



NEWSLETTER

Central Arizona Model Railroad Club
June, 2021

PRESIDENT'S MESSAGE

by Bob Northington

Well, if you missed the Club Picnic, you missed a great time! We had a group of about 50 or so and despite the wind, we managed to pick up where we left off to a certain extent. I would like to thank everyone who helped to make this event possible especially Doug Gilliatt and Fred Williams. After the picnic and the swap meet those that stayed walked around the zoo and visited the animals.

Recently, Hank Morris, Fred Williams and I visited the Prescott Western Heritage Center in Downtown to continue the effort to build an N gauge layout to represent the railroad history in the Prescott area.

The club is in the process of acquiring a layout from club member Larry Good that will be used to create this display for the heritage center. If you would like to assist in building this layout, please contact Hank Morris who will oversee this project. The goal at this point is to have the layout ready for the center by October.

Cannot wait to see you all soon (perhaps sooner than you think!)

All the best!

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 First Lutheran Church, 231 W. Smoketree Lane off Willow Creek Road

No **CAMRRC** monthly meetings are scheduled at this time

August 21 - Beat the Heat Meet - see the flyer in this issue

BOARD MINUTES

by Doug Gilliatt

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

Treasure's report was read and approved.

Old business:

The club Spring Picnic/Meeting/Swap meet at the Heritage Park Zoo pavilion in Prescott was a success other than it being a bit windy. Seems like everyone had a good time.

The layout for the Western Heritage Museum will need to be done by the middle of October. Hopefully part of Larry Good's donated layout can be utilized, but we shall see.

As of today, 64 tables have been sold for BTH.

New Business:

A survey will be made available to the attendees of BTH to try to determine where best to advertise for the meet.

Fred is rebuilding/rewiring the test track for ease of use at the BTH.

Doug & Dick need to investigate radio stations to see if they would do PSAs for the upcoming BTH and also cost of running paid ads for the meet. Bob is going to investigate the cost and see if it is possible to advertise the meet on his School bus.

STEVE'S RUN SESSION

by Steve Hatch

We had our usual Friday morning coffee and train running. Terry, Terrel and Steve all ran a train or two.

Here's some photos of the newer progress on the layout.

Don't forget, all club members are welcome to stop by any Friday morning and either run a train or just watch and kibbits with everyone.

Still running in Dewey



BOARD OF DIRECTORS

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those structures in place I hope to begin scenery.

My layout is open to visitors and I would welcome any operators that would like to participate in an ops session. Each level has 3 jobs and I can host 3 to 6 operators if people want to work together. Each level takes between 1 to 1.5 hrs to operate and I do not run them at the same time to keep people from competing for aisle space.

Thanks again for adding me to the club!



SOME NOTES FROM MIKE GUINN

I enjoyed meeting many of you at the May picnic. I am currently working on my 18' X 25' upstairs train room here in Williams. The room has two deck, around the walls benchwork with a large peninsula. The upper deck is my HO Bovine & Placid Creek RR. It is a diesel layout set in the mid-1950's. The lower deck is my On30 Jasper & Southern RR. It is a steam railroad set in the mid-1940's. Currently all track work and electrical work is done.

I have also set up both layouts for car card and waybill operation. Lately, work has been centered on completing structures for all industries served on the layouts. Once I have

Jasper



Even rangers get a break and drop a line from time to time in the Red Rocks Pond on the Grizzly Creek Railroad



Surf's up on the Grizzly Creek Railroad. The divers are going out to check on a sunken ship for treasure. The Bathysphere is checking out the shipwreck.



RAY STROM'S PROGRESS

We are now trying to figure out where to drill holes for wiring to track and accessories.

Picnic was a good event. Met new folks and saw some old friends too.

Placid Creek

SUMMERTIME PHOTOS

by Greg Picard



REPLACE ATLAS SWITCH MOTORS WITH Z-STUFF DZ-1000'S

(This article by Joe Fauty was run in the current issue of O Gauge Railroading and is rerun with his permission - Ed)

I had occasion to replace some Atlas O turnout switch motors that stopped working. Since these turnouts are in hard to reach locations I figured this was a good opportunity to add a non-derail function. Because making the turnout non-derail is as easy as isolating a section of the outer rail and attaching a wire from that section to the switch motor, I decided to replace the Atlas O motors with Z-Stuff DZ-1000 switch motors. What follows is a short tutorial on replacing an Atlas O turnout switch motor with a Z- Stuff DZ-1000 motor. The change over is fairly straight forward though there are a few critical steps in the process.

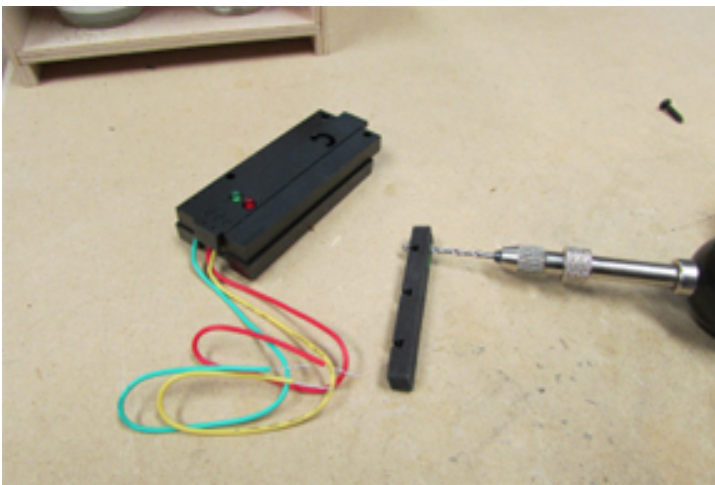
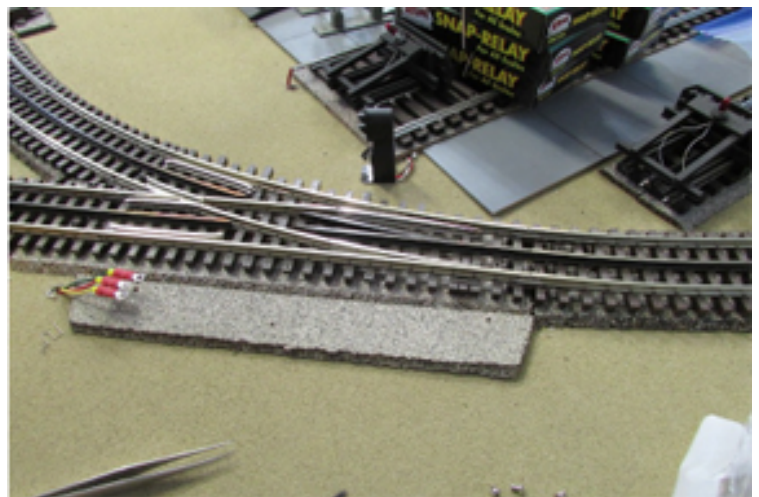


Figure 1 – You are going to need attach the DZ-1000 switch motor to an extra tie bar. Any scrap piece of wood or plastic tie bar will do. In this case the tie bar came from a discarded Gargraves track. First locate and drill a pilot hole for the size screw you will be using. Use screws that are long enough (Atlas O track screws or any 3/4 inch #3 or 4 screw will do) so that when placed into position the motor can be secured to the train board.

To make measurements easier roughly locate the hole so that some portion of the tie bar is hanging past the edge of the motor that will sit

next to the turnout. Attach the motor to the tie with a screw then mark the position of the second hole, drill a pilot hole and drive in a screw. Once the motor is attached mark the position where the edge of the motor meets the tie bar with a pencil or pen then trim off this piece. As will become evident below it is important the tie bar not extend past the edge of the motor that seats next to the track. The other end of the tie bar can be cut to any length you desire. An alternative approach would be to glue enough tie bars to the Atlas O turnout to accommodate the DZ-1000 so that the motor becomes an integral part of the turnout.



Figures 2 and 3 – Disconnect the switch motor wires then remove any screws holding the Atlas O switch motor down. There are two tiny bolts that hold the switch motor to the track which must be removed. Note there are tiny nuts on the bottom of the track ties. Try to retrieve these as they could move around later and may cause a track short.

Figure 4 – This is a critical step. If you are using roadbed a notch must be cut out to accommodate the new spring clip that will connect the DZ-1000 motor to the Atlas O turnout. Due to the design of the clip the bottom of it will rub on the roadbed and stop the turnout throw bar from moving freely. Make sure the notch is back far enough into the turnout roadbed to allow proper movement of the throw bar. A good spot would be where the track meets the tie bar.



Figures 5 and 6 – Orientation of the spring clip is important as shown in Figure 5. Attach the new spring clip to the throw bar from the top. Then thread through the bottom of the switch motor control arm. The next step is another critical one. Technically the distance from the hole in the DZ-1000 control arm to the hole in the throw bar should be 1/2 inch. Place the control arm in the middle position between R and L then line up the clip so the control arm hole and throw bar hole are parallel and about 1/2 inch apart. The next steps are entirely dependent on the spring design. Ideally this should be enough to allow proper action of the motor however in practice the spring needs to be adjusted to ensure the turnout point rails open and close correctly. Though there are probably various methods to accomplish this I choose to start but placing the motor up against the turnout track and if needed rotate the control arm end of the motor out to maintain the 1/2 inch to ensure the point rails are in the proper 'straight' position. Note that the spring clip must push against the back of the throw bar hole to

ensure the point rails move into the straight position. Testing this function first also ensures the roadbed does not interfere with the spring clip movement. If needed this is the time to cut out more roadbed from the notch.

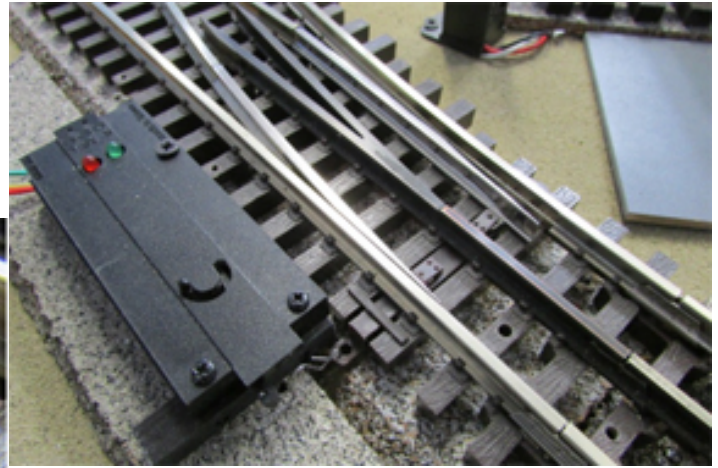


Figure 7 - Once this position is established holding the switch motor down test the 'curved' position of the motor by using the manual control lever. You should be close. If needed and especially if it is too hard to move the manual lever to the curved position you are going to need to rotate the front of the motor out a just little bit so that you are able to move the manual lever into the curved position. Allow some little pressure moving the manual control lever because in the next step you will be stretching the spring clip a little bit.

Now retest the straight position. Most likely the point rails will be close but not fully closed in the straight position. This is OK. (note - though unlikely if the separation is too much you will need to stretch the spring clip at the 'U' bend and start the positioning process over again). Now is the time to screw the motor down to your train board. To make the point rails fully close in the straight position simply stretch the 'U' bend in the spring clip a little bit at a time while testing the straight position. Also test the curved position at the same time to make sure the spring clip is not stretched out to far. **Avoid stretching the square section of the spring clip otherwise you may end up with the clip riding up the hole in the control arm during testing causing the point rails not to close properly in the curved position.**



NEWS RELEASE April 17th, 2021

The COVID-19 crisis have devastated many businesses, forcing many to close their doors for ever. Unfortunately Train Show Inc. is one of those businesses. It simply could not survive over 12 months with almost zero revenue. Randy Bachmann, the owner of Train Show Inc. has embarked on a new career in the transportation industry.

David Swanson has formed a new corporation to assume operation of train shows nationwide. David has an extensive experience in the train show business. In the early 1970s he was one of the founders of the Great Midwest Train Show, which started in the Fireman's hall in Bensenville, IL. He was the founder of the Great American Train Show in the 1980s. In the early 2000s he purchased Greenberg Shows and founded the World's Greatest Hobby on Tour. By 2010 he had sold the various shows and focused on his other business ventures. He has 50 years of experience in the train show business and has personally managed over 1000 train shows. David is a devoted train enthusiast and is active as a volunteer executive director of the nonprofit World's Greatest Hobby program.

He has made the investment in this new organization to ensure the various train show brands continue to serve the hobby as a vital event and community. Joining him in this new organization will be Bill Grove, former General Manager of Great Train Shows, and Frank Hicks, former General Manager of Greenberg Shows. Bill brings over 30 years of experience in the train show business while Frank brings over 20 years experience in train show management. Dillon Goble, a former employee of Train Show Inc. will also be joining the organization's management.

The new parent corporation for the shows will be the Great American Train Shows Inc. This name was selected to honor the legacy that dates back to the first Great Midwest Train Show in 1971. The name is meant to honor the other founders of the show who are no longer with us: Bob Brush, and Bob Olsen.

The shows will continue as before with the same brands:

Greenberg's Train & Toy Show will resume operation on July 24th
The Great Midwest Train Show will resume operation on August 8th
Great Train Shows will resume operation on August 14th
World's Greatest Hobby on Tour Shows will resume in January of 2022
The TrainShow.com website will remain the primary website for all the shows

Summer 2021 Train Show Schedule

July 24-25, 2021– **Greenberg's Train & Toy Show** – Monroeville, PA - Monroeville Convention Center
August 7-8, 2021– **Greenberg's Train & Toy Show** – Fredericksburg, VA - Fredericksburg Expo & Conference Center
August 8, 2021– **Great Midwest Train Show** – Wheaton, IL - DuPage County Fairgrounds
August 14-15, 2021 **Great Train Show** – Dayton, OH – Montgomery County Fairgrounds
August 14-15, 2021– **Greenberg's Train & Toy Show** – Edison, NJ - New Jersey Expo Center
August 21-22, 2021 **Great Train Show** – Pomona, CA – Fairplex POSTPONED
August 21-22, 2021– **Greenberg's Train & Toy Show** – Oaks, PA - Greater Philadelphia Expo Center
September 12, 2021– **Great Midwest Train Show** – Wheaton, IL - DuPage County Fairgrounds

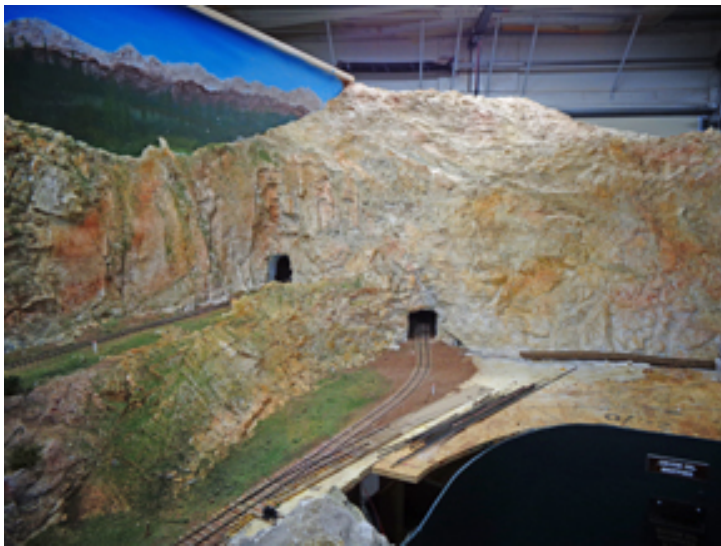
Fourth-Quarter 2021 One-Day Train Show Schedule

October 10, 2021– **Great Midwest Train Show** – Wheaton, IL - DuPage County Fairgrounds
November 14, 2021– **Great Midwest Train Show** – Wheaton, IL - DuPage County Fairgrounds
December 12, 2021– **Great Midwest Train Show** – Wheaton, IL - DuPage County Fairgrounds

JIM SPICE LAYOUT VISIT

by Tom McColloch

On Friday, May 21 a group of modelers visited the Sn3 layout of Jim Spice. Our group consisted of club members Steve Hatch, Terrel Tinkler and Tom McColloch, along with fellow modeler Bill Winans. Jim has a very nice narrow gauge logging layout, built in a separate outbuilding at his Phoenix area home. The layout features hand laid track and turnouts, lots of mountains with tunnels, and many scratch-built structures. We ran some trains on the layout and all admired the scenery and detail work. Jim has been working on this layout for only two years, but has accomplished a lot in that time. He has built other layouts, and his modeling skills are very apparent in this current layout. Jim has a lot of steam locomotives on the layout, with typical train length of 8 to 10 cars, and the layout is equipped with an NCE DCC system. We enjoyed our visit and there is always something to be learned when seeing another layout



BEAT THE HEAT UPDATE

from Doug Gilliatt

Doug reports that there are still tables available, so be sure you send in your reservation to either him or Dick Gage. Remember, the reservations from the Valley are still also coming in, so be sure to get yours reserved now.

Also, if you do not plan to reserve a table, please consider volunteering at the event. Again, contact either Doug or Dick.

BEAT THE HEAT OPEN HOUSES

by Peter Atonna

We know that one of the highlights of the Beat the Heat day, particularly for the public, who may have never seen an operating train layout - and for the folks coming from Phoenix on the bus - are the open houses, following the Meet, hosted by our members.

I have four folks signed up as of now, but in the past we have had six to eight. So, if you have an operating layout, and have room for at least a half dozen visitors, will you consider being open following the meet.

Just drop me a note, and we will work out the details as we get closer to the meet.



MORE MTH UPDATES

ScaleTrains of Benton, TN, a "manufacturer of N and HO scale trains, announced that it has acquired MTH Electric Trains' line of HO and S scale tooling. The acquisition includes steam and diesel locomotives, freight cars, and track in both scales. The HO tooling also includes turbine and electric locomotives, subway sets, passenger cars, and more. Engineering schematics for several all-new steam era HO projects were also acquired as part of the agreement."

DINING RECOMMENDATION

by Peter Atonna

During our Bradshaw Mountain group run day at the Mall on the 5th, I discovered a really funky new cafe in the Food Court. It was right up my alley, but more important, the food was great!



Prescott Area

BEAT THE HEAT

SWAP MEET

Model Trains, Accessories & Toys

At the Liberty Traditional School

3300 N. Lake Valley Rd, Prescott Valley, AZ 86314

Saturday, August 21, 2021: 9am - 1pm

Presented By:

The Central Arizona Model RR Club

Adults \$5.00 – Children 12 and under Free

Contact: Dick Gage © 802-272-1352 or Doug Gilliatt 480-390-0320

Table Reservations \$30.00 per table in advance

**** 1 Free Admission with Each Table purchased ****

Dealer Setup Time 7-9 AM – No Early Public Admission

The CAMRRC is Not Responsible for Lost or Stolen Items

Please Note: FACE MASKS ARE REQUIRED IN THE HALL

Name _____

Address _____

Phone _____ **Email** _____

of Tables _____ **(Limit 4 per seller) @ 30.00 each** _____

Helper Name _____ **@ 4.00 **** _____

Helper Name _____ **@ 4.00 **** _____

Lunch Reservations (sandwich, chips, soda) _____ **@ 7.00 ea** _____

Special Requests _____ **Total** _____

**Make Checks payable to: CAMRRC and mail to
CAMRRC, 514 Goshawk Way, Prescott, AZ 86301**