

# NEWSLETTER

Central Arizona Model Railroad Club September, 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 August. The board can reconvene when the COVID situation has improved. There will be no club meeting on September 9. 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.

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

Club member Dick Gage was hospitalized recently with a heart problem, but is back home now. I spoke with him, and he sounds good and is in good spirits. Some lifestyle changes are planned to keep him healthy.

Julie Gladish and BJ Rudy have been considering plans for the club Christmas party. We have agreed that a party this December does not seem feasible. The venue may not be available and participation by club members is uncertain. But on a happier note, there are plans for a Spring 2021 event, probably outdoors, and possibly catered to minimize the work involved.

For now, maintain social distance and wear a mask in stores 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: <u>tcadd.org</u>

### SAD NEWS

We've received news that we've lost a previous CAMRRC member, Merle Castile. Merle has not been a member for some time now, but many enjoyed knowing him a few years ago.

### **IMAGES OF THESE DAYS**





### SUGGESTION FROM CHUCK THOMPSON

How about having some of our folks with operating layouts make three minute videos of their layouts and attach the links to your news letter.

How about it? - ed.

#### A NEW PROJECT

by Walter Lewis

I thought this might be interesting. It's called a 3D wood puzzle for adults. I saw it on the Amazon web site and couldn't resist!

The loco is about 14 ins long and has a spring motor that turns the rods, gears and wheels. There were 7 plywood sheets, about 12"x12", of laser cut pieces - for a total of about 370! Instructions were good but needed to be followed carefully. They stated that no tools are

required for assembly which allows mistakes to be rectified but I did use an exacto knife to help free the pieces more cleanly from the sheets and later to make the model more ridged I CA'd a number of the main structural elements. I also treated the pieces with a walnut wood stain prior to assembly as I did not like the whitish color of the plywood.

The project was a lot of fun even though it diverted me from my main but never ending project - working on my On30 layout. Check Amazon which has an amazing variety of these 3D wood puzzles.



#### MORE PEAVINE BRIDGES

by Tom McColloch

I continue to do research on the Peavine in the Prescott area. I have been looking at bridges and trestles on the Prescott bypass track that was built in 1961. I was surprised at the number of wooden trestles that are installed on this track. Structural steel was readily available in 1961 and indeed the two major highway underpasses utilize steel beams. One is in Paulden where the tracks go over Route 89,



and the other is at the other end in Skull Valley, where the tracks go over Iron Springs Road.

These two bridges are very similar, with four steel beams about 40 feet long to span the roadway. It would be impractical to build a bridge to span that distance with wood. But at other locations, over a wash where intermediate supports could be utilized, the trestles are constructed of wood.

I recently looked at two such trestles, both north of the WIlliamson Valley Road overpass. The construction is similar to those on the original Peavine, in accordance with Santa Fe design for a ballasted deck timber trestle bridge.

The size of the wood members for the 1961 bridge are very close to those used in the original Peavine structures. These are big timbers and I am surprised that they were still readily available in 1960. One difference in the 1960 design is that the support beams (called stringers by Santa Fe) are continuous across the width of the bridge, where the Peavine had spaces between the support beams.

#### **BOARD OF DIRECTORS**

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The higher load rating of modern bridges probably requires the additional beams. The two bridges I looked at were in pretty good condition, though the wood did show some signs of deterioration after 60 years of exposure.

Both bridges had 1961 date nails. At the one bridge there were some full 3"x 10" planks that were awaiting installation to reinforce a few bridge connections. I am sure the Santa Fe considered the cost of building and maintaining the trestles, and decided that a wood trestle was the most economical alternative for a location where a long span was not needed. Looking at these bridges we get a good historical perspective of bridge design from 1960, along with good ideas for modeling projects.

# BUILDING MY LAYOUT

by Tom Dix

I am a new member and only had the opportunity to attend two meetings prior to the current situation.

I am building a HO layout for the first time and am also new to DCC, so it has been interesting. I will be converting two engines to DCC to run on the layout. I found a layout plan on the Model Railroader website so am modifying it to my own ideas as you can see by the attached pictures,

I still have a way to go, but it has been fun. Unfortunately, about a month and half ago I had to have surgery and that has put me behind. Fortunately, surgery went well and physical therapy is now allowing me to begin working on the layout again. Hopefully I will have it up and running in the not too distant future.

Once I have everything running correctly, I plan to finish detailing the layout. I am using an NCE Power Pro DCC system and Bachmann EZ track for the layout.

Looking forward to meetings beginning again and any advice will be appreciated.





### STEVE'S STAY AT HOME PROJECT

Like so many of us, Steve Rudy's life has focused on staying at home. So, he has begun a "let's redo my layout project". Here is an update photo he sent us.



### LAYOUT PROGRESS CONTINUES

by Joe Agosta

Everything here centers around a Walters Cornerstone northern light power station with my first attempt of making smoke via a small humidifier.

I began by filing the opening flat and glued on the following: a 2" coupler, 2" bushing, and a 2" cap. Next drilled a hole in the cap to accept 3/8" tubing and drilled out the base plate in the chimney. Finally, I filled the tank with distilled water flipped on the switch and out came smoke!

This project came about after watching an episode on the I Love Toy Trains program on the RFD channel. Distilled water is necessary



because any other water will leave a residue on the layout.

Looking closely, you can see four coal moves a narrow gauge on the viaduct, two E44's on the main and alongside the power station two coal cars. The space in between the cars and the SD40 is the coal hopper where coal is dumped from the coal cars to supplies the plant.



And it is scheduled to go up at the auction on Saturday, September 12th.

If you might be interested in any of the collection, just go to: <u>https://</u> www.auctionzip.com/Listings/3465292.html.

That website gives details on the preview dates, photos of lots and the auction location in case you would like to attend the auction yourself.

He deals with a huge variety of items including old toys.

Now, here is Mary Janes "suggestion"



### LOOKING FOR RAILROAD CHINA?

by Peter Atonna

Here's the story. We've had, in my mind, a beautiful set of classic dining room furniture. We've owned it for half of the century since it was made. But with family long gone, Mary Jane has "suggested" that it is time for it to say "good by".

But the problem is that it also housed my fairly small collection of railroad china. It too, actually was used for family dinners and when we had our second home in Tempe.

But to follow on Mary Jane's "suggestion" I decided to send the furniture and the china collection to Jacy's Auction House in Prescott.



## WHAT DOES THIS HAVE TO DO WITH MY BEER LINE?

by Mark Ziven

There was a giant Tannery on that switch with hides coming in and tanned leather shipping out daily. So to keep this historically correct, I've crafted a box car for this switching puzzle.

The only thing I couldn't replicate was the smell.

From an undecorated Atlas O model to a ready to run freshly shopped mid 30's replica. Note the extra call out on this car as it was acquired by the Milwaukee when they purchased the Chicago, Terre Haute and Southeastern RR. The numbers are original to this transaction.







PS. A big Thank You to Stan Cedarleaf and Anthony Piscitelli for their assistance on this project.

### ROUNDHOUSE – RENOVATION, REJUNIVATION AND REMODELING

#### By Donn Pease

(Authors note: This article got to be much longer than I anticipated. Therefore it will be in two parts. Part one is this month and part two next month)

Since railroads began operation in the early part of the nineteenth century, steam locomotives have been the primary power for trains around the world. That is up until just after World War II when diesel power replaced the steam engine. Thankfully for we steam fans there are many still running if you know where to look for them. Steam engines have two significant factors, which is why they were replaced by diesels.

First, they are not meant to be operated in reverse, with some exceptions. And second, they require a lot of care and maintenance, for which there are no exceptions.

American railroaders in early in the 1800's devised facilities which would take care of these two factors – roundhouses. Turntables were developed so that steam locomotives could be turned at the end of their run to operate in the forward direction on the next run. Since turntables spin in a 360 degree circle, roundhouses worked well for the storage and maintenance of steam locomotives.

Since I am a big fan of steam locomotives, and I operate an HO model railroad representing the 1930' to 1960's, I have steam engines. I planned way ahead of the start of construction of my layout to have a turntable and roundhouse.

I model the Southern Pacific's Sunset Line through Southern Arizona with emphasis on Tucson. This was (and is) a division point on the railroad and had quite an extensive locomotive servicing facility. SP built a 30 stall brick roundhouse there in 1904 at a cost of \$70,000. (Money went a lot farther back then).

Soon after I joined the CAMRRC back in 2004, I bought a Walthers HO scale 6 stall brick roundhouse at our Beat-The-Heat swap meet.

It was already built and needed a little work to make it look finished. It sat in my basement for many years. When I started my layout in 2010, I located the roundhouse building on the layout so I could plan the turntable and the rest of the steam servicing facilities around it. I also purchased a Walthers 120 foot HO turntable about 2013 and finally got it installed in 2017.

It actually works and electronically indexes the bridge to the roundhouse tracks. There are 10 tracks to the roundhouse area, six to the roundhouse tracks, three to "garden tracks" to the left of the roundhouse, and one open track to the right of the roundhouse. There are other tracks for inbound and outbound locomotives and a through track.

(More about "garden tracks" next month.)

The roundhouse needed some "fixing up" and modifications.



The primary building is brick, which is what I wanted. In front of each of the six stalls was an arched brick doorway and wooden doors. Since I am modeling Tucson, their roundhouse had timber columns and headers for each stall. So the brick doorways and doors were removed (the doors didn't last long enough to get into the photo)



This photo shows inch thick "V" shaped dividers between each stall. I didn't want them – too klunky! So they were discarded.



I replaced the klunky dividers with 1/8 inch Masonite, that is hardboard, to simulate a concrete floor between the tracks inside the roundhouse. I painted the sections with primer gray "rattle cans" from the local hardware store, plus a little "hand weathering." Looks better, yes?



On the roof at the front and rear of each stall were these "chimneys" to exhaust the steam and smoke from the stacks. The locomotives were kept steamed up in the roundhouse unless they were undergoing heavy maintenance or repairs. Well these 'chimneys" look more like pawns from a chess set to me, so they got discarded too.



The finished roundhouse, finally! I've been working on it off-and-on for five months. The front openings to the stalls now are framed with styrene strips for the columns and headers. The open stalls are like the prototype. There are truss sections between each stall to support the roof. Each has two columns, which were too short when I removed the klunly dividers (photo three). So, I added styrene "concrete" footers to support the columns.

On the roof are round ABS plastic pipe sections front and rear, each 1 inch tall for proper chimneys for the steam and smoke exhaust.

Also inside the roundhouse, since they were busy 24 hours of the day, I added LED lighting. There is one LED at each of the two columns per the five trusses. A few years ago, I bought a string of 50 LED Christmas lights for about \$2.50. I use the LEDs now for lots of lighting on the layout. The bulbs are "Soft" color whereas most cheap LEDs are daylight, which is too "blue" to represent old incandescent light bulbs.

There were no doors on the Walthers roundhouse for workers or material to get into or out of the roundhouse except for the open stall fronts. So, I added an 8 ft x 8 ft door from Tichy Trains at the rear of each side of the roundhouse.

That's all for this month. Next month I will cover the "garden tracks" and facilities for servicing steam on open-air tracks. Yes, it is now prototypical, at least for the Southern Pacific!

### HISTORY AND CONSTRUCTION OF THE ACES & EIGHTS MINING DISTRICT PART I: ANTELOPE MESA By Bongo Repeat

Scotty was in need of new suckers, ah investors. Albert Johnson was on the warpath. Scotty had spent all of Albert's seed money with nothing to show for it.

While on his way to Chicago, with a new sales pitch, Scotty was waiting for a train in Holbrook's Bucket of Blood saloon. He was regaling the locals with stories and piano playing when shanghaied by a couple of cowboys who hoped he would replace the Prescott piano player who met an untimely demise.



Over the 4th of July pre-Covid rodeo of 1894, Scotty hooked up with Frank Murphy and Bucky O'Neill. After a few drinks they decided to undertake an expedition to find the Seven Cities of Cibola, with a map said to have been drawn by One-Eyed Willy and led by a Spaniard by the name of Father Kino. All things pointed toward what was to become Antelope Mesa. While camping, their burros were driven off by bumble bees one night. The trio caught up with the burros at an unknown spring, where they stumbled upon the Lost Dutchman's Mine.



The mining dugout is a hydrocal model, by Guts, Gravel & Glory, out of California. Hydrocal models are great to work with, very detailed and easy to finish. As with most of what you will see here, we purchased it at a swap meet and Maureen imbedded it into her topography.



The topography was designed, built and detailed using Woodland Scenics Hydrocal, Amaco Sculptamold, local soils and rocks, and acrylic paints. Custom rock molds were made from a latex product, which is available at hobby stores. Rock molds (by Woodland Scenics, I think) can also be purchased.

Vegetation is of various sources (including our backyard) and some was customized by Maureen.

Back to the history. The trio also found untapped silver deposits and that is how the almost famous Bumble Bee mine at Burro Springs came into being. Over time the area boomed and busted as you can see in the photos.

During the boom period the mine was able to access the railroad spur into Tortilla Flats, via an aerial tramway (not shown). There was a major shaft accident, in 1912, which destroyed not only the shaft but also the shaft house. Burro Springs became a ghost town overnight.



Most of the structures were again swap meet booty with the mine head frame being drastically altered by us, adding a heavy damaged shaft house. Under the partial roof is a dowel that will be used to string the aerial cable cars. Building weathering used my favorite O'Brian powders and Hunterline weathering stains, as I previously discussed.

The swap meet vehicles were weathered using Rustall, recommended by Anthony Piscitelli and which can be found on the internet. Although not very obvious, there are two adobes that we scratch built and will be discussed in another episode.

### ANTHONY'S PRESCOTT HISTORY: THE RAMSGATE TRESTLE 1960

By Anthony Piscitelli

Here are three more photos from my collection. These are photos taken by Bob Knoll in 1960 of a train crossing the Ramsgate Trestle.

This location can be seen today from Iron Springs Road. The trestle is not there anymore but the right of way and where the trestle was can still be seen from the road. Ramsgate was south of Prescott about halfway between Skull Valley and Prescott. Besides the trestle, there was a siding north of the trestle, there was also a section house located there.

The train shown in the photos is a long reefer block, the train is headed north to Prescott. Santa Fe used to haul lots of reefer blocks from Phoenix through Prescott to Ash Fork. From there, the cars would head east.



The first photo shows the lead locomotives on the trestle. The second photo shows four helper Santa Fe GP locomotives in Zebra Stripes just in front of the caboose.



The third photo is the Skull Valley Depot in 1960, the photo was taken by Bob Knoll. The photos shows a northbound train headed by F units stopped at the depot. On the siding next to the F units are the four unit set of GP helpers stationed at Skull Valley. It's possible that these are the locomotives that Bob photographed at Ramsgate.

By the way, Campbell Scale Models offers an HO scale kit of the Skull Valley Depot.