



NEWSLETTER

Central Arizona Model Railroad Club
November - December, 2020

VICE PRESIDENT'S MESSAGE

by McColloch

Hello to All –

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 situation seems to be improving, but this newsletter will still have to suffice for now.

The club Board did meet in October via Zoom. There will be no club meeting on November 11. 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 have been thinking about how a meeting could be managed. We would probably have to limit the number of people in the meeting room to maintain social distancing. We would likely require that all attendees wear a mask. And some clean-up will be needed following the meeting (disinfectant wipe down of tables and chairs).

Members can think about their willingness to meet under these restrictions. We do believe that the club will again be able to meet at the church when the virus is under control, but I expect it will be January 2021 at the earliest.

We will have some new club officers and Board member starting on January 1, 2021. Club officers have a two year term, and Board members a three year term. With the resignation of past club president Dan LePage, we will be electing a new president.

The terms of the current Vice-President and Treasurer end this year, and the term of one of the Board members ends this year. Therefore, we are having an election to fill the four positions. I am happy to report that several members have stepped up and are on the ballot, and members also have the option to write in a candidate's name.

The ballots have been sent out by email, and the voted ballot should be returned to Doug Gilliatt by November 22.

Dick Gage has been working on a raffle to help promote our club. The raffle prizes are model railroad train sets in three different scales. A local radio station is helping to advertise the raffle.

The club received a donation of 20 railroad themed collector plates. They have mounting attachments so they can be displayed on a wall, or on a display shelf. Most are from BNSF, but a few are from other companies. I do not know if they have any collectable value, but if someone is interested in doing some research, I can

provide a description. We will keep them in the club storage unit for now.

We decided not to participate in the early December event at the Prescott Resort, with concerns about the health and safety of both our members and the guests. And we will not be having a club Christmas party, but the party committee is planning for a Spring 2021 event that could be held outdoors.

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

For now, maintain social distance, and wear a mask in the store out of respect for those around you. It appears that these measures are helping to control the spread of the virus in our area. We do not want to cause a spike in cases by relaxing too soon, and we need to continue to be patient with our situation.

I look forward to the time when we can meet all together!

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

Note: No **CAMRRC** events scheduled at this time

HISTORY OF THE ACES & EIGHTS MINING DISTRICT PART II: TWO STEPS TO ADOBE RUINS

By Bongo Tri-Pete

No, no, no, this is not a review of a Hitchcock movie, even though it is Halloween. This is a how-to article for those of you wanting to create adobe buildings (ruined or not). But why create adobe ruins on our layout? Well, while walking among the remains on Antelope Mesa, two ruins stood out. They were adobe in an area where all other buildings were of clapboard construction. A little online research uncovered an August 17, 1903 article of the Pyrite Daily Miner. Turns out that the Chavez family, originally from Tucson, were establishing a mercantile store in the mining area, in which wood was a premium. Using their experience with adobe, they built two buildings to house the business and the family. And that is how it happened.

Step One: Design and build the frame that will be covered with 'adobe' (when we get to step two). We used two techniques. Here is the construction using 'sticks'.

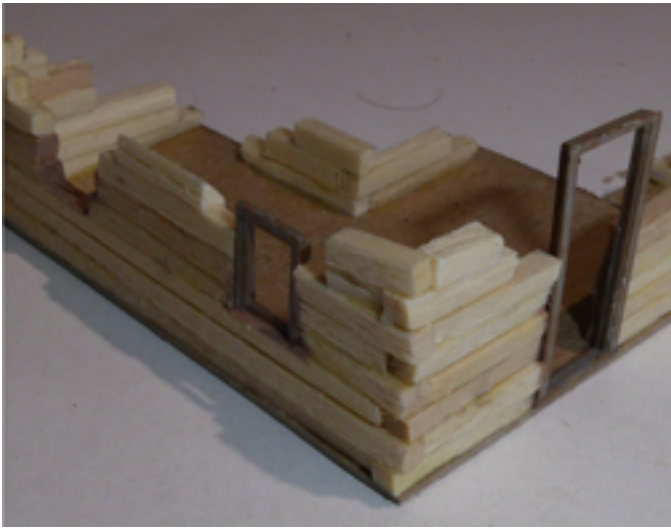
Anthony Piscitelli found that you can buy a lifetime supply of these in Walmart for around

BOARD OF DIRECTORS

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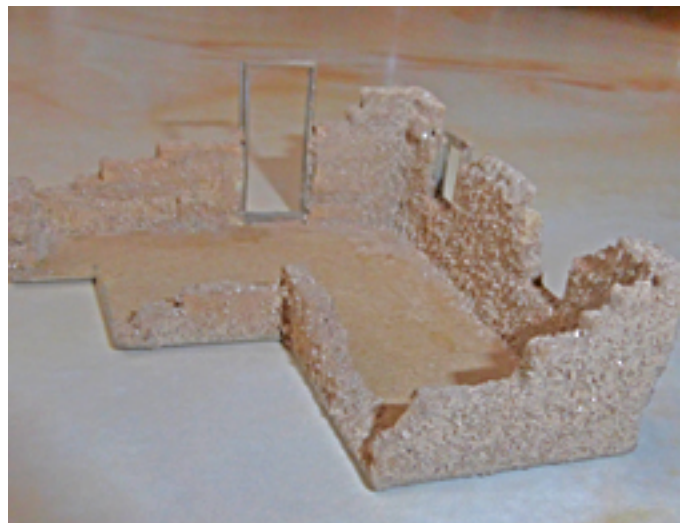
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\$5 or so. These are about 1/16" square and are perfect for HO scale. Don't worry about keeping the walls too vertical and eliminating the horizontal 'seams' as this is a ruin and the 'seams' will show up as adobe courses when you are finished. For the second technique we used scaled scribed lumber from Kappler Mill and Lumber Co, available on line.

The scribes and vertical joints, of our structure, will show through the very thin covering of 'adobe' and so we were in the process of eliminating the vertical seams with joint compound, as shown below.



Step Two: Applying Adobe. We brushed white glue on to the structures and sprinkled on light brown tile grout to the wet glue. When the glue dried, we shook off the extra grout.

And there you have a basic adobe ruin! We did go back and touch up a few areas where the grout did not stick the first time and we also 'weathered' the ruins. And that is how it happened.

This is Bongo Tri-Pete saying 'stay safe'.

HERE IS MY LAYOUT

by John DeCrescenzo

The layout is a modest 16'x 11' in O gauge. It has three separate main lines on two levels. On the lower level the two main lines include six sidings and a passing track. The upper track is a reversing loop (72", 60", 48"). I plan to

construct a tunnel at one end of the layout with a mesa adjacent to the upper loop.



IT IS STARTING

by Ray Strom

The theme of the layout will be a transition era 1950's and 1960's small town USA. I also plan to include some lite industry along the sidings, and a small engine facility. Hopefully I will figure out how to add a little red rock scenery, since I live in Sedona. I will send updates as I make some progress on the project. Any ideas, suggestions, and tips are greatly appreciated.

It's a work in progress. Another iteration to maximize the long wall should finalize the two mainlines and define spaces for a couple of interior layouts for Prewar and shorter trains.



My goal is to be able to run trains by Christmas.

THE LAYOUT GROWS

by Mike Sturgeon

I decided while stuck at home to expand my layout by about 8 feet by 6 feet. I have been taking pictures as I go along. I'll take more pics as I proceed.

I had to start by moving a very large metal shelf.



My existing track is about 4 feet above ground level so I had to put 4x4 supports in place to hold the platform.



After attaching a sheet of 1 inch plywood, I started building the platform supports. I then cut a piece of 1/2 inch plywood for the track sub platform.

And, that's as far as I have gotten so far

THE NORTHINGTON PACIFIC RAILROAD

25 Years in the Making

by Bob Northington

Our story begins in the late 1990s after my wife Julie and I had bought our first home in Torrance, California. I had decided that I wanted to pursue model railroading as a hobby and started purchasing Model Railroader magazine. It was there that I first discovered G Scale railroading. Within a short time, I had started collecting trains, all the while NOT building a layout due to 24 years of house repairs, raising our daughter Leila and just life in general.

When Julie and I moved to Chino Valley in 2018, the railroad was no further along, but the dream (and ALL the train stuff) was still there. Thanks to my wife's social connections, I met Doug Gilliatt and soon started attending CAMRRC meetings and became acquainted with several G scale enthusiasts who had layouts in the area.





With the slope, came the problem of grade. In the coming weeks we had a lot of weed barrier and gravel to transform our plot of dirt into a working railroad. Through Richie's efforts, I



It is here, where our story takes a dark turn... I soon met the nefarious Richie Scanapico. Richie, as most of you know, has a fantastic layout in his yard in Pinion Oaks. Little did I know what was in store for Julie and me...

In early November of 2019, Richie and I laid the first ten feet of track. It was a red-letter day for the Northington Pacific! Finally, locos could be run! For only 10 feet, but none the less, we had SOMETHING!

soon had some bridges and cribbing.

By the first snow we had a retaining wall too maintain a somewhat level length of track.

During the coming months into 2020, I started researching and building trestles. As things began to warm up in the spring, we continued to build and by late March we had our first trestle!

After adding a curved trestle, we got a little nuts and added what became known as "Deadman's Curve", after which the MOW crew threatened to walk off the job if anything like that was ever attempted again

After this we added a 22-foot-long creek with a pond and then one of many pre-owned bridges.



Now one thing that we never really had in our backyard in SoCal was space. In our new home in Chino Valley, that was no longer a problem! (Or was it...?) As you can see from the photo of Richie and me, we have a HUGE backyard that slopes down towards the West.

These were part of a local G-scaler's layout, who had unfortunately passed and I was lucky enough to acquire.

The next bridge was to span the pond and it had seen better days, so I elected to rebuild it, adding another 12 inches and making it quite sturdier.



As of October 30th, there is a complete loop, probably a temporary one, to be able to run trains in the coming cold months. During this time there will be many other features to be added including a gallows-style turntable and a 3-stall engine house.



A HUGE thanks to Richie Scanapico who has been instrumental in making this finally happen!

NOW EVERYBODY IS DOING IT

If you are a tinsplater, you'll remember the famous illustration in the 1948 Lionel catalog in which the F3 diesels were introduced. Two road names were offered: New York Central in

the lightning strips scheme and Santa Fe in the famous warbonnet scheme.

Problem was that the illustration showed the warbonnet in red and BLACK, not silver. For generations there has been speculation as to the reason for the error, and no explanation has been definitively provided. Of course, it was manufactured with the correct colors and the catalog corrected the illustration in the 1949 catalog.

But about twenty years ago, the K Line company offered a diesel in the red and BLACK scheme. They called it the BlackBonnet. And rather than being a marketing flop, it proved quite popular. And in following years, a set of passenger cars and eventually even freight cars were offered in the red and black scheme.

Of course prototype minded people scoffed at that. Scale people laughed at we tinsplaters.

Guess what? In this last month, Model Railroader magazine, in their weekly ad, showed a new HO model offered by, I believe, Bowser.



Nuff said!

ANTHONY'S BOB KNOLL PHOTO GALLERY

Here are a few more of Bob Knoll's historic photos of the Santa Fe in Prescott.



"I MARRIED A MODEL RAILROADER—"

By Elizajane Schaeffer

I WENT to my first model railroad exhibit one year ago. The model railroader who took me was beginning to construct his first box car and was saving dimes for a locomotive. You see, it was a year ago, the thing had just begun, and I was still uninitiated.

I liked the exhibit—especially the circus train, the trolley cars, and the railroaders' hats the exhibitors wore. I thought it was nice that so many of the exhibitors' wives had come along. That is the way to be, I thought, interested in your husband's hobby, and helpful too. And I set out to examine things more carefully and I determined to ask reasonable questions.

As I said, I liked the exhibit—for the first hour. In that hour we had walked from one end to the other four times, and I was beginning to think I might like to sit down. The few reasonable questions I had been able to think of had been lost in the general noise and confusion. They didn't seem so good anyway, and I gave it up. I tagged along silently for one more round.

By this time, I felt like the last one off an excursion train, home trip. Something had to be done about it. The face of my model railroader was as absorbed as the men displaying layouts. Touching his arm did as much to attract his attention as whistling at an engineer when you're parked in front of those black and white striped gates they let down. Amplified train noises, the committee's idea of a fitting background, drowned my voice. Finally, there came a lull—they must have been changing the record—and I seized the opportunity to yell "Hey, I'm tired!"

The only result was that several exhibitors looked up to frown in my direction. The man who had told me we'd just stop in on our way to the second show said, "Why don't you sit on the steps?"

I could see he really meant to be thoughtful, and relatively, the steps looked like a good thing. So I sat there, and looked at the clock. It was nine forty five.

Almost a year has passed since then. In the meantime, I married the man—I had made up my mind before. And now I smile wisely and not too well when one of our naive visitors, sex female, says "Oh look at the cute little train!"

"It's a model railroad," says my husband politely but firmly—very firmly.

"Oh." Pause. "But what's the difference?"

As for me, I keep ever so quiet and think to myself what a lot I've learned in the seven months

I've lived with a model railroader in a three room apartment.

First and foremost, I've learned that there's nothing can be done about it. Once it's got them, it's got them. From the time they buy their first kit, it's too late. Funny thing is, I don't want to stop it. After all I never did like people who took dogs away from little boys. Then too, it might do some grave psychological damage. Who am I to suppress a desire that probably started way back when a fascinated two year old learned to lisp "too too twain"?

I've learned how to handle the things, too. I don't. Well do I remember the day I accidentally dusted a signal bridge from the table to the floor. The sensation was like the one that always came when I hadn't done my Latin home work and got called on.

But it looked all right to me, and I decided not to mention the drop. Yet, somehow, my heart wasn't in making supper. After all, it was a beautiful signal bridge—I was beginning to develop a sense of appreciation by this time.

When I was doing the dishes, the question I dreaded arrived.

"What happened to my signal bridge?" came from our combination bedroom-model railroad workshop.

It wasn't too cross a voice, so I risked saying as innocently as I could, "Did something happen to it?"

Fortunately my model railroader has a sense of humor.

"You know darn well it did. One of its 224 parts is missing."

I gave up. From that time on my policy has been hands off.

Even though I do my housework, leaving the scene of current operations untouched, I come across plenty spare wheels and such in far places. There's no telling what I'll find on the kitchen floor. If there's the tiniest click on the roof as I shake my dust cloth, I must lean out the window at a perilous angle to be sure I haven't thrown out a "part." And we're still wondering how that missing track gauge got on the top shelf of the linen closet. Then there are those ubiquitous bits of dried model cement. You know, the stuff even sand paper won't remove from the fingers.

The days after the five other model railroaders have been here are the most fun of all. They leave behind no end of surprises for the next morning cleaning.

The day the catalog arrives, I prepare myself with a good book. The wives whose husbands read the newspaper at breakfast have nothing on me. It's three meals a day for the model railroader until he gets through with his magazine. Then, if I'm lucky, he'll go through it only once more. So I, too, read on and on, and I'm no longer embarrassed by not having read the latest books.

Sometimes, even I dip into the magazines. And I've been known to bring books on the subject home from the library. You see, I need to know something about it all because this year our railroad will be in the exhibit. I'm going along to take charge of the sound effects. I know now why those wives were there last year. It was in self defense. And, who says I can't defend myself?

Besides, I'm going to be allowed to operate our layout when the boss goes out for a sandwich!

Good Article

<https://www.mansionglobal.com/articles/model-railroaders-are-parking-their-train-sets-in-souped-up-spaces-141816>

NEW UPSTAIRS AT THE ATONNA'S





By Frederic H. Kock

"Elmer's pike has practically ceased operation since his "Mountain View Limited" bogged down in that tunnel."