacific Mainline through North Dakota Now BNSF
- Years Modeled 1996 to Present With Locomotive Changes, Mostly 2016-2018.
- Primarily Switching Around Mandan North Dakota
- Industries Oil, Gas, Ethanol, Grain, Sand, Gravel, Manufacturing, Fertilizer and Seed, LPG, Food

Processing, Cement, Coal Production

Prior to Construction

- Located in Detached Garage app 30'x30' 3 stall+
- The Garage has Forced Air Heat and Air (good thing)
- Garage was pretty much full of stuuufffff
- Not enough room for layout expansion
- Had an existing On30 layout to remove
- Cement floor had lots of cement dust hard to keep clean
- Had several benches attached to wall with power tools
- Grinders, Sanders etc. needed to be removed
- Needed one stall for tools and car



Garage before the build
(to be continued)

Marx collection of approximately 500 cars and engines for sale. Contact Ty Hitt at 530-363-0774



"Walt Disney's Railroad Story" AVAILABLE AS A ONE HOUR DVD

CAMRRC member Michael Broggie, whom many in our club know as a Walt Disney historian with eight titles in print, has recently produced a DVD based upon his award-winning book, "Walt Disney's Railroad Story." This book has sold over 25,000 copies and describes in detail the connection between the master showman and American railroad history.

The new DVD is an original, high definition production featuring historic still pictures, film clips and images from my multimedia computerized presentation, which I have given throughout the country for the model train industry's World's Greatest Hobby on Tour. I appear in the one-hour production as the presenter of Walt's railroad story.

When I decided to do a DVD, I contacted a professional production studio in Scottsdale, Sneaky Big. Reducing 100,000 words of text and hundreds of images into a 60-minute presentation was a daunting task that took several months. Cost was another consideration. After spending \$10,000 on pre-and post-production, he wanted the resulting DVD to be published in Prescott and priced at only \$20. Lee Wise, a former colleague at Prescott Police Department's video studio, was contacted and agreed to manufacture the discs and print the cover jacket.

If members are interested in adding this \$20 DVD to their library, please contact Michael at 928-778-1850. I can arrange for pickup or delivery. Satisfaction is guaranteed and personalization is available.

