



NEWSLETTER

Central Arizona Model Railroad Club
October, 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 situation seems to be improving, but this newsletter will still have to suffice for now.

The club board did not meet in September. The board can reconvene when the COVID situation has improved.

There will be no club meeting on October 14. 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.

The current COVID outbreak among the White House staff is an indication of what can happen if people disregard the protocols for staying safe. While not a guarantee, wearing a mask and maintaining social distance is the best protection we have against the virus. Fred Williams is continuing to prepare the Paper Swap Meet, so contact Fred with items you want to sell or are seeking to buy.

Terrel Tinkler recently hosted a sales event of HO scale equipment at a neighbor's house. This was a big sale, and items were priced to sell, so I think it worked out well. It was a good chance to see some fellow club members, and I bought some rolling stock that I do not need because the price was right.

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

November 9 - Desert Division Fall Auction - Paradise Valley United Methodist Church. More info: tcadd.org

MEETING HALL UPDATE

by Terry Fern

I just talked with Rev. Rothe at the Lutheran Church and the church elders have decided to not allow the clubs into the church facilities for October. They agree the infection rate is not getting worse but it's not getting better. They also need to define a cleaning protocol for the clubs to follow when they are allowed back into the church and ask the clubs to commit to following it.

The news is not a surprise. I agree with Tom's comments in the last newsletter. We may decide there can be no more meetings for the rest of the year and begin planning how we can hold meetings beginning in 2021.

REPORT ON THE SCHMIDT SALE

by Terrel Tinkler

Regarding the "Don Schmidt HO Railroad Estate Sale", the family wishes to thank all those who participated in making the sale of their father's railroad investment a success. We had about one hundred people in attendance through the day. The prices were good and many CAMRRC members left with bargains, you know, things they couldn't live without. Thanks again, sale coordinator,

A NOTE FROM SHARLOT HALL

Sharlot Hall Museum is currently planning an upcoming temporary exhibit "Toys! It's Not All Fun & Games," scheduled to begin early next year. We would like to borrow specific toys from your childhood (or your child's or grandchild's toys too).

Here's what we are looking for:

- + Rocking Horse (preferably a wooden one, can use metal too)
- + Raggedy Anne Doll (the Museum's Raggedy Andy is missing his sister!)
- + Jigsaw puzzle (pre 1950s, please)
- + Yo-yo (wood or metal)
- + Slinky (the original metal version, please)

The loan would be for approximately 18 months, from December-ish 2020 for exhibit prep until the exhibit comes down sometime after March 2022.

We would also appreciate donations for Education Department use of some of

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these items, such as Slinkies and yo-yo's if you have modern versions of around the house.

If you have any questions, please contact Kylin Cummings, Curator of Collections, email Kylin.Cummings@sharlothallmuseum.org or Jenny Pederson, email jenny.pederson@sharlothallmuseum.org.

MODEL RAILROADING ONLINE

by Bob Ellis

There may not be much in person model railroading in groups going on these days but there is plenty online, both live or a recorded session can help. Recorded versions have the advantage that you can usually skip over parts that don't interest you and do the playbacks at faster or slower than normal speeds. Here are a couple:

The NMRA YouTube channel:
<https://www.youtube.com/channel/UCHw-7-1FWB5zQgTM0ZVY-Yw>

has layout tours and clinics.

NMRA San Diego Division has a regular Zoom meeting featuring show and tell, a layout tour, and a clinic:
<http://www.sandiegodivision.org/index.php/events>

I've attended a couple of virtual meets from an NMRA Division in Kansas (I have no idea how I got on their email list). It was interesting to look at model railroads based on plains prototypes as opposed to those in the East or West.

For those interested in operations, OpSIG holds a more or less regular Zoom meeting:
<https://www.opsig.org/Virtual/Index>

The meets are all recorded and available at:
<https://www.youtube.com/channel/UCXI1273qSwAjSJEU-mrbb8A>

I did a presentation on passenger train operations on the Wyoming Division model

railroad in Cornville. The recorded version is at:
<https://www.youtube.com/watch?v=6-JSL3R9qBU>

Finally, a few club and large home layouts have implemented technology that allows some to run trains on the layout from wherever that have an Internet connection. See (2nd presentation – starts at 30:25):
<https://www.youtube.com/watch?v=A0CBwrNbYFc>

Personally if I wanted to run a train from my computer I think I would prefer to run a realistic train simulator program.

A TRAIN ACTIVITY

by Peter Atonna

As we look for activities we can actually join in, you may have noticed in the calendar, that the TCA Desert Division is hosting their fall auction on November 7th. This is an in person auction in a church hall with enough size so that social distancing will be enforced.

Yes, most of the items are Lionel tinplate, and there is also a good selection of American Flyer. For HO gauge folks, there is a beautiful, new in the box Hornby Princess Elizabeth steamer.

So, even if it is just to pick up something to go around your Christmas tree, you might want to plan a road trip on the 7th.

There is no cost to attend, but if you want to bid, the catalog costs \$5. Lunch will be available. You can look at the catalog, with directions to the sale, online at tcadd.org which has the location of the church.

HANK MORRIS IS TRAVELING

I'm in Pennsylvania, doing railfanning and will have a great slideshow if we ever have another RR club meeting!!!



AND SO IS RAY STROM

Do most of our members know where this road sign is??? Answer is where our tinplaters group watched trains near Park or Parks AZ and I don't know if it goes to the west but only goes a quarter mile to the east.



I stopped for lunch in between rain showers just east of Liberal Kansas on my way back from Minnesota near a high Trestle.



AGING A ROOF

by Joe Agosta

The prototype roofing shown here is commonly referred to as corrugated iron roofing as seen on my scratch-built passenger station and a portable slag pile back drop whose idea while riding the Verde Canyon RR.



I started by dipping the roofing in a solution of ferric chloride acid and kept it submerged for 10-15 seconds. Up to about 10 seconds will produce a rust color; 15 seconds a blackened color. Any longer than 15 seconds and the acid starts boiling like crazy and eats away at the metal.



When dipping times are done, place the material in cold water to rinse of the acid and you're done.



This is an easy way to achieve an authentic and realistic rust patina or maybe just a Frankenstein scene on your layout.

ADDING ON TO A BASIC KORBER KIT

by Joe Fauty

Korber Models sells a basic kit that, depending on the wall arrangement (window and door placement), has gone by various names over the years since Ernie Korber started the company in 1978 (the company is presently owned by Mr. Muffin's Trains).

This particular kit is the #IDM 7010 Refinishing Shop Kit. It is a single story 8" x 6" x 5" building. It also went by the name Tool and Die Shop #IDM 7011 where the doors were placed at the ends of the walls instead of the center. The

closest model to it today is the #800 Plastics Supply Warehouse. The difference this new design and the IDM 7010 is that the back wall for IDM 7010 has two windows and a door while kit #800 has three windows.



Front

In the real world commercial property taxes are scaled to the frontage on a main street. This means a lot of properties would have fairly short fronts but long sides. In the O Scale world compression is almost always present so the sides of buildings are not always as long as in real life. This is the case with the Refinishing shop which measures 8" on the side. Please note for this article the short walls will be designated the front and back while the long walls will be the sides.

A second and third story made using clapboard siding will be added to the basic brick structure to give a unique look that still fits the era the Korber kit was designed for. Either plastic or basswood can be used to build the top stories whichever the builder feels most comfortable with.

The design change will incorporate adding a two story clapboard wood structure to the top of the existing building.

To begin the project, use one of the sides to measure the distance between the table saw fence and the blade. Then cut the cornices off the front and back walls. If you do not have a

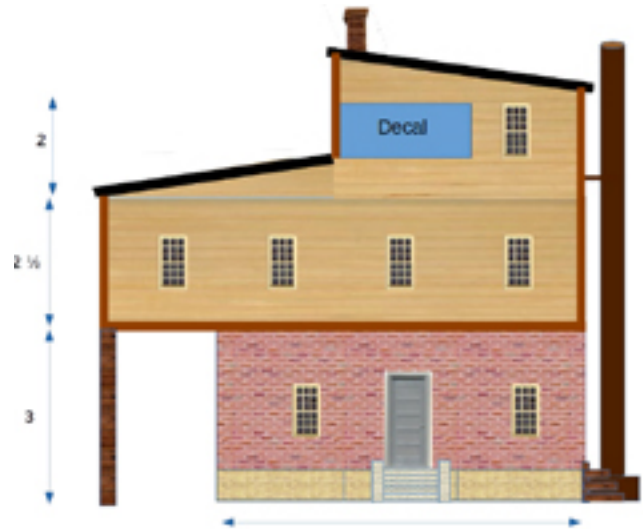
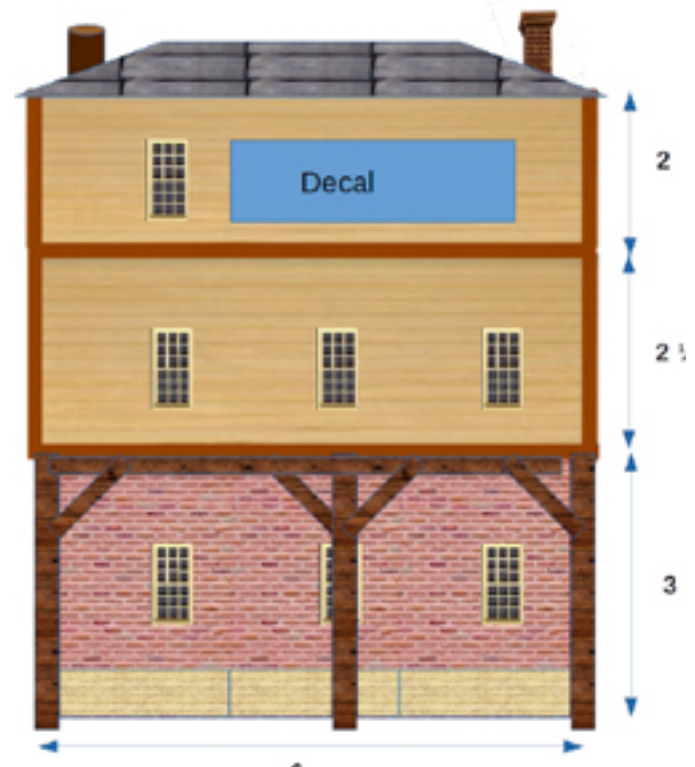


table saw, clamp a side to the front (use the interior side since it is flat) draw a line, clamp a straight edge to the front and cut off the excess cornice with a razor saw. Repeat for the back wall

Once the walls are cut to height it is a good idea to sand the interior to roughen the surface. This makes it easier for the wall to accept paint and glue.

Next make sure which wall will be glued to its counterpart. Usually the edge of one wall will



have detail (in this case brick) and the edge of the mating wall will be flat. In this case the edges of the front / back short walls will show. This is important to note when it comes to gluing on corner braces.

Next sand the edges the long side walls (walls without brick detail) flat to get rid of the mold draft angle.

Once you know which wall the corner bracing will go onto, mark where the it will go along with the floor and ceiling supports. For now the only critical line position is that for the ceiling supports. The other lines are just locator marks.

Measure and cut the corner braces. Keep the height below the ceiling mark. Also note you need not be precise in measuring. The corner bracing does not need to be flat with the bottom of the wall. I like to leave a little space so that after the walls are glued together I can sand the bottom of the building flat if needed.

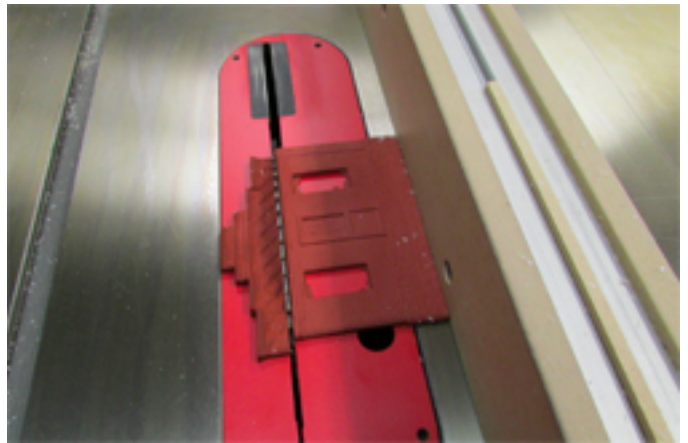
Note I am using quarter inch square basswood for the corners and floor supports and 1/8 inch basswood for the ceiling supports.

Once the corner braces are cut to length, use them as a guide to measure the length of the floor and ceiling supports. Again this measure need not be precise. You want room to move the supports around.



Cut the floor and ceiling supports to length and put aside for now. Next use the corner supports as a marking guide for the front / back short walls. When you cut the floor and ceiling

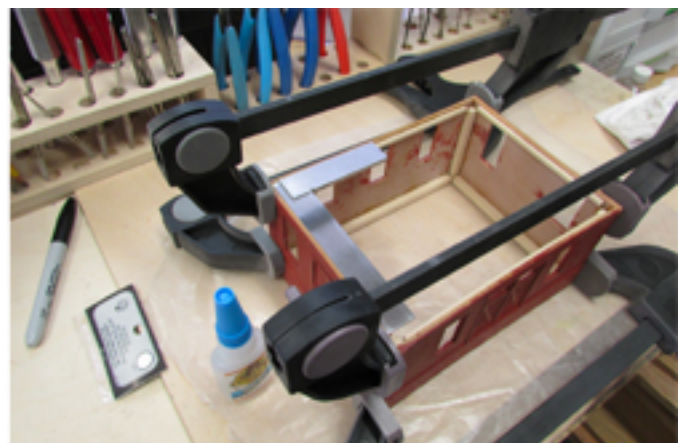
supports for the short walls you do not want the supports to go past this line otherwise they will interfere with the corner bracing. Again, the floor and ceiling marks are only guides at this point.



Flip the front/back wall (short wall) and the long side wall so the front/back wall is on the table and use the two corner braces to measure the length for the short side floor and ceiling supports. Leave some room so the supports can be moved if needed.

First glue the side braces to the long side walls making sure they are parallel with the sanded sides of the walls. When working with Korber kits, I use Gorilla super glue (with light blue tip) though any thick super glue will work. Almost all now contain plastizers to make the glued joint less brittle.

Once all four braces have been glued, measure in from the bottom of all four walls and make a mark so that when gluing the floor supports they end up slightly higher than the bottom of the

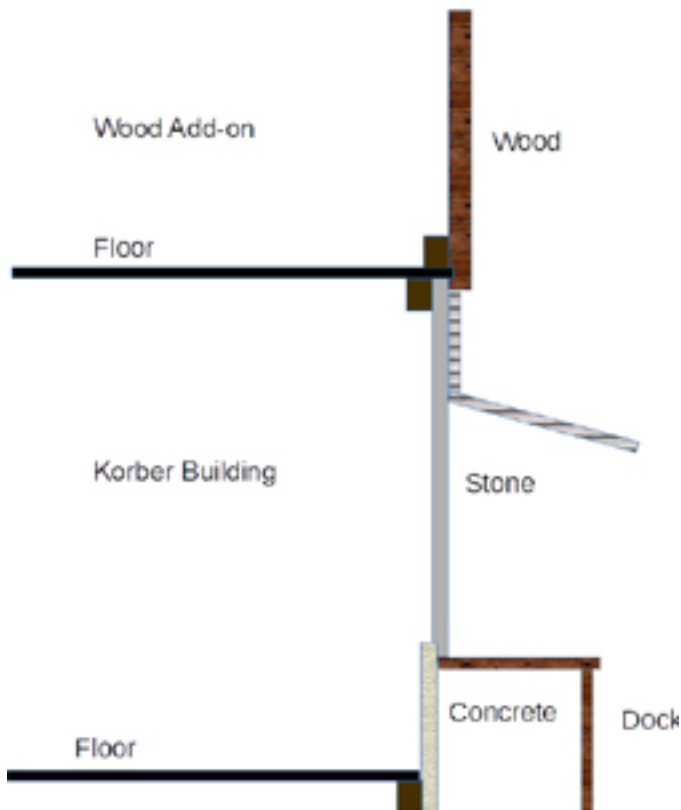


wall. Remember the marks for the ceiling supports have already been made. Next glue all floor and ceiling supports. Note, it pays to invest in mimi clamps. I glued the floor supports to the bottom on the walls however technically they should go above the foundation behind the dock. Since the doors are not functional this does not make a difference.

Once the bond for the braces and supports has cured it is time to glue the walls together. When clamping be sure to check square .

I cut the floor and ceiling from a product called 'Conservation' board I bought at Micheals. I purposely cut a notch in the ceiling to pass wires through. I also added a cross beam that will hold the lights for the first floor.

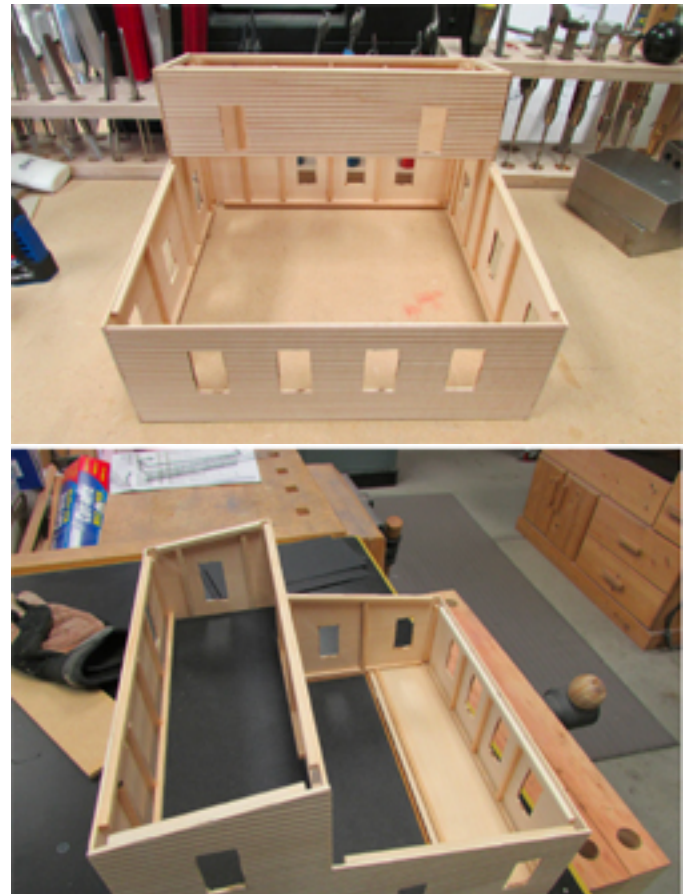
The top floors will be made so they will slip over the base structure. The drawing below should help in seeing the design. Right now I have designed corrugated siding as a transition between the Korber structure and the top wood structure though I am not sure if there will be room for it between the top of the doors and windows of the Korber structure and the bottom of the wood structure.



The top addition to the Korber base was cut from clapboard 6" Wide x 24" Long x 1/16" thick with 1/8" Spacing (Northeastern Scale Lumber part number 6511). The first thing to determine was the lengths of the two front and one back wall. In order to have the top floor fit over the Korber base it was determined that the front and back walls would be the same length as the total width of the Korber side (the side wall plus two times the thickness of the front/back walls).

The two side walls would be extending over the building so were cut to lengths as specified in the drawing plan. Tichy Train Group 2047 windows are used for all the second and third floor windows. A hardboard temp let was made corresponding to the inside dimensions of the window and used to pencil in lines for each window. The windows were cut using an Exacto blade to start the cut and following up with a new cutting machine I purchased called the Wonder Cutter (Figure 23). The cutting blade vibrates at 40KHz and makes short work of completing the cut. Just be careful not to burn the wood.

All the walls were then glued together to form the upper floor assembly.



The completed upper assembly was placed on top of the Korber base.



Conservation board was used for the sub roofs. Overhang was about a quarter inch.

The roof of the Korber base acts as the second story floor so a floor for the third story plus flooring for the overhang needed to be cut. Conservation board was used for the third story floor. Northeastern Scale Lumber part number 6508 Scribed Sheathing 6" wide x 24" long x 1/16" thick with 1/8 inch spacing was cut for the overhang. The wood was glued with the scribed side down since it will be visible,

Three posts were cut from rectangular stock and glued to the second floor base with super glue. To reinforce the glue joint for the posts 1/8 x 1/16 rectangular boards were glued to the front and back of the posts. Super glue was used to join the bracing to the posts, white glue was applied to the top of the boards to glue them to the upper floor assembly.

The basic wood superstructure was painted using Rust-Oleum Satin Fossil. Edge details were painted with Rust-Oleum Dark Brown. Once the paint dried I used Micro Mark Railroad Tie and Bridge stain - gray/ brown to darken

the color. The Korber structure was painted with Rust-Oleum Flat Brown then oversprayed with Rust-Oleum Flat Red to give a mottled appearance. Krylon Satin River Rock was sprayed over the stone base.



I plan on adding tanks to the building along with an N scale industrial smoke stack that looks good for O scale. Right now I figure to build a box around the base attached to the building. On the other side will be a horizontal storage tank with piping attached to the building. I will also add a dock to the front side of the building and steps for the raised doors.

Once the paint dried I remove the wood superstructure and sprayed the Korber building with Testors Dullcote to tone down the shiny appearance and also prepare the surface for application of mortar. I used joint compound for mortar mostly because of cost and it is easier to remove the compound while I am still spreading it on. I keep a wet sponge and towel handy. I use my fingers and palm to wipe off the joint compound then clean my hands with the sponge, dry them and move on to the next section.

A base was constructed using 1/16 inch hard board. I used an awl to scratch in expansion lines then painted the base with four colors. The first is about 80% coverage black followed by about 80% coverage red oxide. The effect is shown in the figure below.

Once dry I used about 90% dark gray followed by light gray until I liked the look of the color.

The dock was made from individual strips of bass wood. I used Rust-Oleum Dark Taupe followed by several washes Micro-Mark Railroad Tie and Bridge Stain – gray/brown.



The roof is going to be tar paper. This is made by cutting a sheet of black paper into strips about . inch wide. The strips are first painted dark gray. Once dry the strips are coated with black paint. 150 grit sand paper is then used to sand some of the black away exposing some of the gray underneath. This gives a 'weather beaten' look to the tar paper.

I built a small enclosure for the brick chimney that includes a door for clean out. It started out as a 1/8 inch bass wood structure

I then glued on black paper and 1/16 inch square strips to give it an unfinished look. The roof is the standard tar paper. The tank next to the chimney comes from a Walthers HO scale Industrial Storage Tank kit – 933-3514.

Some final details included pieces from Bar Mills Industrial Vent kit 4024, Berkshire Valley Wall Mounted Fire Plugs #515 and drop Line Telephone box #410.

ROUNDHOUSE – RENOVATION, REJUVINATION AND REMODELING PART TWO – Garden Tracks

by Donn Pease

Last month, I discussed the remodeling of a Walthers six stall roundhouse. This month, in part two, I will discuss "garden tracks". Since I model Southern Pacific, I know that they had garden tracks. I was not around to see other railroad's roundhouses; but I have seen three remaining SP roundhouses. They all have garden tracks.

So, what is a "garden track."? Well, no they don't grow flowers or vegetables. They are open tracks next to a roundhouse, which line up with the turntable, and are on the same radial pattern as the tracks within the roundhouse.

The purpose is for servicing a steam engine which has just come in from a run pulling a train out on the main line. The servicing is minimal, like lubrication or very minor repairs. The engine will most likely be sent right back out for another run.

Requirements vary for each service, but over all, they require steam, water, compressed air and electrical service. So, I set out to build these services. I could not find detailed photos of the systems, but I did find a few photos with little detail. Therefore, my service system is not exactly prototype, but very similar to the photos. Every roundhouse was different, so here is my interpretation.

I started by building four "H" shaped "towers." These were made from Central Valley bridge girders (part no. 1902-5). I had quite a few of these pieces left over from the Cienega Creek Bridge I built a few years ago. I used the 5/16 inch pieces (as opposed to the . inch pieces on the bridge). It takes two of the L shaped pieces to make one square column. Each column was cut into 4 inch lengths. I glued a 3/16 inch square piece of scrap styrene on the top to close it off and a 3/16 inch square piece of styrene 3/16 high on the bottom of each column as a "concrete" base. Two columns were joined

1 inch from the top by a 1 inch web joist piece to make the "H" shape (another piece left over from the bridge).



Here are the 4 towers in place next to the roundhouse. The column bases have a short pin that goes into the hard board, gray painted "concrete" floor to keep them in place, but removable. The spacing between each column is maintained by a temporary piece of cardboard, cut square, which also keeps them plumb. Rubber bands hold them together. The 3 white pieces of round styrene will be the steam, water, and compressed air pipes from the roundhouse to each track. I located the towers in place to insure I cut the "pipes" to the correct length and angle.



Here are the three pipes glued in place on the towers. There is a rectangular plate against the wall of the roundhouse to terminate the pipes. In the prototype, these pipes would go inside the roundhouse to the steam, water and compressed air sources. I also added the pipes that go down to about four scale feet above track level. Each one goes into a control box made of scrap styrene.



Here is the completed facility. Notice the blue and orange "hoses" coiled. These are not prototypical as far as I know. But I figured the water hoses (blue) and compressed air (orange) could be available like this. The towers and pipes are painted black and the bottom four scale feet of the columns are painted white for visibility. SAFETY FIRST! I did find a photo of this feature. You will notice that there is a light on each tower also. See the next photo.



Here is how I made the lights on the towers. The items in the photo are on a board and on the right side of the board I used a 3/8 inch drill bit to drill a depression in the board about 1/8 inch deep. The angle on the tip of the drill bit left a tapered hole into which I put

a 3/8 inch washer. I used a tapered-end punch (not shown) to make the washer a dish shape appropriate for an industrial lamp shade. Several years ago I bought four different kinds of LED bulbs labeled “warm white.” Just right for incandescent bulbs of the steam era. The one I used for this project has a built in resistor, as shown in the photo, and has 6 inch leads which can be connected to 12 to 14 volts, DC, polarity sensitive. So, I painted the dished washer white on the inside and black on the outside and glued the LEDs to three of them, one each of the three towers.

Here is the completed scene. A steam engine is being serviced by several workers on one of the garden tracks. Because the workers are “in, around or under the locomotive” there is a blue flag hanging from the locomotive cab and one in between the rails at the end of the track by the turntable in accordance with the “General Code of Regulations”. I forget the chapter and verse.



A night scene to show off all the lighting in the roundhouse and the garden tracks. This project is now COMPLETE, finally!!

A HINT OF CHANGES UNDERWAY IN THE ATONNA HOUSEHOLD

I added some “life” to the scene as you will see in this photo. SP used small hand carts for several crafts in their shops, so I added 4 to the scene. These are made by Model Railways “ScRRatch Stuff” and look just like the ones SP used. They come two to a package and are made of laser cut 1/32” (about) plywood. They are 1/2 inch by 1/2 inch when completed, very small and delicate. I added some very small round containers painted different colors to simulate lubricants. This is what I assumed to be appropriate for the setting.



IT STILL RINGS TRUE

Following is a column from the first issue of Toy Trains magazine, that seems relevant in today’s world. - Ed.

It Takes All Sorts

by GORDON K. ZERN

THE hobby of model trains is a big one. Toy trains of one sort or another occupy a lot of time of well over half-a-million hobbyists. And people who use their trains only occasionally run into very, very high numbers.

A newcomer to the hobby often feels very much alone. He starts the hobby of miniature trains because he saw someone's layout, or because he was entranced by some bit of equipment, or just because he thought it would be fun. At first he finds he is working alone—unless, that is, he was lucky enough to start with a club or group.

Most often, he feels as though he is one of a small group. The truth is that he is now part of a large hobby. It is a hobby that has been growing for many years—over fifty—and it shows no signs of stopping. Daily, more and more people find they enjoy trains.

In time, of course, the newcomer will meet others in the hobby. He will probably find that one or another of the people who work with him is a hobbyist. He may discover that the next door neighbor has a train rigged up in the attic. He may find that the butcher, the baker, the barber, the banker all enjoy spending time at a hobby that is one of the largest indoor avocations.

And that, of course, is the oddest thing of all about toy trains; The amazingly different people that find pleasure in the hobby. In the homes of very wealthy successful people, these trains are running. And they run in the homes of the less fortunate people, or even in the room of the student whose every dime matters. Trains are found in the homes of professional men, of laborers, of craftsmen, of artists. And it's a rare railroad club that doesn't include bankers, salesmen, merchants, lawyers, engineers, and others. The startling fact is that it's hard to find any group not included. There are even nice train set-ups in Federal Hospitals and penitentiaries.

What is all this attraction, anyway, and why so varied? Well, to go back to our beginner again, let us imagine that he got the urge and first put up a slab of plywood on two old tables that were ready for discard. Then he assembled some track and an engine or two, a transformer, and then the fun began.

And that's where the fun does begin, too, whether the operator is all alone or whether it is a team of father and sons, an entire family, or some of the neighbors. The real kick comes the first time a train makes its way around the loops of track.

But from there on, it's impossible to say what comes next. And *that's* the secret of the attraction to so many different people. One man may work determinedly to make his landscape the most realistic imaginable. Another man sweats to get perfectly realistic trackwork. Another makes a table that won't rattle or shake until the house tumbles in. Still another man ignores everything except perfect rolling stock, while another works to perfect a system of pushbutton operation.

In fact, one successful businessman actually runs his trains by using an intricate system of electrical contacts on an old player piano. The holes in the piano rolls allow electrical contacts to be made, and his switches move, trains come and go, and everything is automatic once set in motion. The man has almost worked himself out of a job! But not quite, for there is never any real limit to a model railroad. There is always one more siding to make, one more trick to try, one more building to construct.

And what does the hobbyist get out of it? Why eventually he gets companionship, for it is a rare hobbyist who doesn't eventually throw in with a couple of other fellows to make a bigger and better road. And, in time, he may join a club; many hobbyists have a layout at home and are still active in a club one day a week.

And most important, out of his hobby, the model train fan gets a joy of making. He has made a thing that runs, that functions, that works, that very nearly lives and breathes. And the hobbyist controls all he sees (though an occasional jokster may say that the hobby controls *him*). The hobbyist makes things, he makes them do things, and he constantly improvises, improves, and invents. He makes new things, and he makes old things work in new ways. He is, in short, a creator!

And when the small, powerful switch engine moves about, picking up a car here and setting out one there, and then ducks into a siding to allow a fast passenger train to go by—when the switcher takes away freight on its slow trip, and then holes up for a through freight—when all this goes on neatly and according to plan—why then a railroad modeler knows that he has made something that is good, something that is pleasurable, something that gives deep satisfaction.

HISTORIC PRESCOTT

by Anthony Piscitelli

Several years ago, club founding member Jerry Moore shared his album of Prescott railroad photos with me. I will be sharing these photos with all of you. Jerry passed away about two years ago.

Sometime in the early 1990's Jerry hired an Embry Riddle student to fly him over the Prescott yard. Compare the photos with the 1960 map of the yard.



