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# NEWSLETTER

## Central Arizona Model Railroad Club August, 2021

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### PRESIDENT'S MESSAGE

by Bob Northington

Well, it's August and I have ONE question for you: **ARE YOU READY FOR BEAT THE HEAT??** After all the months of planning and meeting and last minute scrambling, thanks to Dick, Doug and Fred, we are ready for August 21st at Liberty Traditional School in Prescott Valley. Sellers will be unloading in at 7am Saturday with the doors opening to the public at 9 am. According to Doug, we still need a few volunteers for the front door to take tickets, stamp hands, etc. Please contact Doug or Dick if you can help out.

In the coming days, there will be a couple of radio spots locally promoting BTH and on Monday, August 16th on AZTV channel 7, sometime between 8am and 8:30, there will be a live broadcast from the home of Richie Scanapico to promote Beat The Heat. Should be fun!

We have our next club meeting coming up this Wednesday August 11th at the Prescott Meals On Wheels hall. 7pm will be our starting time for the meeting as always, with social/selling time from 6 to 7.

Good News/Bad News: Bad news first - due to an increase in cost for the hall rental, it has been recommended that we raise yearly club dues from \$30 to \$35 in 2022. This will be the first time in 7 years that dues have been raised. We will discuss this further at the club meeting on Wednesday.

**GOOD NEWS:** at the last board meeting, Fred announced that the monthly cost for the club's storage unit will be going up \$300 per year mid-way through 2022. After we adjourned I drove over to Hank Morris's house. Hank has a good size Quonset Hut in his yard. I asked Hank if he would consider allowing the club to rent a small portion of his space. Hank, being the great guy that he is, graciously agreed to this and for a monthly cost of only \$50 a month! This will save the club over \$1200 per year. In the coming weeks we will be organizing a couple of work parties to create the space at Hank's, install the storage shelves that the club will need and transport the contents of the club's current storage unit to Hank's hut. **A BIG THANKS TO HANK MORRIS FOR STEPPING UP!!**

Hope to see you at the next meeting!

### 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 starts at 7pm. Meetings are held at the Prescott Meals on Wheels hall on Blooming Hills Drive, off Rosser at SR89.*

**August 11** - CAMRRC meeting - Meals on Wheels Hall

**August 21** - Beat the Heat Meet

**September 8** - CAMRRC meeting - Meals on Wheels Hall

**October 13** - CAMRRC meeting - Meals on Wheels Hall

## **BOARD MINUTES**

by Doug Gilliatt

Members Present: Doug Gilliatt, Tom McColloch, Richie Scanapico, Fred Williams, Dick Gage, Bob Northington

Old business:

The BTH is a go with everything in place. As of today, 100 tables have been sold for BTH. Tom has agreed to man the test track. There will be a club table to sell items to benefit the club.

Masks will be encouraged but not required unless school changes its policy.

New Business:

Richie and Bob will appear on AZTV - Channel 7 on Direct TV at 8am - we believe channel 45 over the air) on the 16th live to promote BTH.

Doug and Dick will be on the PV Chamber of Commerce TV show at 11am on the 17th, live to promote BTH.

Doug and Dick will also be on KYCA radio at 4pm on the on the 18th live to promote BTH.

The Board is investigating a new less expensive storage facility as the price keeps going up.

The Board has begun an investigation for a new home for the BTH. Possibly a bigger venue and less work for members to set up.

It was discussed about raising the annual dues from \$30 to \$35 per year starting in January 2022. The rationale is due to the increased cost of our meeting facility. The church used to cost \$60 a month. Prescott Meals on Wheels Cafe now costs us \$155 a month. That's an increase of \$1140 a year. An increase of \$5 from each of 100 members is only \$500, is not enough to cover the increased costs. The increase in dues will help to keep us in the black with our budget. President Bob will be addressing this issue at the next few regular monthly club meetings.

Upcoming Christmas/Holiday party was discussed briefly but will be discussed in detail the next board meeting.

A call from volunteers will be put forth to assist in managing the BTH process (Possibly need four members) to lighten load on the folks that are currently handling the meet.

## **MY UPDATE**

by Greg Picard

It was challenging, but this month I added and landscaped a whole new code 100 standard gauge inner loop for my cab-forward to run on. It just couldn't negotiate my code 70 dual gauge switches without derailing. My Athearn Genesis diesels have no problem with the switches.

## **OFF LAYOUT INDUSTRIES**

by Mike Guinn

There's been a bit in the modeling press these last few years about squeezing industries

### **BOARD OF DIRECTORS**

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<b>DOUG GILLIATT, Secretary</b>	<b>480-390-0320</b>
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#### **Board Members**

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Facebook: [www.facebook.com/groups/409718243722049/](https://www.facebook.com/groups/409718243722049/)



dock. In the case of my two invisible stations, a simple platform.

Once I determine the location and size of the loading docks, I cut the desired shape from 1/2' birch plywood. If the loading dock is going to be at car door height, I cut two identical pieces and then laminate them together to the desired height. The next step is to paint the plywood black. This helps if there should be any gaps in my decking. Then, using pre-stained bass wood or coffee stirrers, I cover the sides and tops of the plywood with decking.

A few simple details help add to the illusion. A stack of lumber at the lumber yard, some pallets and boxes at the grocery distributor. Mostly low and durable details, usually glued down. This way sleeves don't redecorate the loading docks during operations.

In some cases, such as my AZ Ranch & Mine supply, the dock is built large enough to accommodate the gondola load of goods to be staged there while awaiting its next run. Here the dock even acts as the track bumper.

If you're looking for an easy one-evening project that will add to the number of industries on your layout, these certainly fit the bill.

between foreground track and the fascia. Whether it be an elaborately truncated structure with interior scenery or a simple sign, there are many ways to indicate a business that is not completely there, or there at all, on your layout.

My Jasper & Southern On30 layout is only 24 inches wide along most of the benchwork. While the narrow-gauge track (not much wider than HO scale) doesn't eat up a lot of real estate, those 1:48<sup>th</sup> scale buildings sure do! I managed to add two industries to each of my three towns by suggesting they existed just off of the fascia. In fact, two of my three stations are represented this way too.

I use waybill and car cards to govern movement of cars around the layout. SPINS diagrams point out specific track spots at industries and cars must be placed in those spots to facilitate loading and unloading. To help give a physical indication of these locations, each industry that is off of the layout is represented by a loading

## S's and O's

### *The stories of three Italian Modelers*

By Mike Scigliano

There's confusion in CAMRRC about Italians. I've been asked on several occasions about my G- scale outdoor layout and my wife who also models





structures...neither of which pertains to me or my interest in trolleys. It's time to set the record straight. Richie Scanapico, Charlie



Scardino and Mike Scigliano all do have names ending in a vowel, are sons of 2<sup>nd</sup> generation immigrants, have served on the CAMRRC Board and worked in technical industries. That's mostly where the similarities end.

**Richie Scanapico** was born in Brooklyn, educated in the New York area and worked for AT&T in New York and California. He met his wife Anne on an AT&T coed softball team and later coached her women's team. Richie and Anne came to Prescott from California in 2012. His family had several connections to prototype railroads.

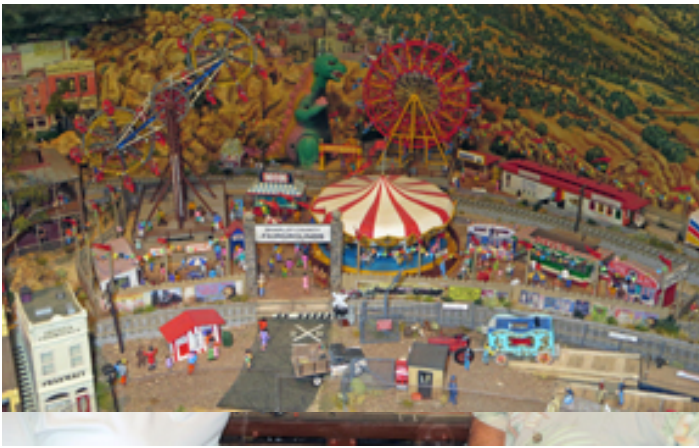
Consequently all of the cousins had trains. Anne has always been very supportive of Richie's hobby. She helped design the current track plan and landscaping, assists with moving rolling stock in and out, and hosting open houses.

He started building models at age five. Later he had a 4 X 8 HO layout which, like many, languished during high school and college. After moving to California, he re-engaged via N scale for four years before scaling up to G. His first G outdoor layout

was a useful learning and proving ground for his equipment and his current set up. Richie met Stan Cedarleaf at an event in CA, visited him after coming to Prescott and later connected to CAMRRC through our swap meet.

Richie's layout features 1200 feet of stainless steel track, which can run three long trains and a trolley simultaneously. Control is conventional DC with trackside activation of onboard sound. There are also several static sound venues. The layout includes a large roundhouse, Abby Jct. station (named after a deceased cat), many structures, several bridges and a mine. One of his latest acquisitions is a 60 lb. Big Boy. His favorite hobby activity is creative, sometimes whimsical, kit-bashing and scratch building while watching trains run outside his garage window.





**Charlie Scardino** (alias Bongo Pete) was also born in Brooklyn, educated in the East and worked in consulting engineering before retirement. One of his most interesting projects was designing a railroad to serve the Yucca Mountain nuclear waste repository in NV, which unfortunately was never completed. He and wife Maureen (who's also a fine modeler) came to Prescott from Las Vegas.

They both first experienced our hobby with department store Christmas displays as kids and had no idea about the depth of model railroading. It wasn't until they attended a swap meet in Vegas that they started experiencing model trains and structures. They bought a few structures and started rebuilding them. The Scardinos were introduced to our club by Bob Pratt about 10 years ago. They designed their home to have a hobby room, which became the train room.

Their HO-scale railroad, the Bumble Bee & Big Bug is set in the mythical mining town of Pyrite, AZ that connects with the Santa Fe. (Pyrite was named for their golden retriever.)

Charlie and Maureen both enjoy kit bashing, weathering and integrating structures into various scenes on their layout. The BB & B includes sections ranging from "seedy" to Knob Hill-like with

a mine, rural, downtown and industrial areas in between with a circus thrown in. Hundreds of figures and tributes to Prescott notables, former pets and several movies are featured.

**Mike Scigliano** was born and raised in Omaha and educated in the Midwest where his grandfather worked for the UP. He worked in the chemical industry in a variety of roles. He was primarily engaged in designing and building chemical plants worldwide, but also in R & D and marketing. He was involved in projects from A to Z (acetic acid to zinc acetate). He and wife Bev (also named "mother nature" by the kids for doing scenery) moved to Prescott from eastern Pennsylvania in 2004. Mike was referred to former club president Mike Nelson by another clock maker.

Mike's first serious hobby experience was with an American Flyer train set in the late 40's. His first layout was the Keystone & Western located on Keystone Drive in Omaha. The S-scale layout was fun, but did not offer many opportunities for kit-building. So he switched to HO in the mid-fifties. After getting their first house, Mike built a large modular layout, which was subsequently moved to several different homes through the years. The K & W had



resurfaced as a heavy-electric mining road connected to the ATSF main in Missouri.

The current K & W is a light traction mining short line set in Arizona in the 1970's. It features historic freight motors and trolleys saved from defunct traction lines. Its theme is an operating traction museum earning a living by hauling high-grade copper ore from the mine to a smelter on the Santa Fe and providing passenger service to the resort community of Beverly Falls. Control is DCC. The collection includes a trolley or motor from most of the places they have lived which had significant trolley operations. All the businesses are "owned" by family members. Mother Nature also built and planted many of the layout trees. Mike's favorite part of the hobby is adding "fuzz", the appearance of great detail, to the layout with camouflage, weathering and a modicum of detailing.



In Summary, the three of us do have a few things in common – we are blessed with supportive wives, prefer to create/kit-bash over operations and love to include family and pets in layout themes. Now that you have the X's and O's about the S's and O's, we hope that our stories will help reduce the confusion about these Italians.

## THE NEW STATION

by Peter Atonna

Those who have visited my layout know that the current version, six years old now, features a downtown scene as the major highlight as you walk in. Roughly based on Chicago, it featured a TrainWorx model of the historic Chicago Union Station which is situated at the far end of "downtown" next to the train shed. As in Chicago, the tracks are a level below street level.



Unfortunately, in its present location, it is not particularly visible, or have a “presence”. As you can see from this photo, here is what you see of the station when looking straight at downtown. Not only is the color grey, but the wings are only one story high, and thus not very visible when looking down the street. In the earlier version of the layout, it was located right at the edge of a table in the location of the earlier “downtown” section.

Several months ago, I decided I wanted to have a new station for that location with greater visibility and more color.

Searching the internet, I finally found a Northern Pacific station in Livingston, Montana that fit my bill. Although not a typical “station” looking building, I really like the scale, color and size of this building.



So, this would become my new downtown station. And as I’ve done with several of the earlier downtown buildings, this would be a scratch built project.

I removed the old building. measured the footprint available and drew up a set of fairly general plans. Its footprint is 31 by 14 inches, roughly the same is the old building.

Fortunately, I still had a stock of 0.04“ sheet styrene and 1/8” Masonite. All that was needed were Plastruct embossed brick and roof shingle material, styrene strips of varying sized and

Grandt Line windows and doors, close to the style at Livingston. And thanks to Joe Fauty, those were ordered.

Masonite is for the base/sidewalk and for the roof plate. The walls, roof and roof bracing are all styrene. Interior bracing is needed for a building this size and that was ripped to size from 2x4“ stock.





Chicago Union Station went back into its box and will be sold at the upcoming January Desert Division auction.

Interior lighting is two tiers of warm white LED strips.

Major buildings such as this have taken about 4-6 months. Of course, they are not worked on but an hour or two a day and many times, I need to let the plastic cement dry. But the station is now in place, wired and welcoming travelers

## AN UPDATE FROM MIKE OWENS

My wife and I moved into the Prescott Lakes Senior Apartments so space for a layout is extremely limited. With that in mind all, I mean all of my HO scale stuff is for sale - engines, rolling stock, structures, track, cork, everything!

Now for the next surprise, I have built a Z scale layout. It's 2 ft. by 4 ft., I am using the best track - Rokuhan, engines by American Z Line, and rolling stock by Micro Trains. There are two main suppliers of Z scale equipment - [zscalemonster.com](http://zscalemonster.com), and [ztrackcenter.com](http://ztrackcenter.com).

One neat feature of the Rokuhan line is the controllers, which operate with an AC adapter or eight internal AAA batteries which will run any Z scale or N scale locomotive. I personally use an RC-02 controller with adapters that attach to the side of the controller to operate turnouts.

I have been buying ready-made and kit form structures from [zscalemonster.com](http://zscalemonster.com) which is the "Trainworld" of Z scale. One strange thing that I have noticed is that after a few months of building and setting Z scale structures, one gets down into the "scale" and in my case, HO scale seems huge by comparison! I have no photos at present time.

## MORE ON THREE-CYLINDER STEAM LOCOMOTIVES

By Donn Pease

Wasn't that a great meeting we had a couple of weeks ago? Our first in sixteen months. It was great to see such a large turnout with all that has been going on since our last meeting. I hope you were there, because I want to give you all a BIG THANK YOU for your kind attention, great questions and lively discussion following my presentation. I had no idea that three-cylinder steam locomotives were of such great interest.

There were some good questions that I was not able to answer, so I did more research. I had heard over the years that the SP's 5000 series of Gresely 3-cylinder locos were refitted to be two cylinder locos. But I found no reference anywhere of that. In fact, I found that the SP ran all 49 three-cylinder locos up to their scrapping with the Gresely valve gear still functioning.

There were, though, numerous improvements in their durability. All were sent to the "Sunset Route", L.A to El Paso, where the curves were wider and the grades gave them a good workout.

Some were even converted to coal fired to work the coal mines of New Mexico to Tucson on what was the El Paso and Northeastern prior to acquisition by the SP. Coal was available in this territory, unique to the remainder of Southern Pacific's rails. The coal burners were converted back to oil after a few years and redistributed to other areas, mostly the northwest --Portland (OR) Division. All were scrapped from 1953 to 1955, except one, number 5021.

Thanks to the efforts of the Southern California Chapter of the Railway and Locomotive Historical society, No. 5021 was saved. It was the last engine to be scheduled for the scrapper's torch when the Society convinced the Southern Pacific to donate it to their cause. The Society was planning to preserve as many pieces of railroad equipment as they could and



display them at the Los Angeles County Fair Grounds in Pomona.



No. 5021 was kept in good running condition and made its last regular run from Portland, Oregon to Eugene in the fall of 1956. On October 5, 1956 it left Portland on train No. 663 to Roseville, CA, arriving there on October 8. Then, the next day it left as an extra train to Bakersfield, CA. It was cut off the train and ran "light" (engine only) to Taylor Yard in Los Angeles. SP went all out to "detail" the locomotive, that is, clean up, paint, polish and buff.

On March 8, 1956 it was towed to the Pomona Fair Grounds for display with a few other pieces of equipment including UP No. 9000, a 4-12-2 (no mistake, it has 6 driving axles). It too is a Gresely three-cylinder locomotive. And Big Boy, UP 4014 was there for many years. You probably know the story of the recent rebuilding of the UP 4014, but SP 5021 also has another adventure in store for it.

But you will have to wait until next month's issue of the newsletter to read about it.

## ADDING ON TO A BASIC CAROLINA CRAFTSMAN KIT

by Joe Fauty

### Introduction

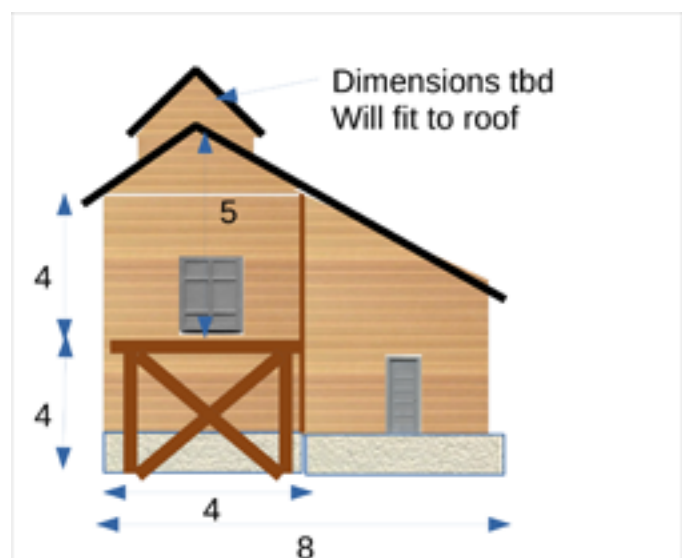
This article is the third in series I decided to give the snappy name of 'Structure Building'. In the Structure Building series I hope to cover kit bashing, scratch building and standard kit

assembly. The first article "ADDING ON TO A BASIC KORBER KIT" described kit bashing a small plastic Korber single story building by adding a second and third story wood frame. Second in the series was an article entitled "ADDING ON TO A BASIC CAROLINA CRAFTSMAN KIT" describing the assembly of the basic wood craftsman kit with the addition of a wood second story.

My plan for the third article was a kit bash of an MTH freight house however fate got in the way. I built a Berkshire Valley Ice House kit for a customer (#821 Ice House and Platform). While the wood platform made it safely to the customer the ice house which was hydrocal unfortunately did not survive shipping to the customer; arriving in pieces. With permission from the customer the hydrocal design would be replaced by an all wood design based on photos of an exiting John Allen design downloaded from the internet. Assembly of this structure is the subject of this article.

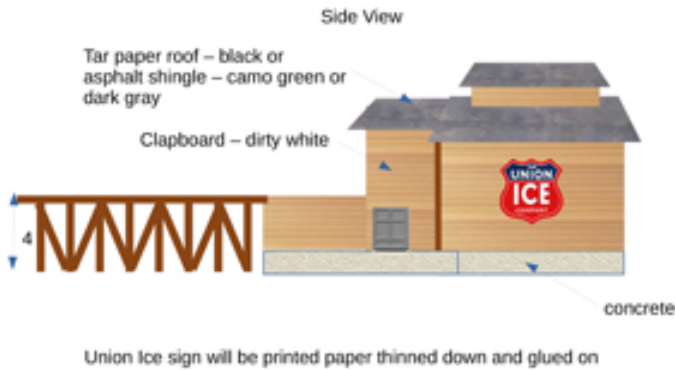
### Design

This article describes the assembly of a completely scratched built wood ice house. Sketches of the structure are shown in the following figures:



Front View

## Wood Sided Ice House

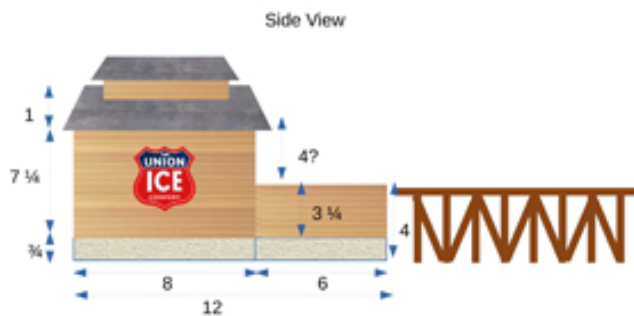


The dimensions were decided based on fitting the new ice house to the existing Berkshire Valley wood platform. As with any scratch build or kit bash the actual structure deviated from the initial drawings as the build proceeded.

As envisioned the building consisted of a main section which is an ice storage facility, a small block ice facility with platform extending out from the front to meet up with the existing wood platform the customer has. The whole building will sit on top of a 'concrete' base made from 1/8 inch hardboard. On top of the roof is an A-frame condenser enclosure.

Some photos downloaded from the internet show the condenser fully enclosed while others depict slatted sides. The initial sketches show a fully enclosed design. The dimensions for the condenser were left undecided until the storage facility was constructed. The structure would have three separate side walls, a back wall, three separate front walls plus the small three sided block ice facility attached to the front wall. The ice facility is the structure that contains the ice door.

## Wood Sided Ice House



## Base

The project started with construction of the 'concrete' base. The base pattern was drawn on one eighth inch (1/8) hard board (available at local hardware stores) then cut to size. I used a table saw to cut the basic length and width. To cut the notch I used the table saw to cut part way then finished up on a band saw. If you don't have this equipment use a hand saw to cut the base in two separate sections, then glue them together. Three quarter (3/4) strips were then cut on a table saw to form the sides. Additional strips slightly less than 3/4 inch were cut to reinforce the inside of the walls. I used combination of super glue (on ends and in the middle of each strip) and white wood glue to attach the walls to the edges of the base. The super glue acts as a clamp while the wood glue dries.

## Back View

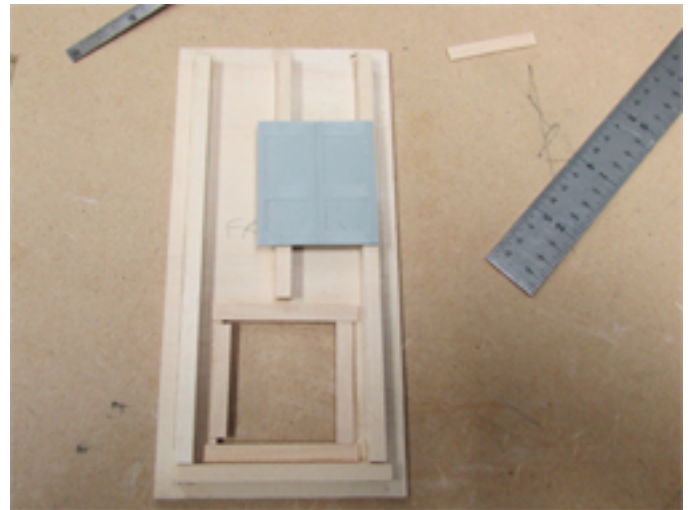






followed by all the vertical braces. Since the front and back walls would be butted to the side walls vertical bracing was glued flush with the ends of the walls. All other vertical bracing portions are not important as long as they don't interfere with the door openings.

General note – I use a steel brush to roughen all the wood used in this project. I brush each piece in the direction of the grain then go over each piece with 0000 steel wool to remove the 'fuss'. I follow up with a wood tack cloth (available at any hardware store) to remove any residual dust and steel wool residue.



### Walls

Once the base is complete, start building and fitting the walls. Since the front and back walls would be glued to the side walls start with the two larger side walls cut to the length of the base plus about 1/16 inch extra so the building would be able to sit on the base with some extra clearance. Once both side walls were completed, work your way around the base cutting the front and back walls to size. This is a good time to mark and cut out openings for doors so you do not end up gluing bracing where the openings are supposed to go.

The building ends are taller than the clapboard stock I have therefore these walls consist of two pieces glued together (more on this below). Since the walls will sit on top of the base 1/8 inch square basswood rods were glued about 3/16 inches from the bottom of each wall panel. Additional 1/8 stock was used to prevent the thin clap board siding from warping during paint. The horizontal bracing was glued on first,

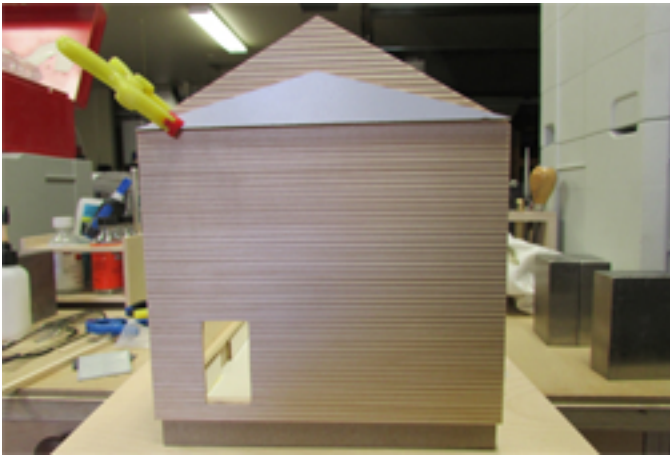


### Roof Angle

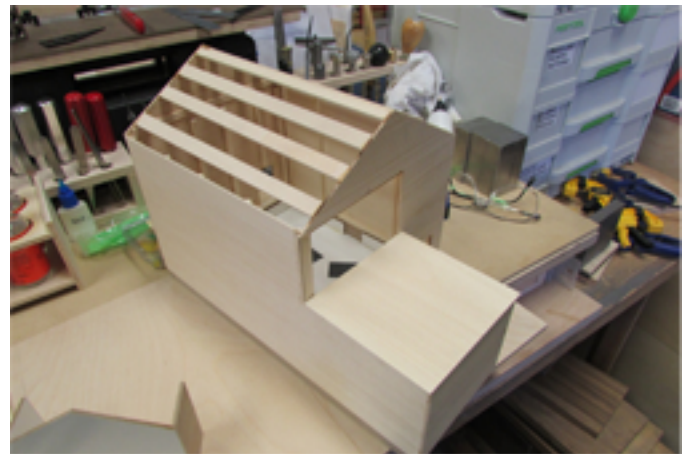
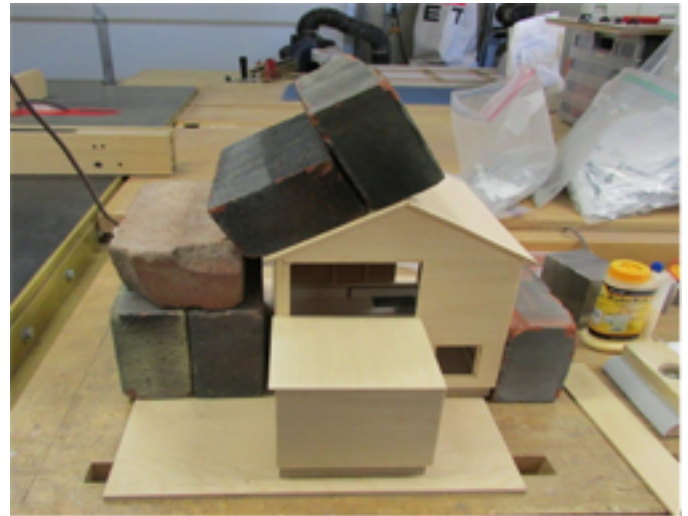
Basswood clapboard is typically supplied in 6 inch widths. The peaked walls at both ends of the building are 8 inches tall, therefore they were built in two sections. The walls consisted

of a rectangular bottom section and an angled top section. I was not sure what roof angle to use so cut hardboard set up pieces at different roof angles to see how they would look on the building. The first cut was 15 degrees. It appeared too shallow and made the building look too squat. I settled on a 30 degree roof line which dovetailed well with the back wall dimensions. Once the peaked roofs are cut don't discard the cut offs. They will be used to build the condenser end walls.

The white hardboard is original 15 degree roof line. The clapboard in the back is the final 30 degree version.



The two sub-roof sections were cut from 1/8 thick basswood. Since the roof will be glued to the base structure, 1/8 inch thick wood were cut (width does not really matter) into thin strips and butt glued to the walls to provide stability to the roof and provide more glue space for the sub-roof. Once the bracing dried it was time to glue on the sub-roof sections. Again I used a combination of super glue in the corners and white glue on the bracing. The sub-roof panels were glued on one at a time. Paver blocks were used to weight the panels down till they cured



Sub-roof bracing plus scribed wood platform



### Roof Bracing

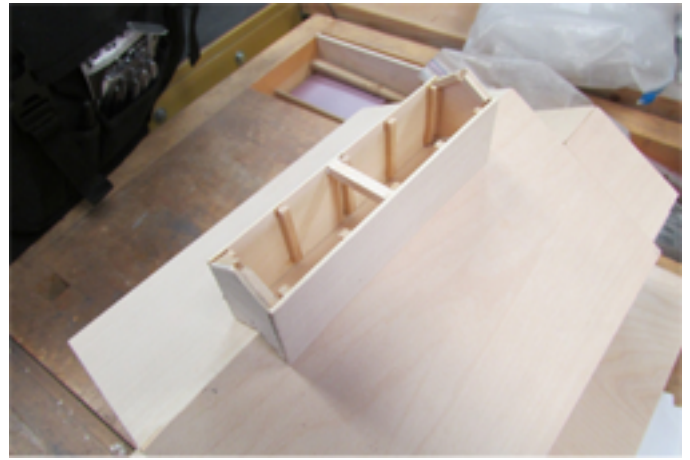
All walls in place plus angled roof ends cut and glued

### Block Ice Facility

The block ice facility is a basic A-frame structure built using the same techniques as that for the main ice storage facility. The three sides were cut from clapboard. A small section was cut from the front wall for the ice door. 1/8 inch square stock was used to brace the walls then



they were glued together. Some more 1/8 inch square stock was glued to the roof line to add more glue surface. The ice door was made using 1/8 thick flat stock glued from the inside. 1/16 inch square stock was cut and glued to the door to add some detail.



### Roof Top Condenser

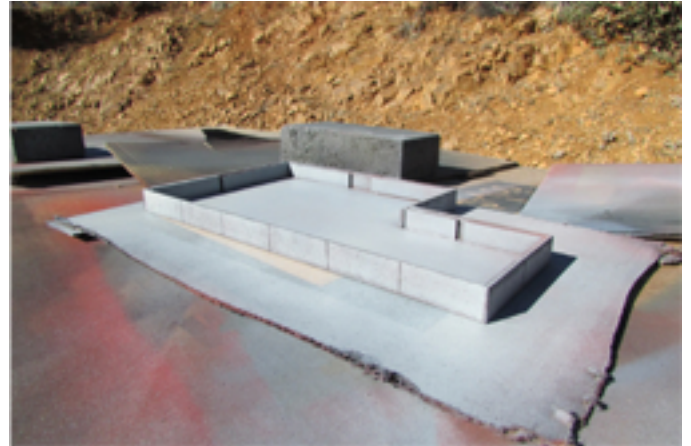
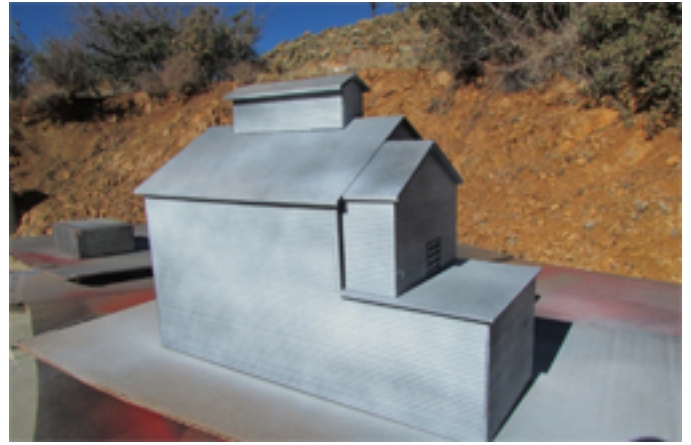
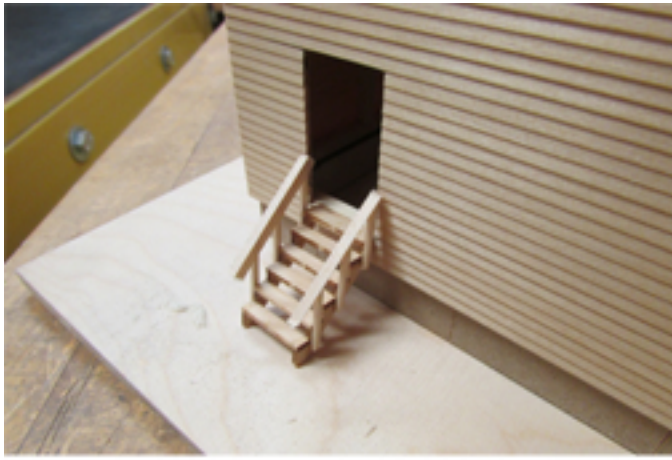
#### *Completed Block Ice Storage Facility*

As mentioned in the design section photos downloaded from the internet show the condenser housing to be both enclosed or slatted. I decided to stay with the enclosed design. The housing is again a basic A-frame design built with the same techniques used for the ice storage and block ice facilities. The only difference was cutting the end walls. The pattern is that of a chevron (upside down 'V'). The angles are exactly the same as those for the roof. I used the cut offs from the peaked side walls which already had the top angles cut and went on from there. The sub-roof was then cut from 1/8 inch stock and glued in place



### Deck and Stairway

The stairway was built using a basswood stair stringers and tread kit supplied by Rail-Scale-Models (RSM-D3502). I described a small jig I made from plastic in a previous article (Extending a Carolina Craftsman kit). This time I used 1/16 inch square basswood stock for the posts and some 1/8 inch wood angle for the railing. The wood angle offered more glue surface to attach to the posts. I had some scribed basswood sheeting from Northwestern Scale Lumber with 3/16 spacing (no longer sold by NWSL) that was used for the decking. It was glued to the base with white glue. The stairs and deck were given a base coat of light gray. After it cured I brushed on Hunterline tie Brown stain then followed up with an India Ink / water mix to high- light the grooves in the scribed wood decking.



### Painting

Since I use spray cans (non water based) for all painting there is no need to seal the wood with a moisture sealer. However if you do intend to use water based paints like acrylics you would need to seal the wood surface first with a product like Testors Dullcote. I sprayed the entire structure inside and out with dark gray. Once dry follow up by 'dusting' (spraying with a quick motion) with an off white color called Rust-o-lumen Heirloom White so that some of the gray base coat showed. I used flat Forest Green on all the trim and doors – photo not shown.

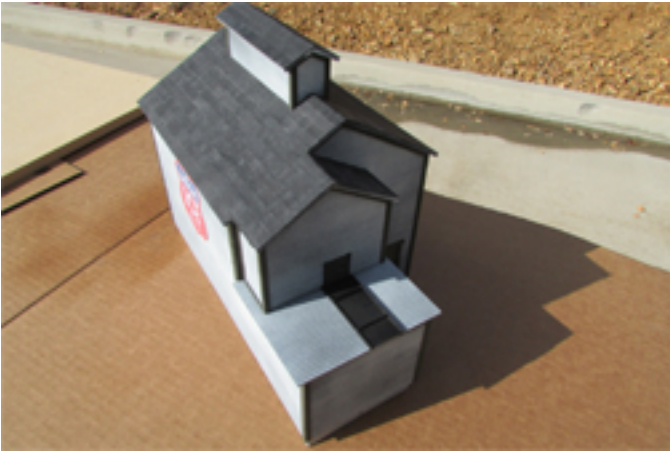
The base was painted using my standard formula for concrete which is flat black ~80% coverage, red oxide ~80% coverage, dark gray ~90% coverage then white spraying until I liked the color. Before painting use an awl or other appropriate tool to scratch notches for expansion lines about every two inches.

### Ice Conveyor and Tar Paper Roof

An ice conveyor was made using Plastruct AFS-4 angles glued 40 mil styrene sheet material. 60 mil square rods were cut to size and glued onto the styrene sheet to simulate the conveyor tread. Everything was painted flat black.

The "tar paper" for the roof was made by first cutting some black 'project' paper (available in stores like Hobby Lobby) into 3/4 inch strips. Paint each strip dark gray, then flat black. Before gluing to the sub-roof sand each strip with 150 grit sand paper to let some of the gray paint show through. This gives the roof paper an aged look. Start at the bottom of the sub-roof and overlap each strip about half way working your way up to the peak. Once both sides are done use a strip to cover the peak





### Decals

Decals were printed on normal white bond paper using the printer's 'best' settings. While still in sheet form the paper was thinned using 150 grit sandpaper. Sanding the paper takes some practice. It is much easier to sand the decals as a whole sheet rather than cut each decal out and try to sand them individually. Some like to sand until holes appear to simulate old signs. I like to sand to a point just before this so the sign is thin enough that when glued to the wood (normal white glue) I can rub it into the wood first with my fingers then by running a straight edge along the edges of the siding to make the paper conform to the clapboard surface. However the paper is still thick enough I can do so without ripping it. Rubbing the paper into the wood surface gives it a painted on look.

protruded from the sides of the walls to provide glue surface. Any width will do since the doors hid the bracing. All trim was cut to size and glued in the appropriate places.



### Final Assembly

Final assembly consisted of gluing in the doors and all trim plus the ice conveyor. The doors were glued on the outside to wood braces that