

NEWSLETTER

Central Arizona Model Railroad Club November - December, 2021

PRESIDENT'S MESSAGE

by Bob Northington

Hope everybody had a Happy Halloween! The month of October was very busy for the CAMRRC! Thanks to the efforts of Hank Morris, Fred Williams, and Duane Stowell for modifying a portion of the layout donated by Larry Good, the club was able to install downtown an N scale railroad showing a bit of the area's railroad history.

If you're ever down on Whiskey Row in Prescott on a Friday, Saturday, or Sunday, stop in at the Western Heritage Center, our layout is in the back. Also, a big shout out to Doug Gilliatt, Mike Guinn, and Richie Scanapico who all helped with transporting the layout from Hank's place in Chino Valley to downtown Prescott. Since becoming president of the club, one of my goals was to see that the layout for the Prescott Western Heritage Center was built and installed. Check out the attached photos!

Things are starting to take shape for the annual Christmas Show at the Prescott Resort on December 4th. Richie, Fred, Terrel, Terry, Larry, Duane, and Tom spent a few hours at Hank's house going over the club's modular layout to check that it's ready to go. That will be an early day for all involved... Set-up will begin at 6am that day. If you can spare some time that morning, we need all the help we can get! Bring your coffee!

That same day the club's High Rail Group will

have their monthly train run at the Gateway Mall. Make sure to stop by and check them out. The club's annual Christmas Party on Wednesday, December 8th is starting to come together. Over half the seats have been sold already so you'd better get your reservation in to Fred Williams as soon as possible!

The party committee is working feverishly to put the finishing touches on what should be a fun evening. Price is \$20 per person. Hope to see you there!

On December11th, seven members will be hosting open houses! Mark Ziven, Mike Scigliano, Greg Picard, Tom McColloch, Steve Hatch, Mark Fredstrom and Jim Downey will be our hosts for the day. Watch your emails for maps and other info from Peter.

See you at the next club meeting on Wednesday November10th!

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.

November 10 - CAMRRC meeting - Meals on Wheels Hall **November 20** - Desert Division auction, info: toadd.org **November 27** - Desert Division Turkey Swap Meet, info: toadd.org

December 8 - CAMRRC. Christmas Party -Meals on Wheels Hall - See the reservation form this issue.

January 12 - CAMRRC meeting - Meals on Wheels Hall

MINUTES

by Doug Gilliatt

Board of Directors Meeting: October 13th, 2021 Meeting called to order by President Bob Northington

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

September Minutes were approved. Treasure's report was read

Old business:

Menus were approved for the Christmas party and will be presented to the members. The charge for the meal at the party will be \$20.00 per person.

Disposable glasses will be supplied for the BYOB beverages brought in by members. Beer glasses will be available for sale to the members and are not part of the Gift Bags.

A reservation form will be passed out at the meeting as well as e-mailed to members

Modules are still needed for the Dec 4th Resort displays.

New Business:

Consideration is to be given to some type of "Award/Plaque" for are charter members.

Consideration will be given to possibly having a cash Grand Prize for next year's BTH Raffle, The hope is that we might attract more visitors.

A new flyer for BTH as well as a new flyer to help promote the Club is being designed.

BEAT THE HEAT ANNOUNCEMENT

There will be a new date, August 6th and a new location. Next year the show will be in Prescott at the EMBRY RIDDLE Aeronautical University's Activity Center.

More good news: more space, more tables, and room for operating layouts for the public to enjoy. Also, there is better parking and hopefully better food.

More information will follow, just keep the date open for a great day for selling trains.

LIBERTY SCHOOL PRESENTATION

A check of \$200 was recently made to the students and faculty of the Liberty Traditional School by the club in appreciation for their assistance in the club's annual Beat the Heat swap meet held in August. Club Board members present where Dick Gage, check presenter, Ritchie Scanapico, and Fred Williams.

The students have been very instrumental in providing a huge service during the meet by helping vendors truck in and out of the gym with their items to be sold during the day. They also were helpful in traffic control, the refreshment stand and any requests the club had during the day.

The students were under the supervision of R.J. Mayer and Mrs. Connie Kuball, teachers at the school and head of the Junior National Honor



Society and Student Council, respectively. This will be last time, after at least seven years at the school, that the event will be held in PV. Next year the swap meet will be held at a new facility at the campus of Embry-Riddle Aeronautical University in Prescott. IF you were wondering about the school dress code it happened to be Wacky Wednesday.

A TRAIN FRIEND

by Fred Williams

Many of you may remember 99 Year old Edwin Pund from the October club meeting. Edwin is a spry, legally blind train enthusiast. He came to my house with two boxes of his engines and cars. We put his rolling stock on my (obviously) unfinished layout so he could watch his trains run for the first time in several years.

Some of his rolling stock needs minor repairs, after sitting in boxes, so the next time he comes over we will have a work day and get them in good running condition. He had a great time and was like a kid with a new toy.





THE GATE by Peter Atonna

If you've visited my layout, you may remember the "featured attraction", the lift section that I could raise and lower to let you into and out of the layout. It was the element that made my rebuild of the layout several years ago work when I converted it into a double main line wrapping all around the room. It was necessary to let you into and out of the layout.

I was fortunate, when creating the new layout's theme, to see it demonstrated by a train table manufacturer while at the York train meet. It is powered by a large motor driving cables strung to both sides of the lift section to raise and lower it with limit switches at the top and bottom.

Why didn't I originally just use a hinged lift section, such as I have done on my new upstairs layout? That was because the design had two track levels at that point and the geometry does not allow a lift section.

So, the lift bridge was installed during the layout reconstruction and worked fine.

For six months.

Suddenly, when lifting it, the cable snapped. Checking with the manufacturer, he said that was unusual. I was only the seventh person to say that had happened. (thought to myself, so have others had the same problem?). Nonetheless, I ordered a new cable (no, he didn't offer a free replacement) and over two days finally got it installed into the previously constructed benchwork.

And it has worked fine for five years. Until six weeks ago. When lifting the bridge for a couple of days, it made a bit of an unusual sound, which I ignored since it was still working fine. Then one afternoon, Mary Jane was downstairs ready to go into the layout as I was ready to demonstrate my newly with me arrived Amtrak passenger cars. Suddenly, the bridge collapsed! Right down between us!

The cable had snapped.

This time I decided that, although I had five years of it working, I didn't want to gamble on a new replacement. I decided to remove the lift bridge altogether and replace it with a swing gate. I didn't do that originally because the lift bridge was so cool!

It would have gone much easier had I built it originally as the retrofit is not as clean as it could have been. But the old bridge is gone, with only the top portion with the track and scenery remaining.

Following is a photo story of its reconstruction. So, now when you visit, you can still walk into the layout, but I will have to manually close the "gate" and crank up the trains.









THIS MONTH'S UPDATE

by Greg Picard

Now that fall is here, crews Arrive for another prescribed burn next to the Grizzly Creek RR line. No one wants a cinder caused wildfire here in the State Park

A NOTE FROM RAY STROM

Verde Valley Fairgrounds' Fall Festival 29-30 Oct in Cottonwood.

Just a note of THANKS to responding CAMMRC members Chuck Thompson, Claude Infuso, David Malmquist, Brian Gladish for support in setting up, tearing down, bringing and running a great variety of Postwar and Modern steam and diesel trains.

Your assistance to the five of us Sedona Railroaders and the Flywheelers brought many positive comments, smiles to many faces young and 'older' along with Thanks from the Flywheelers and Fairgrounds Management.

It really is good to know we still can ask for help from each and to receive it as we participate in community events. That reminds me we do even seemingly small things in the community to help keep the hobby alive and meet many terrific folks along the way we might have never met!

VINTAGE TRU SCALE TRACK FOR SALE

by Dick Gage

A little history, at last month's meet, a gentleman came in and saw Peter near the door. He said he had some trains he want to give to somebody. Peter asked what they were, and he responded that he thought they were HO trains. I was walking by at the time and Peter saw me and asked if I would speak with the gentleman to see if there was anything I would like. So, most were HO trains, but two very heavy boxes were probably not. Peter will tell you the story of those in his story later in this issue.

Among the miscellaneous items were boxes of Tru Scale track and roadbed including turnouts. For those who may know know, this milled wood product was the gold standard of scale HO layouts in the '50's and '60's.

Unfortunately, I had no use for them, so I am offering them for sale for \$100 or make a reasonable offer.

The proceeds will go to the club since it was donated at the CAMRRC from a fellow modeler. There are literally dozens if not more of this vintage brass track and painted road bed. The photo shows several boxes and individual pieces and would be a great pickup for someone building their own layout. Any questions or interest, contact Dick Gage....802 272 1352







DELIVERING THE WESTERN HERITAGE LAYOUT











WORKING WITH FIBER OPTIC CABLES AND FLASHING LED'S by Pius Job

In the past LGB produced several Engines with LED Lights in the dashboard. In the Picture below shown a dashboard of a RHB Ge4/4. The six LED's shown in the picture below just don't look not right since they are not to scale. In addition the light which is produced by the colored LED's is too bright illuminating the whole cockpit. The LGB OME electronic board was equipped with electronic components that made the LED blinking/Flashing.



shown in the pic below. Hooking up this Flashing LED's is generally easy just ensure that each LED has it's own 1/4 Watt resistor and the proper polarity otherwise the do not blink properly.

Price: US \$4.99/e8 Buy It Now Add to cart Where the your to zoom \$ Have one to sel? Sel now Price: US \$4.99/e8 Buy It Now Add to cart Or Add to Watchildt Stationary Barbonic Additionary		100Pcs New 3mr Condition: N Buik savings:	m RGB Fast Flash Blink w Buy 1 \$4,99/ea 4 or more for \$4,74/ea available / <u>\$3 add</u>	Buy 3 \$4,8470a
Image: State of the state		Price: US	\$4.99/ea	Buy It Now
S3 cod More than 90% cod 0-day refurms Hower to axoom S3 cod More than 90% cod 0-day refurms System to axoom S3 cod More than 90% cod 0-day refurms System to axoom S3 cod More than 90% cod 0-day refurms System to axoom S3 cod More than 90% cod 0-day refurms System to axoom S3 cod More than 90% cod 0-day refurms System to axoom S3 cod More than 90% cod 0-day refurms System to axoom S3 cod More than 90% cod 0-day refurms System to axoom Sa cod Cod Sa cod System to axoom Sa cod Cod Sa cod System to axoom Sa cod Cod Cod System to axoom Sa cod Cod Cod System to axoom Sa cod Cod Cod System to axoom Cod Cod System to axoom Cod </td <td></td> <td></td> <td></td> <td>♥ Add to Watchilst</td>				♥ Add to Watchilst
Howr to zoom Howr to zoom Shipping 53,27 Standard Speed/PK from Greater China (<u>set static</u> mayor (<u>set</u>) Shipping 53,27 Standard Speed/PK from Greater China (<u>set static</u>) Between the static static set the state (set static) and the static set static set the state (set static) and the static set static set the state (set static) and the static set set set static set set static set		53 sold	More than 90% solo	d 60-day returns
S Have one to self? Self now Self To Self now Se	Hover to zoom	Shipping: \$3 int oh Loi	3.29 Standard SpeedPAK from (renational shipment of items may be subj arges. @ orated in: Shen2hen, Gwangdong, China	Greater China <u>See details</u> eot to oustoms processing and additional
Rotums: Free 40 dayredrams (<u>sac.detata</u>) Paymonts: (<u>mayna</u>) (<u>Saby</u>) (<u>visa</u>) (<u>sac.detata</u>) PayNat CREDIT Bendin financhy makhtida. (<u>jac.terma.and atedir.near</u>	\$ Have one to sell? Sell now	Delivery:	Estimated between Thu. Oct. Please note the delivery estimat Please allow additional time if in customs processing.	21 and Thu. Nov. 4 is greater than 8 business days. ternational delivery is subject to
Paymonts: Twini Chy Vaa Ty Carrier Control Co		Returns: Fro	ee 60 day returns I See details	
PoyPoil CREDIT Special financing available. I See terms and apply new		Payments:	www 🛯 Pay 🛛 VISA 🛑 🔤	005. VIII
Special financing available. I See terms and apply new		Pe	ayPal CREDIT	
		Sp	ecial financing available. See terms	and apply now

Converting another LGB Engine to DCC my goal was to upgrade the Dashboard with those blinking lights, but having smaller lights which put out less light so the Cabin is not flooded with the colored light. In addition I wanted to have more lights which are also to scale not that large. In my professional live I worked a lot with fiber-optic cables and that gave me the idea to use fiber optics. Fiber optic cables are flexible and they come in a lot of sizes. I ordered from E-Bay a fiber optic cable with a diameter of 1mm. To hold the LED in place I made a Delrin block which holds the LED as well as the four fiber optics. For the 3mm LED I drilled a 3mm hole half way in. For the four bundled Fiber optics I drilled the second half with a 2.5mm hole. Temporarily hooking up the power to the LED's showed already how well they will work.



There are several ways to make a LED blinking but the most simplest way is to buy LED's which have a small chip built in that switches the LED on and off makes it flashing. In E-Bay you will find such colored LED's for a low price like



With the LED holder in place it was time to install the Fiber optic cables in to the dashboard. Drilling 1mm holes where ever I liked to have a light on the dashboard allowed me to have 12 various lights on the dashboard. Important! Do not cement the fiber optics with crazy glue in place, as fumes of the glue will fog the fiber optics. Below a picture that shows how I installed the various lights.



Here is an active YouTube video Link that will show the dashboard in action. https:// www.youtube.com/watch?v=ekDtImA9Ful

If anyone would like to get more information's about Fiber optics I'm more then happy to help. I use to run a machine shop for many years and being now retired I still have all the Equipment for metal working. Lathe Mill Surface grinder sand blasting and so on. For any club member I'm more then happy to help with any mechanical work. I won't build for you a complete Engine but any smaller job I would do free of charge.

HERE IS THE REST OF DICK'S STORY

by Peter Atonna

After the meeting, I was heading for my car when Dick came over and said two of the boxes of trains were really big and HEAVY. He thought they may be O rather than HO gauge. They were taped shut, so I could not open them there but the boxes were for two Walthers freight cars. So, I said I'll take them and see what is in them.

The next day, I opened them and much to my surprise, the first contained a steam loco and the second it's tender! Looking at the Walther's labels and at the mechanism on the steamer, I surmised that was a Walthers from either the late '30s or after the War.

Since I collect "paper" and have a prewar Walthers catalog, I checked it and there it was! The catalog was copyrighted 1941 but details on the loco indicated it was the postwar version.

Nonetheless, after a morning of disassembling it and getting things working, cleaning it and reassembling it, I now have a great memento displayed of the earlier days of O gauge in our hobby.

By the way, it is outside third rail. In early days, three rail trains dominated the O gauge side of the hobby. As scale O gauge grew, three rail, AC mechanisms still dominated. So to convert to two rail track, layouts had an outside third rail similar to a subway, with a shoe on the loco and tender riding on it. This was so common, that when Lionel introduced their famous scale Hudson, one version was available as two rail, outside third rail.





ODEL BUILT BY WM. F. ATKINS OF OSHKOSH, WIS

The first, "Mikado" repe inconnetive was of narrow gauge dasign and was built by the Eulobein accessative Works for the Nippen Railway of Japan in 1897. This 2-8-2 type of Inconnetive soussasted all the time tried features of the Cosmolottion and in addition had a large increase in balar capacity and gause area. The merror of the early Mikados was very marked, as the scraming capacity, high in properties to adhesion, commended them for either "drug" or first forgist service. The Mikado type first saw service in the United States in 1905 and in the market of time practically supplasted the Cosmoldation as the standard for freight service. The "Mika" was made popular by the U. S. Rathway Administration during the world war and this is one of the chief remean it is found on so many railwood throughout the country. The fact that each road has added small enterine details to this laconomive makes it an ideal as no model, for you can easily adapt it to mit your road. The Walther' Polodovic its for this 2-8-2 is complete as to chanis and superstructure parts.

DIMENSIONS
DIMENSIONS Length of Locumative 1211" Longth of Tender 710" Combined Length 213 hr Height of Locumative 385 Height of Locumative 235" Width of Tender 235" Width of Tender 6 lin Weight of Locumative 6 lin Weight of Locumative 6 lin Weight of Tender 155 lin
5.00 5 32.27 15.00 8.00 125.00
Les ANGELES, CALIF.

Walthers had an extensive line of freight and passenger car kits up until the late '70s. Here is one of their passenger cars which had stamped tin sides and wood floor and roof.



MTH FREIGHT TRANSFER KIT BASH INTO A FACTORY

by Joe Fauty

Visiting a layout, have you ever recognized a building as exactly the same as that on your own layout and think "If I could only make mine look a little different than every one else". This can be as simple as repainting with different colors or adding mortar to your building. However to make it truly unique to your layout you can take things a step further and kit bash the structure into something with an entirely different purpose. This article - the fourth in the kit bash / scratched built series – describes the kit bash of a pre-assembled structure from MTH Trains called the Freight Transfer Warehouse #30-9098. The new structure will become a produce canning factory with shop and office floors on top and distribution on the ground floor. Raw material is delivered by box car on the loading dock side, processed on the second floor and ultimately shipped by truck to local markets from the back of the building.

The structure used for this article has already been dis-assembled and re-painted once. Still it tended to lookd like many other of the MTH Freight Transfer buildings on other layouts. I decided to make this building even more unique by taking the single story building and kit bashing it into a three story track side industrial factory.

The really neat thing about MTH structures is that they are very easy to dis-assemble since there is really no glue used in these structures. All connections are either screws, bolts or snap ins. I had already taken this building apart once before, re-painted it and added mortar. The repainted version is shown in Figure 1. The design for the second and third stories to this building with a slightly more steep A-frame roof as shown in Figures 2-4.







Disassembly and Prep

To dis-assemble the building all that is really needed is a screw driver. Once the roof is removed the door panels can be accessed. To remove the door panels first remove the two screws on the top of each frame so the frame can be lifted up – Figure 5. This gives the needed clearance so the door handle at the bottom can fit between the wall and the frame. Then simply slide the panel out from the top of the frame. Note there is no need to remove the metal sliding door frames.



Figure 3 Design for side one

Since the first floor had to be of equal height on all sides I cut the castellated top from both sides using my table saw (Figure 6). As a matter of



Figure 5 The top of each metal door frame is attached to the building with two screws. Remove these to lift up the frame to remove the door panel.

policy I always hang onto the cutoffs until a project is completed just in case. As seen in the next section these cutoffs came in handy to use as filler pieces for modifying window openings.



Figure 6 Removing the cornices from the sides – always hang onto the cutoffs until the project is completed.

Windows

This step is optional. The stock windows that come with the building are in my opinion oversized especially the top and bottom casings. At first I tried cutting the casings as much as possible and still fit in the opening (Figure 7). The trimmed casings were still seemed too thick to me. I was going to use either Grandt Line or Tichy windows for the upper two stories so I decided to use the cornice cutoffs to make inserts which I glued into the notches above and below the window holes using Plastruct Plastic Cement. I chose windows from my stock that best fit the openings (Grandlt Line #3713). These windows were slightly wider than the opening so I trimmed the sides of the openings with a razor blade. They are also a little bit short



Figure 7 Stock window trimmed. I felt the top and bottom casings still were too thick.

for the opening but could be positioned to eliminate the space that would appear at the top or bottom (Figure 8).



Right side - Inserts were cut from the cornice cutoffs then glued into the window notches. Left side Grandt Line window in place after trimming.

Second / Third Story Design

I decided to use styrene plastic for this project. Since the plastic will be laminated with sty- rene clapboard sheets the assembly of the walls lends itself to what some call the 'cookie cutter' method. This assembly technique allows almost perfect positioning of windows as will be shown below. The first step in the design was to decide what windows to use. Since I was using Grandt Line windows on the base structure I decided to stay with Grandt Line for the add- on. I chose #3703 eight pane windows from stock (Figure 9) plus #25 Inside Hung Outfit Car window for two attic windows.



The next step was to cut out 1/8 inch thick hardboard setup pieces to get an idea of widths and heights that looked right for the window designs. The end pieces came first since they de- fined the slope of the roof. I started with dimensions from the original sketches I had made in my workbook which were 5 inches on the ends and 6 inches to the roof peak. I placed the bottom of the second story windows 3/4 inch or a scale 3 feet from the bottom then the third story window at 5 1/4 inch or scale 13 feet from the bottom. This arrangement left too little clearance from the top of the attic window to the roof line. I ended up increasing the dimensions to 5 1/4 x 6 1/4 inches or scale 21 x 25 feet. The roof slope ended up at 15 degrees. The width of the end walls were set to 1/4 longer than the sides of the base MTH structure so the top assembly would fit over the base. I then tried different arrangements of windows and settled on the arrangement shown in Figure 10. I knew that one end wall would not have as many windows as the other side to allow for a smoke stack however decided I would cut the plastic filler strips exactly the same for both walls and simply cover the window openings I did not want to show with the clap board lamination.



With the dimensions for the end walls set it was fairly easy to set the dimensions for the front and back. The height would automatically be 5 1/4 inch. The length was set by clamping two hardboard pieces to one side of the MTH base and measuring the distance from the out- side of the hardboard to the outside edge of the opposite MTH wall. Since I was using 80 mil thick styrene with 20 mil thick lamination (0.100 inch) the 1/8 inch (0.125 inch) hardboard was a good approximation. Once the hardboard set up unit was cut to size I tried different window placement arrangements and settled on the scheme shown in Figure 11. The front and back walls would be assembled as mirror images of each other.

I keep little hardboard window setup pieces I cut to the inside dimensions of all windows I keep in stock. These pieces come in very handy when drawing the outline for the space the windows will fit into. Also they make it much easier to measure and cut the styrene filler strips to the proper height and length for positions inbetween windows. As shown in Figure 13 at least two of these hardboard units will be needed. Once I was satisfied with the window arrangement I drew the outlines for each window. The outside windows were set at 2 inches from the ends of the wall. The next two windows for the third story were then set at 2 inches from the right side of the end windows. I left space between the second story windows for banners and details to be added later.



Cutting Styrene Strips for the Walls

The next step was to cut Plastruct 80 mil thick styrene strips for the front and back walls. There are various methods that can be used to manually cut styrene such as the score and break procedure however as pieces get long it becomes difficult to keep the edges rectilinear. I have a table saw so cutting long strips is fairly easy. The table saw also allows me to cut

pieces a little longer and wider than specifications and then 'sneak up' on the correct dimension. Once I have this dimension set on my table saw sled I can lock it in with the saw fence since all the rest of the filler pieces would be cut to the same width. I kept track of each piece by marking them with the numbers from my cutting diagram. The process starts with cutting two sets of three long strips for positions #1, 2 and 3. I built the front/back walls upside down so strip #1 is actually the top of the wall. Cut a sheet of styrene big enough to make all 6 strips to the final length (in my case 13 1/4 inches). Cut two strips #1 to 3/4" width, then two strips #2 to 1" width followed by two strips #3 at about 1/2" width. This is the bottom strip so can be cut to a little wider than spec and trim trimmed later when fitting the front and back walls to the end walls. The cutting diagram is shown in Figure 12.

Next comes the filler strips that go on each side and in-between the windows. Use one of the hardboard set up units to measure and cut the width of enough styrene to make all these strips at one time. The width of these filler pieces is much easier to measure and cut using the window hardboard set up unit rather then the actual window itself. I used one set up unit to adjust the table saw fence to the proper width. I cut enough styrene stock to make sure I had filler pieces for all walls plus some for mistakes. The windows on both ends of the side walls are set 2 inches from the edge so styrene for positions #4 through #7, #9 and #10 were cut 2" long. Since I would be making 12 of these 2 inch filler pieces for both walls I cut enough styrene stock at the same time to ensure stock identically sized for all the filler pieces. Once these pieces were cut to length it was a simple process to cut the remaining filler strips to length using the end strips and hardboard window set up units as guides. As can be seen in Figures 13 and 14 it is a good idea to make a suitable right angle assembly jig long enough to fit a front/back wall. I used 1/2 thick plywood and Masonite I had in stock to make the jig. It is also a good idea to apply wax to the base of the jig so that when gluing melted plastic does not stick to the wood. Fitting the filler strips starts at the left end of the jig (see Figure 14).

Place styrene strip #1 (which is actually the top of the wall) at the bottom and against the left side of the jig. Next comes the filler pieces for the two third story windows. Start by placing filler piece #4 against the left side of the jig and on top of strip #1. Then place a hardboard window setup unit on the right side of strip #4. Next place filler piece #7 on the right end of the jig. Use a straight edge to make the filler piece even with the end of strip #1. Then place a second hardboard window setup unit on the left side of #7. It is now easy to measure the distance between the two set up units and cut strip #8 to length. Once the strips for the second story window row are cut and placed on the jig replace the hardboard set up units with Grandt Line windows then fit strip #2 on top so that there is a little less than snug fit for the windows. Some wiggle space is required since gluing the styrene pieces together melts plastic and makes the actual space smaller. The process for the row of four windows is the same as that for the two window row. Start with filler piece #5 on the left side of the jig, place a window on the right then filler piece #9 followed by a hardboard set up unit. Do the same on the right side then as before measure the distance from set up unit to set up unit and cut filler #11 to length. Once this done place strip #3 on top. The wall is now ready to be glued.



Figure 12 Cutting diagram for styrene plastic used for front and back walls



Figure 13 Use hardboard window setup units to measure for filler strip #8. The jig was made using 1/4 inch thick plywood for the base and 1/2 inch MDF (plywood can also be used) for the sides. Cut the base square then glue the bottom piece to the base parallel to its bottom edge. Use a square to make sure the side is perpendicular to the bottom piece then glue to the base.



Figure 14 All strips for one wall cut and ready for gluing. I did not cut strips 1-3 to the same length so I had problems aligning strip #6 to #7

The procedure for cutting plastic for the end walls is exactly the same as that for the front/ back walls. The only thing different is cutting the sloped roof angle piece and hand cut- ting the space for the small attic window. Rather then design and cut a complicated pattern for the attic window I chose to drill a 3/8 inch diameter hole which is large enough to accommodate a Micro-Mark 'nibbler' that I used to cut out the rest of the plastic for the window. The cutting diagram for both end walls is shown in Figure 15. One end wall has two extra windows. As stated earlier rather then make two cutting diagrams – one with and one without the windows I chose to use the cutting diagram for both side walls and assembled both as mirror images of each other. When I laminated the plastic clapboard siding to the walls I covered

the holes for the windows on the side I wanted a smoke stack to go.

Start with two each of strips #1 and #2 for both walls. The designed height of strip #1 is 3/4 inch but cut this piece to 1 inch so that any mistake in cutting filler piece 3 can be fixed by trimming strip #1 after glue up. Next cut roof sections #3 for both walls at the same time so they are identical in size. Once strips #1 through #3 are cut the rest of the filler pieces are cut to length using the hardboard window set up units as guides.



Gluing the Wall Sub-Assemblies

The completed walls are shown in Figures 16 and 17. Once glued and trimmed to size 20 mil black styrene from Evergreen Scale Models was glued to the inside to hide the filler strip seams. Once dry the styrene covering the window spaces were cut away using an Exacto blade. The black styrene can be eliminated if the structure is built so no one can see inside. Plastruct PS-49 clapboard siding was then glued to the outside of each wall and again the window openings were cut. Black Plastruct H-6 columns were glued to all walls about 1/4 inch from the bottom to allow for the second story floor – Figure 18. Since the end walls would be glued to the long sides H-6 columns were glued to each edge of the end walls. To help stiffen the long walls a column was added to the center of each long side. Later on more H-6 columns were added between the second and third story for the third story flooring.

Once the inside was finished the walls were glued together using right angles to make them as square as possible. To aid in keeping the structure square it was placed on the MTH building while still pliable and allowed to dry overnight (Figure 19). Once dry, H-6 columns were glued to the roof line on the end walls to stiffen them. These will also come in handy if one plans to glue the roof to the building. Finally a 1/4 inch square rod was glued between the long ends to keep the walls from bowing in or out (Figure 20). Once every thing dried 1/8 inch black conservation board was cut for the second and third story floors. The bottom floor was glued in place to keep the structure square, however the two third story floors were kept loose to allow access for lights (Figure 21).



Figure 16 Front wall glued





Figure 18 0.020 inch (20 mil) black styrene glued to inside of all walls



Figure 19 The four walls glued together and while still pliable fitted to the MTH base and allowed to dry overnight



Figure 20 Inside of second/third story addition after Plastruct H-6 and 1/4" square white styrene rectangular rods added

Figure 17 End wall glued



Figure 21 0.040 inch (40 mil) thick black styrene cut for second and third story floors

Roof

I wanted to make the roof removable allow access to the inside. I started the assembly by cutting

0.080 inch (80 mil) thick black styrene sheets purchased from Evergreen Scale Models to make two halves for a sub-roof. The two halves were cut to size allowing about 3/8 inch overhang, held in place on the building and the peak glued with Plastruct Plastic Cement (Figure 22). Be sure to place some wax paper on the peaks of the side walls to prevent accidentally gluing the roof to the peaks. Once dry the inside was reinforced by cutting and gluing a 1/4 inch square styrene rod on both halves then cutting 80 mil sheet styrene at a 15 degree angle and gluing these to the rods and the roof. The underside of the sub-roof is shown in Figure 23.

No matter how careful you are don't count on perfect alignment of the roof with the building. In my case there were some spaces especially at the ends. These were taken care later on by adding trim between the walls and the roof. I used the roof to position and glue the trim but had to be careful to glue the trim only to the walls and not to the roof.

Once satisfied with the assembly I laminated 'asphalt shingles' – Plastruct part # PS-115 to the sub-roof. The sheets were not long enough to cover the entire length of the sub-roof so had to be edge glued together. I later filled in the seams where the sheets met plus the roof line at the top with Squadron Putty. I left the putty rough on the top of the roof to look like tar but sanded the putty on the other seams smooth.



Figure 22 The sub-roof was made with two 0.080 inch (80 mil) thick black styrene sheets glued together.



Figure 23 The sub-roof was reinforced on the inside with 1/4 inch styrene rods and 80 mil styrene sheet stock cut at a 15 degree angle

Painting

All painting was performed with Rust-o-leumn rattle cans. All parts except the roof were painted a base coat of Dark Gray. The doors were then sprayed with Dull Nickel, the windows with Camouflage Deep Forest Green, and the building and decking with Dark Brown followed misting (spraying quickly from end to end) Satin Nutmeg allowing some of the brown to show through. The roof was given a base coat of Flat Black followed by misting on Satin Cinnamon allowing black to show through. The finished building is shown in Figures 23 and 24.

(Next month, detailing the building)



Figure 24 Finished addition back side



Figure 25 Finished addition front side

If you are interested in running for any of those listed, YOU MUST CONTACT THE SECRETARY, DOUG GILLIATT BEFORE THE MEETING.

He will then add your name to the list of nominees for that office when the votes are made and tallied at the meeting.

Nominees for 2022 CAMRRC Officers

<u>President</u> Bob Northington Write in:

<u>Secretary</u> Mike Guinn Write in:

Board Members, Elect two Hank Morris Dennis Egan Write In:

ELECTION TIME!

Each year, half of our Board runs for election. Per the ByLaws, voting will take place at a regular meeting which will happen at this month's November meeting. Following is the list of the offices that are open and the names of those who have volunteered to run for the those offices.

As in all elections, members can also declare their interest in serving, thus below each name is a "write in" line.

FRI 620	PLEASE FILL OUT THIS RESERVATION FORM AND SEND WITH YOUR CHECK TO: ED WILLIAMS A F Bower L n
FRI 620 Pre	ED WILLIAMS
620 Pre)4 F Bower I n
110	scott Valley, AZ 86314
NA	MES:
Em	ail address Phone
	Please check here for Vegetarian. The Eggplant Parmesan is limited.
Plea	ase make your check out to: <u>CAMRRC</u> for \$20.00 X () = $\frac{$}{\text{Total}}$
DE	ADLINE – Reservations must be received not later than November 19 th .
We	are limited to a total of 90 guests at the party, so get your reservations in early.
Our	party promises to be an enjoyable time with socializing, a little wine, good food,
goo	d music, door prizes and a 50/50 drawing. Here is the schedule:
5:00	Opm Doors open for guests
5:30	Jpm Dinner
6:30	Ipm Entertainment ~ Mick'n') (the same duo that performed in 2019)
	,par boor prize and algo and bo, so and alg
We	have a great menu and you may bring a bottle of your favorite wine to share with
Irie	nds at your table. Plastic wine glasses will be on every table.
Bra	ised chicken breast Julienne
Bra App	ble cured Prime Rib from a carving station (chef Joseph will be carving)
Bra App Egg	ble cured Prime Rib from a carving station (chef Joseph will be carving) splant Parmesan (for the vegetarians)
Bra App Egg Roa	Ised chicken breast Julienne ble cured Prime Rib from a carving station (chef Joseph will be carving) gplant Parmesan (for the vegetarians) Isted Herb New Potatoes stad Almond Pice Pilaf
Bra App Egg Roa Toa	used chicken breast Julienne ble cured Prime Rib from a carving station (chef Joseph will be carving) gplant Parmesan (for the vegetarians) usted Herb New Potatoes usted Almond Rice Pilaf red Sautéed Squash
Bra App Egg Roa Toa Mix Hor	Ised chicken breast Julienne ble cured Prime Rib from a carving station (chef Joseph will be carving) gplant Parmesan (for the vegetarians) isted Herb New Potatoes isted Almond Rice Pilaf ted Sautéed Squash nev Baby Carrots
Bra App Egg Roa Toa Mix Hor Tos	Ised chicken breast Julienne ble cured Prime Rib from a carving station (chef Joseph will be carving) gplant Parmesan (for the vegetarians) Isted Herb New Potatoes Isted Almond Rice Pilaf ted Sautéed Squash hey Baby Carrots sed Green Salad
Bra App Egg Roa Toa Mix Hor Tos Din	Ised chicken breast Julienne ole cured Prime Rib from a carving station (chef Joseph will be carving) gplant Parmesan (for the vegetarians) isted Herb New Potatoes isted Almond Rice Pilaf ted Sautéed Squash ney Baby Carrots sed Green Salad ner Rolls
Bra App Egg Roa Toa Mix Hor Tos Din Cof	Ised chicken breast Julienne ole cured Prime Rib from a carving station (chef Joseph will be carving) gplant Parmesan (for the vegetarians) isted Herb New Potatoes isted Almond Rice Pilaf ted Sautéed Squash ney Baby Carrots sed Green Salad ner Rolls fee, Iced Tea & Water

The Christmas Party Committee



EL ZARIBAH SHRINERS AUDITORIUM 552 N. 40th St. Phoenix, AZ 85008

40th St. and Fillmore St. Exit 2 Loop 202 or McDowell Rd via Hohokam Expressway 143

TRAIN MEET HOURS

SAT, November 27, 2021 9:00 AM - 12:00 noon

Admission \$5

Children Under 16 Free w/adult

12:00 PM - 1:00 PM Table Top Auction Free with Show Admission



- Admission \$5/person Children under 16 Free w/adult
- . 12,000 Sq. Ft of Toy Trains All Scales and manufacturers old and new
- Free Parking on site for your convenience
- It's all about the trains! Over 130 tables loaded with bargains just in time for the season or your holiday gift
- End of show seller auction free with admission
- Multi-scale Test Track test your purchases on site before you buy
- Have a Train to Sell? Multiple Vendors on site will BUY your train TODAY!
- Hourly Door Prizes Raffle Prizes Fun for the Whole Family

Easy access from Loop 202 - or - Hohokam Expressway 143

NOTICE: We will adhere to ALL STATE, COUNTY, and CITY safety protocols in effect at the time of the show

** MASKS ARE STRONGLY ENCOURAGED AT THIS INDOOR EVENT **

Tucson Toy Train and Collectible Show November 13, 2021 9am-3pm



This show will be at the Gadsden Pacific Toy Train Museum

3975 N. Miller Ave, Tucson

Free Admission

Come check out 70+ tables of trains, toys, and collectibles. Operating layouts in multiple scales



Check out our website at www.GPDtrains.org

For more information or table reservations, please email gpdtrainshow@hotmail.com or call Jeff at 520-310-1392