

NEWSLETTER

Central Arizona Model Railroad Club September, 2021

PRESIDENT'S MESSAGE

by Bob Northington

Well after months of planning, Beat the Heat is over in a flash! For those that participated as vendors, I hope the day was profitable for you, and for those that attended as a buyer, I hope you found that one thing that your railroad could not live without. One of the factors among many that makes this event a success is the help we get unexpectedly.

I'd like to take a moment to single out some relatively new members, Mike Guinn, Bob Hansen, Tom Dix, Mark Cable and Dennis Egan. These guys showed up Friday and Saturday to help set up the 100 rented tables, as well as helped moving this and that around. Again gentlemen, thank you so very much for all your help! I'd I also like to thank Fred Williams and his wife Gayle who did an amazing job, Carolyn Egan, and my lovely wife Julie for all their help at the snack bar! Thank you everyone for making this event come together again!

For next year's Beat The Heat, we're looking at putting together a five person committee to help organize the event. There will be news and discussions regarding this coming soon. If you'd like to get involved, please see Fred Williams or myself. Also, there is the possibility of a new venue. Stay tuned...

The call is going out this month for nominations of new club officers: Doug Gilliatt will be stepping down as Secretary, Richie Scanapico is ending his term as a Board Member, and the President's position is up for election. At this point, I will be seeking a second term. If you think you'd like to help in the running of our club, please contact Doug Gilliatt to let him know you'd be interested.

After much discussion, it looks like we will be doing the annual show at the Prescott Resort in December in conjunction with their gingerbread house display. If you'd like to participate in that, please contact Larry Gauthier.

Hope to see you all at the next club meeting at the Prescott Meals On Wheels hall this coming Wednesday evening, September 8.

See you soon!

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.

September 8 - CAMRRC meeting - Meals on Wheels Hall

October 2, 3 - Railfair: Scottsdale Railroad Park **October 13** - CAMRRC meeting - Meals on Wheels Hall **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 - More details coming

BEAT THE HEAT REVIEW

by Doug Gilliatt and Dick Gage

The 2021 Beat the Heat Swap Meet was held on Saturday, August 21, 2021. Attendance was approximately 300 adults and many youths and the crowd seemed energetic (attendance was down due, we suspect, to folks till being leery of Covid). A selection of model railroad items in all scales were again made available.

The club held a raffle, door prizes,

refreshments, and had a test track available. Club members' open houses were available to swap meet attendees to view HO, O, and G operating layouts. A list of open houses with directions was available at the swap meet.

The many children all seemed quite excited about all the trains. We appreciate each and every one who attended the event as well as the members who helped out and the students from Liberty Traditional School. We had over 50 vendors who rented 100 tables with only 2 "no show".

Again, we included surveys in the vendor's packets and asked them to give an assessment of this year's swap meet. Most had favorable comments. For example, several vendors told

us they did very well and everyone who sent in a survey said they "loved the show. The donuts and coffee were a big hit this year as well as the hot dogs. It is our plan to continue the donuts as well as other items for the 2022 meet.

Open Houses (organized by Peter Atonna) are a special feature of the swap meet. Multiple members open their homes/layouts to our visitors and all stated that those in attendance enjoyed the layouts. The Open Houses were as usual a great hit and several of our members had a very good turnout for their open houses. The annual bus from Phoenix came to the meet and to a few of the open houses. They had about 15 folks riding this year (down due to Covid).

A special thanks to all the Prescott businesses as well as the Verde Valley RR for donating the Raffle/Door prizes as well as the donated coffee and donuts

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BEAT THE HEAT FINANCIAL RESULTS AND HISTORIC COMPARISON

Year	Admissions	Paid Adults	Raffle	Misc.
2015	\$2,230.75	446	\$195.00	\$313.00
2016	\$2,336.00	467	\$143.00	\$344.00
2017	\$2,005.00	401	\$160.00	\$279.00
2018	\$1,900.00	380	\$90.00	\$198.00
2019	\$2,045.00	409	\$140.00	\$130.00
2021	\$1,495.00	299	\$85.00	\$280.00

by Fred Williams

BEAT THE HEAT PHOTOS













Grand Canyon Model Railroaders layout tour bus arriving at the Atonna's

SHELDON PAYNE'S LAUOUT VISIT REPORT

by Sheldon Payne

I went to Don Pease's first on Saturday, because I had been there before and wanted to see his progress. It was well worth the effort as I really like his layout and modeling. Spent so much time there admiring the work and photographing it that I neglected to take any pix of him and the visitors...sorry. Had to push on if I was going to make it to my other two priority stops.





Made it all the way out to Steve Hatch's fascinating Sn3 layout, and was really pleased I stayed the course. His was the last on my list, and I was delightfully surprised. His track work, modeling and layout are truly impressive.







Stopped by Paul's Janowski's riot of American Flyer layouts...have never seen so much Sgauge stuff in one place. Great fun! Stillman RR Park by Rail Fair this October 2nd & 3rd. Hope to see you there!





Thanks to all who made BTH happen and to those who opened their layouts to us.

AN OUTDOOR PROJECT

by Mike Guinn

I've been taking advantage of the cool weather here in Williams to work on my 7.5" old time boxcar project. It is based loosely off of an LGB boxcar. Still have the roof walk, doors (nonoperating) and all of the grab irons to go before paint.

My goal is to have it in on the tracks at Scottsdale Live Steamers at McCormick

THIRD AND FINAL CHAPTER OF SP 5021, 3 CYLINDER, GRESLEY DESIGN LOCO

by Donn Pease

At the July meeting of the CAMRRC, I gave a presentation about 3-Cylinder steam locomotives (NOT Shays). It received a lot more attention than I thought, so I wrote in the August newsletter about the Southern Pacific No. 5021, a 3-cylinder steam locomotive that survived the cutters torch and was sent to the Los Angeles County Fair Grounds in Pomona in 1956. It is still there. But it did get one last opportunity to run again under its own power – STEAM.

In 1960, members of the Southern California Chapter of the Railway and Locomotive Historical Society wanted to steam up one of their locomotives as an operating exhibit. Three locomotives were inspected and the SP 5021 was found to be the best candidate for operation. The boiler was hydro-statically tested and was found to be in surprisingly good condition. The State of California issued a permit to operate the locomotive at the Fair Grounds in Pomona.

There was work to do. Several parts were missing or corroded shut, rusty and in need of

adjustment. A group of volunteers, led by a retired SP machinist, began the work in August 1960. Parts were sought. Some were supplied by the industries that produced them or by individuals. Donations helped pay for the restoration.

On September 12, 1961, fuel oil was delivered and an air compressor helped to fire up the loco. As it was still in its display location, other locomotives had to be moved. The big UP 9000 and an interurban car were shoved to the gate of the Fairgrounds. There was then a 900 foot spur into the Fairgrounds on which they could operate back and forth. This move was made after dark on September 12th.

But, no one had contacted SP officials. They were not happy, probably were concerned about liability issues. Several officials showed up later that night and informed the "crew" that the engine was not to be moved. But it was to be returned to its former location. However, the "crew" had no certified engineer to operate the loco. So it stayed put!

The next morning, SP officials had decided they had no opposition to operating the loco, so, for the rest of the fair it moved back and forth on the 900 feet of track delighting visitors. Cab rides were offered for a small donation. They were even chastised for blowing the whistle too near the race horses. (The spur had been installed to allow for delivery of special baggage cars for race horses).

SP officials were happy and the Chapter even thought about running mainline excursions. The locomotive was moved to the Santa Fe shops in San Bernardino. Yes, Santa Fe believe it or not. It was restored again, but was not allowed to leave the Santa Fe shops. Seems the LA County Air Pollution District refused to permit operation in the county without a smog device! (You can't make this stuff up, folks.)

It stayed there until 1975, when it was towed back to the Pomona Fairgrounds where it sits today.



5021 live at Pomona, September 23, 1961. -Bob Trennert

ADDING ON TO A BASIC KORBER KIT

by Joe Fauty

(This is another in a series of articles by Joe, a professional model builder. Although this is an O gauge kit, Joe's techniques are applicable to modifying kit buildings in any scale - Ed)

Korber Models sells a basic kit that depending on the wall arrangement (window and door placement) has gone by various names over the years since Ernie Korber started the company in 1978 (the company is presently owned by Mr. Muffin's Trains). This particular kit is the #IDM 7010 Refinishing Shop Kit.



It is a single story 8" x 6" x 5 1/4" building. It also went by the name Tool and Die Shop #IDM 7011 where the doors were placed at the ends of the walls instead of the center. The closest model to it today is the #800 Plastics Supply Warehouse. The difference this new design and the IDM 7010 is that the back wall for IDM 7010 has two windows and a door while kit #800 has three windows.

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

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

Here is the basic Korber structure.



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









To begin the project use one of the sides to measure the distance between the table saw fence and the blade then cut the cornices off the front and back walls. If you do not have a table saw clamp a side to the front (use the interior side since it is flat) draw a line, clamp a straight edge to the front and cut off the excess cornice with a razor saw. Repeat for the back wall.



Once the walls are cut to height it is a good idea to sand the interior to roughen the surface. I used 180 grit paper. This makes it easier for the wall to accept paint and glue. Next make sure which wall will be glued to its counterpart. For Korber kits the edge of one wall will have brick detail while the edge of the mating wall will be flat. In this case the edges of the front / back short walls will show. This is important to note when it comes to gluing on corner braces. Sand the edges the long side walls (walls without brick detail) flat to get rid of the mold draft angle.



Once you know which wall the corner bracing will go mark its position with the floor and ceiling supports. For now the only critical line position is that for the ceiling supports. The other lines are just locator marks. Measure and cut the corner braces. Keep the height below the ceiling mark. Also note you need not be precise in measuring. The corner bracing does not need to be flat with the bottom of the wall. I like to leave a little space so that after the walls are glued together I can sand the bottom of the building flat if needed. Note I am using 1/4 inch square basswood for the corners and floor supports and 1/8 inch basswood for the ceiling supports.



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



Cut the floor and ceiling supports to length and put aside for now. Next use the corner supports as a marking guide for the front / back short walls. When you cut the floor and ceiling supports for the short walls you do not want the supports to go past this line otherwise they will interfere with the corner bracing. Again the floor and ceiling marks are only guides at this point.



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



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



Once all four braces have been glued measure in from the bottom of all four walls and make a mark so that when gluing the floor supports they end up slightly higher than the bottom of the wall. Remember the marks for the ceiling supports have already been made. Next glue all floor and ceiling supports. Note it pays to invest in mimi clamps. I glued the floor supports to the bottom on the walls however technically they should go above the foundation behind the dock. Since the doors are not functional this does not make a difference.



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



I cut the floor and ceiling from a product called 'Conservation' board I bought at Micheals. You will need to notch the edges to fit around the corner braces. I also cut a notch in the ceiling to pass wires through. I also added a cross beam that will hold the lights for the fist floor.



The top floors will be made so they will slip over the base structure. The drawing below should help in seeing the design. The original design included corrugated siding as a transition between the Korber structure and the top wood structure. It turned out there was not enough room for it between the top of the doors and windows of the Korber structure and the bottom of the wood structure.



The top addition to the Korber base was cut from clapboard 6" Wide x 24" Long x 1/16" Thick with 1/8" Spacing (Northeastern Scale Lumber part number 6511). The first thing to determine was the lengths of the two front and one back wall. In order to have the top floor fit over the Korber base it was determined that the front and back walls would be the same length as the total width of the Korber side (the side wall plus two times the thickness of the front/ back walls). The two side walls would be extending over the building so were cut to lengths as specified in the drawing plan. Tichy Train Group 2047 windows are used for all the second and third floor windows. A hardboard temp let was made corresponding to the inside dimensions of the window and used to pencil in

lines for each window. The windows were cut using a new cutting machine I purchased called the Wonder Cutter. The cutting blade vibrates at 40KHz and makes short work of completing the cut. Just be careful not to burn the wood.

Because the clapboard is so thin bracing it needs to prevent it from warping during paint. The horizontal bracing was glued on first. The wall assembly must fit over the Kober base so all bottom bracing was glued 1/8 from the bottom of each wall. Top bracing was glued flush with the top of the walls to give more glue surface for the roofs. Since the front and back walls would be butted to the side walls vertical bracings on the were glued flush with the ends of the walls. All other vertical bracing positions are not important as long as they don't interfere with the widows.

Note: both super glue and white carpenters glue was used to glue all parts together. The super glue was used at the ends of short pieces and in the middle for longer pieces. The super glue acts as a clamp to hold pieces together until the white glue cures.



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



The completed upper assembly was placed on top of the Korber base. Conservation board was used for the sub roofs. Overhang was about 1/4 inch.



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



Three posts were cut from 1/4 rectangular stock and glued to the second floor base with super glue. To reinforce the glue joint for the posts 1/8x 1/16 rectangular boards were glued to the front and back of the posts. Super glue was used to join the bracing to the posts, wood glue was applied to the top of the boards to glue them to the upper floor assembly.



The basic wood superstructure was painted using Rust-Oleum Satin Fossil . Edge details were painted with Rust-Oleum Dark Brown. Once the paint dried I used Micro Mark Railroad Tie and Bridge stain - gray/ brown to darken the color. The Korber structure was painted with Rust-Oleum Flat Brown then over-sprayed with Rust-Oleum Flat Red to give a mottled appearance. Krylon Satin River Rock was sprayed over the stone base.



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



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



A base was constructed using 1/16 inch hard board. I used an awl to scratch in expansion lines then painted the base with four colors. The first is about 80% coverage black followed by about 80% coverage red oxide. The effect is shown in the figure below. Once dry I used about 90% dark gray followed by light gray until I liked the look of the color. The dock was made from individual strips of bass wood. I used Rust-Oleum Dark Taupe followed by several washes Micro-Mark Railroad Tie and Bridge Stain – gray/brown.



The roof is going to be tar paper. This is made by cutting a sheet of black paper into strips about 3/4 inch wide. The strips are first painted dark gray. Once dry the strips are coated with black paint. 150 grit sand paper is then used to sand some of the black away exposing some of the gray underneath. This gives a 'weather beaten' look to the tar paper.



I built a small enclosure for the brick chimney that included a door for clean out. It started out as a 1/8 inch bass wood structure. I then glued on black paper and 1/16 inch square strips to give it an unfinished look. The roof is the standard tar paper. The tank next to the chimney comes from a Walthers HO scale Industrial Storage Tank kit – 933-3514. Some final details included pieces from Bar Mills Industrial Vent kit 4024, Bershire Valley Wall Mounted Fire Plugs #515 and drop Line Telephone box #410.

