



NEWSLETTER

Central Arizona Model Railroad Club
July, 2020

VICE PRESIDENT'S MESSAGE

by Tom McColloch

This monthly newsletter is currently our primary communication link with all club members, and it is off to a good start. 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.

There will be no club meeting on July 8. We will send out an update every month regarding the status of the monthly meeting. See Terry Fearn's discussion in this newsletter about discussions with the church regarding the use of their meeting room. We will be polling the membership to estimate how many attendees we might have at future meetings, so please respond when that inquiry is sent out.

There also was a suggestion about trying to meet outdoors in a town park, and that is still being reviewed.

Fred Williams has started the Paper Swap Meet, so contact Fred with items you want to sell or are seeking to buy.

We also are considering a Fall picnic, possibly combined with a members only swap meet.

which may be easier to safely accomplish as an outdoor activity. Club members can help in planning this event, so if you are interested, contact me or any other board member.

Richie Scanapico notes that MTH Trains has announced they will close on June 1, 2021. MTH markets both O and HO gauge equipment. Their website indicates that the company could continue on under new ownership, so we will have to watch for any updates.

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 fairly low, and we do not want to cause a spike in cases by relaxing too soon.

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

July 8 - CAMRRC meeting, First Lutheran Church - **CANCELLED**

August 12 - CAMRRC meeting, First Lutheran Church - **STAY TUNED FOR UPDATE**

August 15 - Beat the Heat Swap Meet -

CANCELLED

September 9 - CAMRRC meeting, First Lutheran Church - **STAY TUNED FOR UPDATE**

November 9 - Desert Division Turkey Auction - **STAY TUNED FOR UPDATE**

MINUTES

by Doug Gilliatt

First Order of Business was the Treasurer's report.

Old business:

None

New Business:

Terry Fearn will be speaking to the Pastor of the church to see if a July meeting may be possible.

If not a July meeting, a possibility was discussed of an August meeting and an e-mail will be sent to poll the members to see if they would be ok with a meeting with Social distancing and the wearing of Masks. The Board will request a response to judge the number of members that potentially would attend.

It may be possible to have the annual Christmas Party, but the Board is waiting to see what happens in the next few months with the Covid19.

A Fall Swap meet (Sept/Oct) outdoors might be possible and will be decided later. Would like some feedback from the members.

Fred Williams will continue to have a 'Paper Swap' notification from time to time for anyone

wanting to sell or buy items and Peter will send out to the membership.

Dick Gage will investigate a possible radio station contest of some type to get the club's name out to the public.

Members will be notified when we plan to continuing our club meetings. However the Board noted that if you feel ill or uneasy about attending please stay home. We will notify members when the church will allow us to have meetings again.

The next Board Meeting will be as needed due to the Virus.

LAYOUT HINT

by Jim Downey

Several years ago while visiting the huge HO layout in Greeley, CO, I noticed a very realistic looking asphalt parking lot. The base was cork sheeting from Hobby Lobby. The cork surface is full of the small imperfections you see in aged asphalt as the material heaves, cracks and breaks up over time. Woodland Scenics makes a liquid asphalt colored paint that will adhere to the cork, which looks like fresh, new asphalt when applied. Some weathering, etc. is needed but that's where the fun and creativity comes in. I think this would also work with N scale.

BOARD OF DIRECTORS

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THE STORY OF MY LAYOUT ADDITION

by Steve Hatch

Here's the whole build of the layout addition to my garage.

I finished the basic framing yesterday for the expansion of the railroad into the new addition. So frame #4 is sort-off an overall. The best I could do to get most of it in the shot. I cut my 1x4's out of ply wood. It makes better/stronger joints and frame than standard 1x4's' Plus it's cheaper and easy to work the dimensions and assembly. The latest picture took about seven hours to do all the framing in the 20x20 ft space. Now I'm starting the roadbed for the standard gauge all around the room and the narrow gauge wandering here and there.



Having fun in Dewey.

And heres a video of testing the new trackage in the RR addition - eleven months after the building start

<https://youtu.be/h3piUXkbpeE>

STATUS OF CLUB MEETINGS

By Terry Fearn

The status of future club meetings at the First Lutheran Church is not determined at this time. There will be no July meeting as Rev. Rothe is requesting clubs not meet in the Social Hall for the month of July. At the end of July, I will talk with him about meeting in August. However, the church will allow clubs to meet in the Social Hall only when the infection numbers are dropping.

The board is discussing the option of an outdoor meeting at one of the city parks. However, per the governor's latest proclamation, private meetings must be no more than 50 people. Social distancing must be enforced and wearing of masks strongly encouraged. The Board is planning to hold a poll in the future asking how many members would be interested in attending an outdoor meeting given these restrictions.

When we can use the church's Social Hall again, we must follow new practices. In order to have more room to spread out the chairs, we will fold up the tables and move them aside. At the end of each meeting, we must wipe and clean all chairs and tables and put tables back where they were. We will be asking club members to volunteer to help with this extra work.

As I wrote in the last newsletter, the church does not have the staff to do cleaning after each meeting nor do they have the money to hire a service for regular deep cleaning. It is up to the clubs to take on this extra responsibility.

As Tom described last month, we are taking actions to help club members keep in contact. Dick Gage held a successful swap meet in his garage a while ago. We are hoping to repeat this in the future if other club members are willing to host. The Christmas Party is still scheduled for December but a final decision will be made in September. In the interim, please help by writing articles for the monthly newsletter. The status of your projects or work on your layout will be much appreciated.

VINTAGE HOBBYTOWN E7 REBUILDS

by Anthony Piscitelli

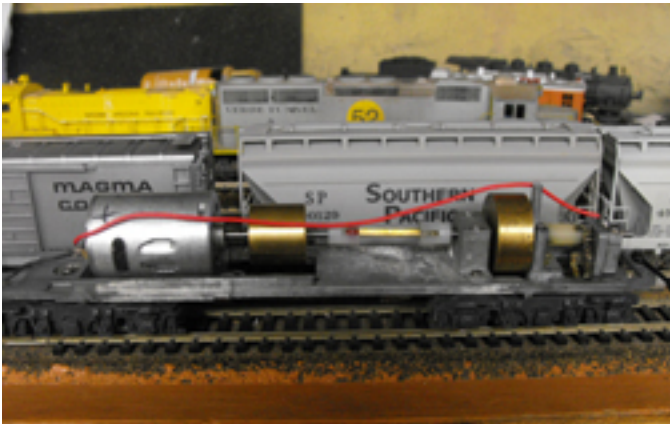
Hi everyone, I hope you are all staying safe and staying home working on your trains. I am rebuilding a 1950's vintage set of Hobbytown E7 diesels. I started this project over a year ago and it's not finished yet, I'm in no hurry. I'm building a set of E7 ABB units, they will be painted and lettered for Southern Pacific. It was SP's practice to usually run these units in an ABB configuration.

For those of you that are not familiar with Hobbytown, they are an old HO scale manufacturer, starting in the late 1940's. They offered diesel locomotive kits. These kits were all metal die cast construction and were very heavy. Hobbytown diesels gained a reputation for smooth running and could out pull any other diesel due to their weight and their large Pittman motors. Hobbytown went through different owners over the years and are still in business today.

A couple of years ago I bought a Hobbytown E7A at our swap meet. This was an early version, circa 1948. Later I bought an E7B, which was a later 1950's version. I discovered that the gearing of the 1948 version was not compatible with the newer model, so I converted the older chassis into a dummy by removing the gears in the trucks.



I started rebuilding the 1950's chassis. I removed the brass wheels and replaced them with Northwest Short Line 40" stainless steel wheels. I removed the giant Pittman DC90 motor, this motor was originally designed for O scale models. I replaced it with a Mabuchi RS-387 round can motor, this motor was designed for cordless drill service and has lots of torque.



With both chassis finished I turned my attention to the body shells. Someone drilled out the headlights on the A unit shell too large, so I turned two brass headlight reflectors out of brass bar stock on my lathe. I installed brass wire hand grabs on both shells.

The next steps are to sandblast the shells and paint them. I need another B unit shell, so I contacted my friend Nick, the current owner of Hobbytown. He said he will look through his stock and send me a B unit shell.

I am going to run the units with a powered E7A, a dummy E7B, and a powered E7B. The dummy B unit will carry the decoders and speaker. When these diesels are complete, I will start working on some passenger cars for them to pull.

MY NEW CONTROL PANEL

by Fred Williams

I have built and prewired my new control panel for my layout which will be started in July. It is completely modular as I am using standard

CAT5 network cables to wire the layout. Each cable contains 4 circuits for switch machines, lighting, control and sound effects, etc. It will mount on the side of the train table and will open on a hinge for easy access. It contains an NCE Dual throttle and connector panel for a walk around throttle. That way the grandkids can control one train while I have complete control with the NCE Power Cab.



LAYOUT UPDATE

by Greg Picard

I have finally gotten time during this Covid19 quarantine to work much more on home chores and my layout. One of the things I needed to finish off was the installation of a couple of auto reverse tracks. This one in the photo is used to run an old brass two truck Shay I acquired years ago at a swap meet at the D&SNGRR from the friend of a gentleman who had passed away.



I have always been fascinated with logging in the Sierras and the use of these Shay Locos in that environment. I've made a couple DC kit bashed ones using 30 inch gauge, but this one is true 36 inch. By the way, when I worked for the Durango and Silverton Railroad, I often had occasion to explain to folks the background on track width.

I don't know if you know, but the original width of standard gauge is basically the width of two horses rumps that was used to make typical wagons that were later used to make the first rail cars and locos. I have no credible information on what encouraged the use of 24" 30" or 36" inch gauge and would welcome anyone who has clues to that to share them!

I don't know if any of you have worked with the Circuitron AR auto reverse unit, but I found it challenging to operate once wired up and installed. I don't know if any of you have had experience with these circuits, but I find that they don't work reliably. Many times it seems they have to warm up for a while and then be reset and adjusted constantly before they reverse a consist reliably. If any of you have suggestions, please share them with me.

Here's another layout scene for you all. I spent my life as a law enforcement ranger and a firefighter/medic, so I have a lot of scenes related to that on my layout. This one is just one of those calm night time campfire scenes.



LAYOUT UPDATE

by Joe Agosta

After last month, I made the brass draw bars, completed the weathering and next I'll energize the catenary and see what happens.

Here are some photos that show a four way meet-up. On the top outside hon3 track an SW1500 is getting coal dumped into its hopper car by the narrow gauge mine train. Next, the



mine car can dump in the opposite direction off the mountain into a coal bin and then out the chutes below into a coal hopper car being pulled by an SD 40. Just when that happens the Virginian electric E 44 passes by.

On the P5a you won't see any sparks. Broadway Ltd doesn't provide a switch to change over to catenary. I called them about doing that but if I did it would void my warranty.



The traction motor sound is incredible and when I do a partial conversion to DCC there are all kinds of goodies programmed into that engine. The E44s have a switch under the cover of the hood. I have to remove the shell to access the switch. Sparks may come some day. I clean the wire occasionally and sometimes I put a dab of dielectric grease on the pantographs. Here is a photo of the mine train for when Anthony can get the mine loco running and no



longer a cool static display. Also, I will have the mine catenary poles installed with wire and the mine train will be painted and weathered.

COVID CANYON

by Tom McColloch

My stay-at-home project for the past few months was the construction of a rock walled canyon on the Rochester and Lake Erie. I had planned for a stream that would flow under the main line trackage, but was not sure how to model it.

My inspiration was the rock walled canyon at the outflow from the dam at Sullivan Lake in Chino Valley. That canyon has almost vertical walls and is quite dramatic as seen from the old Santa Fe Peavine deck girder bridge.

I borrowed some large rock molds from Ken Hoyle and cast a lot of pieces using lightweight Hydrocal plaster. I also have some molds from Woodlands Scenic, so I made many additional smaller rocks. I painted the plaster rocks with artist's acrylic paint, in various grey and black colors. I used plaster cloth on cardboard strips to form the walls, and then hot glued the plaster



rocks to the walls.

The rocks were then mounted in various orientations to get different looks, and I tried not to repeat the same pattern. Gaps were filled with smaller rocks, and I later used Woodland



Scenics Clump Foliage to fill in any holes. I also used some black basalt rock from Arizona Rock and Mineral to fill in between rocks.



The water is modeled with two part epoxy from Hobby Lobby, and the tunnel in the hillside is an N scale tunnel portal. I gathered some gravel locally to put into the stream bed before pouring the epoxy.

The wood trestle follows typical trestle construction on the Peavine, using basswood strip lumber. I hand laid Code 83 track rail and Code 70 guard rail on the bridge deck.

I am happy with the completed scene, and as it is close to the edge of the layout, visitors can



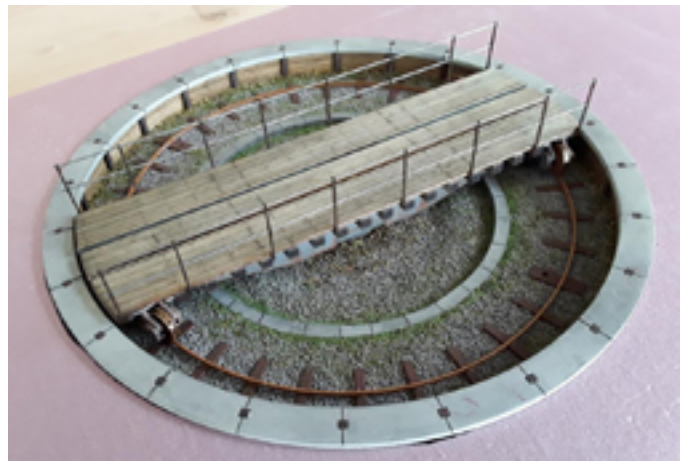
get a good look at it. I have run quite a few trains over the completed trestle with no mishaps, so the trestle is now officially in service.

Visitors are always welcome, so contact me if you would like to see the layout. I am mindful of social distancing, so I need to keep the number of visitors to a minimum at any given time.

MY NARROW GAUGE TURNTABLE

by Walter Lewis

I am relatively new to Prescott and am in the process of building a small On30 layout. The



stay at home order gave me the opportunity to finally assemble my Kitwood Hills On30 9" turntable kit that I have had for some time.

I slightly kitbashed the pit to make it a little more interesting by adding the inside wall. Below is a picture of the finished product. I did not have

any scenicking materials so I 'spiced' up the model with dried parsley and dried chopped oregano! The kit also includes a gear assembly and motor that runs on 2 AA batteries. I really enjoyed building the TT kit.

Kitwood Hills is a UK company and they specialize in On30 and O craftsman kits. Check their website.

COLLECTIONS

by Donn Pease

As model railroaders, we are all collectors of sorts. Some of us collect trains in many scales and gauges. Some collect locomotives, freight cars, passenger cars, trolley cars. Some collect old time, steam era or modern times. Some collect books, magazines and railroadiana.

Me, I collect mostly HO scale trains, mostly Southern Pacific, and mostly steam era. But I have other gauges, eras and railroads. I just collect a lot. Make that too much.

I started just after last Christmas to catalogue and evaluate how many Athearn HO 40 foot box cars in the kit number 1200 series I had, and to find the ones I didn't have. Since I have been staying home a lot recently I have had a lot of time to work on the project.

Athearn started the series in 1957 when they took over Globe Models. The box car is an AAR (American Association of Railroads) 1937 design built by and for many railroads. The 1200 series has about 40 different railroads. All are in colors as opposed to the 5000 series box car kits, which are all box car red.

Athearn quit producing the 1200 series and all other "Blue Box" cars in 1996. I made a list of all the box cars in the 1200 series and filled in the list to determine where I am in the collection.

So, how did I make a complete list of "1200" series? I have a book, "Athearn Model Trains" by Tim Blaisdell and Ed Urmston Sr.

published in 1998. If the names are familiar, they used to run An Affair with Trains in Phoenix.

So I determined I had, as of last January, 30 of the box cars and set about to find the ones I didn't have. I kept looking on ebay figuring that would be a good place to find them. I found none. And besides, the prices for the ones that I do have are above what I would pay! I did find one car since then at the February 22 swap meet in Phoenix. Kit No. 1209, a Canadian National. So now I have 31. I am missing 12 of the kits. All were made in the 1960's so my chances of finding them are slim.



These photos show the 31 cars that I do have and you can see that they are in a variety of colors. However, all are prototypical for the railroad they represent. There are very few duplicate railroads, produced several years apart. AT&SF has two representatives: one in

box car red and one in bright red. WP has two, both are silver but one has an orange feather and one has a red feather. And then---SP has three, one in box car red, and one black “Overnight” and one in silver “Overnight.” Of course there is an Athearn caboose to bring up the rear and in Southern Pacific (Kit No. 1293).

Now, there are some cars that have special memories for me. I suspect that every collection does.



Western Pacific No. 19532 (Kit No. 1204) is the first of this series that I ever bought. According to my inventory, which I have been maintaining for a long time, I bought this car in 1957, the year I started in HO. I was 15 years old at the time. I have about five cars from that time period, (not all Athearn). Considering I have moved around eight states and Germany (twice) since then, it is in really good condition!



The first car in the series, kit no. 1200 is the famous “UNDEC” car. However, I decided to “decorate” it. I painted it black (came raw black plastic), put decals for reporting marks “ATH 1200”. Then I wanted an Athearn logo, but found no decals, so I made one. I took a photo of a “blue” box”, printed the logo on a sticky

label, cut out the excess around the logo, and stuck it on the car. It’s the lead car.



This is one of the two ATSF cars in box car red (Kit no 1208). I bought this car in 1985. At that time I was just getting back into modeling in HO after several years off for college, family, etc. I have been steady at it since then. I had just purchased my first air brush and was experimenting with weathering.

This is the first car I ever weathered and I think it is my best job yet. And it was mostly by accident. I sprayed a “dull” coat and a light “dust.” And then it happened – I spilled the dirty thinner (Floquill solvent paint) and it got all over the car. OOPS! What do I do now? I twisted the car around several times as the thinner ran all over the car – making the most authentic weathering job I ever did. I never tried it again though.

Box car CN 486520 (Kit no 1209) is my most recent addition, purchased at the Phoenix swap



meet on February 22 this year. It has a special feature known in the trade as an “ERROR”. The large “CN” logo is on the left and the car data is

on the right. It is supposed to be the other way around. If you look at the first photo, the lower left two cars: the CN car is second from the bottom. A GTW car (GTW was part of the CN) has the logo and data correctly applied. What a find!

In looking over the whole list, I found the first car that I purchased was for \$1.98 in 1957. Most of the cars I bought in the 1960's were in the \$3 and \$4 range, all new-in-the-box.

Cars I bought in the 1990's were also in the \$3 to \$4 range, new-in-box. Cars recently purchased since I moved to this area in 2000, are \$5, a few new-inbox, some are no-box. One car, my recent purchase was \$8, no box. But it's a special car. Not bad prices. If you take \$2 at 1957 value and inflate it to 2020 \$\$, it would be probably about \$20.

What do you collect?

Well, back to work on the layout. We WILL have an open house someday.

Maybe you can help me finish out my 1200 collection. I need the following:

No 1224 BN 107297

No.1231 Wabash 6287

No 1232 NYC 174477

No 1234 BL&E 81203

No. 1236 TP&W 627

No. 1237 WP 57604

Plus Nos. 1239 to 1245, all made in 1965
(really hard to find)

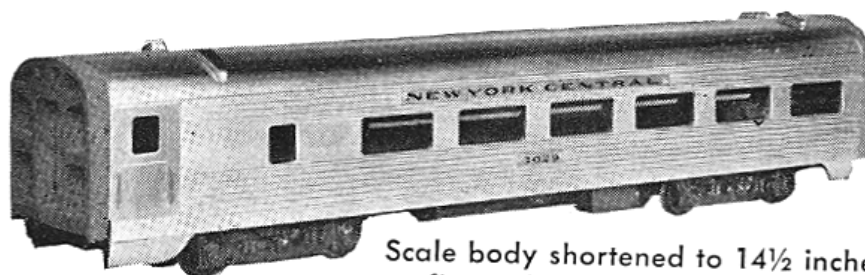
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