



NEWSLETTER

Central Arizona Model Railroad Club
April - June, 2013

PRESIDENT'S MESSAGE

by Steve Bumgardner

I hope that everyone has had a nice winter here in Prescott. We did have some snow to shovel, but overall it is good to be located here. Now we look forward to spring and preparation for the club's biggest event of the year, our annual swap meet in August - 'Beat the Heat'. The planning is already underway for it with advertising and table sales. So if any of our members are planning to purchase a table (or more) they should do so by our next meeting in April. The numbers of tables are limited and they are being reserved quickly. To repeat what was said at the last meeting, the first to pay for tables are the ones who will get them. We will be using signup sheets again this year for the volunteer activities that go on during the swap meet, as in years passed. They will be available during the June and July meetings for members to sign up.

The club membership this year is at 78 regular members and 11 honorary. This is approximately a 10% growth for this year. This is a very good trend for the club. Our monthly meeting attendance has a run rate of about 40 to 45 members. We have been getting 1- 3 guest and/or new members at our monthly meetings this year. The turnout for our monthly meetings is very good for a club of our size. And yes, to repeat myself, I would like to see it at 95 to 100%.

Our meeting format will continue to be the same for this year as it has been. Dan LePage is doing a very good job in organizing the 'show & tell' and general presentations. I am sure that he will continue to do so

the rest of the year. I am sure that our members will make every effort to help Dan in these activities, it is a big task. We have had a lot of participants during the 'show & tell' portion of the meetings. This has been very informative for all of the members and is always something to look forward to. Our presentation session, which follows, has also been interesting and informative. These do require time for the participants in them. We owe all of the folks who participate in them a big thank you!

I would like to remind everyone that there are a lot of railroad activities going on in Arizona, such as swap meets and NMRA meetings etc. and some rail fanning, (which is very popular with some of our members). We will also be trying to set up a couple of field trips this year for our membership. So if anyone would like volunteer to help, or to suggest trips, let me or another board member hear from you.

A reminder (and a repeat) for all of us, please wear your club name tags. This is actually for all club events and meetings. Not everyone in the club knows everyone else by name. This is particularly true for our families who would be more comfortable and would like to know other club members. This is an easy way to identify our club members to them.

I am looking forward to continuing working with my fellow members in the CAMRRC and with the Board of Directors. This coming year will be full of the same great activities that we have been doing in the past.

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 a also great way to get together with your fellow members.

Meetings begin at 7pm at the Prescott First Lutheran Church, 231 W. Smoketree Lane off Willow Creek

April 10 - CAMRRC meeting, First Lutheran Church

May 8 - CAMRRC meeting, First Lutheran Church

May 25 - CAMRRC Prescott area Layout Open Houses (see article this issue)

May 31, June 1 - Gadsden Pacific swap meet, Tucson. Info: www.gpdToyTrainMuseum.com

June 12 - CAMRRC meeting, First Lutheran Church

July 27 - In the Heat swap meet, Phoenix. For info, email: choochoophx@gmail.com

August 17 - CMARRC's Beat the Heat Swap Meet, Prescott Activity Center

SPRING OPEN HOUSES

We have a great list of fellows who have offered to host an open house this spring on Saturday, May 25. Right now we have Mark Ziven, Warren Webster, Jeff Lowe, Stan Cedarleaf and Robert Marshall. A reminder will be sent out about a week beforehand along with a map to each of the homes.

Mark Ziven is planning something special for his open house. As he says for his open house, "I would like to announce the first time running of the Milwaukee Road / Union Pacific "Cities Train" of the early 60's."

"This entire train will be shown in the Union Pacific color scheme of Armour Yellow & Harbor Mist Gray. Head end power will consist of a pair of custom painted FP-45 Engines, proper head cars and a complete consist of smooth sided coaches, sleepers, superdome car and the famous sky top lounge bringing up the rear."

"This is the first running of this train in O scale high rail anywhere in Arizona or perhaps anywhere in the west. This set is unique with the FP-45 is being shown in the yellow and grey paint scheme. (Courtesy of the John Knoll collection)"

"At the same time, we'll feature the Milwaukee Road "Morning Hiawatha" in the Maroon, Orange and black paint scheme of the late 50's."

"And, for an extra added attraction, we'll showcase running of the Westinghouse train on a delivery from the factory to a delivery location."

I have also received some photos from our most recent open houses to share with our members. These come from the fall and winter open houses.

Mark Ziven photos:
at Brent Schnitzius's



BOARD OF DIRECTORS

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Website: <http://trainweb.org/camrrc/>

at Steve Rudy's



Now for some photos from the January open houses.

Lorne Noyes photos:
at Marlin Benson's



at Rod Lorenz's



at Donn Pease's



Stan Cedarleaf photo at Steve's with his portable layout



at Peter Atonna's



Stan Cedarleaf's photos:
At Marlin Benson's



and finally, Donn took some shots of the folks
enjoying their visit to his layout:



at Donn Pease's



WAITING FOR THE CARS

I have recently purchased one of the most unique and fascinating railroad books I've ever run across. I thought I would share this review with you in case you, too, might be interested - Ed.

“Waiting for the Cars” is a work that reveals 218 images of the Central Pacific Railroad, first captured by 19th century artist Alfred A. Hart in stereoscopic photography, the virtual reality technology of the day. Hart’s historic railroad photographs show the region from 1863 to 1869 as the railroads were changing the face of the West and heart of the nation.

Both the original stereoscope cards and the new 3D versions are shown alongside each other in the new book by Howard Goldbaum, University of Nevada Reno, with accompanying text by Wendell Huffman, Nevada State Railroad Museum’s curator of history.

“The images are presented as the photographer made them—in 3D,” said Goldbaum, whose original photographic research and digital anaglyphic, red and cyan conversions transform Harts’ work. “Our hope is that in displaying these images in stereographic format they will be more pleasing and meaningful than the ordinary flat presentation and that Hart’s art will find renewed appreciation,” he said. Goldbaum gathered Hart’s images from the Library of Congress and from private collectors. Huffman's research included going through every Sacramento paper from 1855 to 1900.

at Peter Atonna's



The book includes two pairs of 3D glasses. "Each sample is shown with its full text, the original stereo card view on a facing page and the new 3D anaglyph," Goldbaum said.

Books are available at the Nevada State Railroad Museum, 2180 S. Carson St, Carson City "Waiting for the Cars" is \$29.95, hardcover at stores. If purchased online the cost is \$35, which includes shipping and handling for U.S. orders. <http://waitingforthecars.com/purchase/>

If you order the book, I recommend also buying the 3D glasses that fit over your regular glasses and are much more sturdy than the cardboard "movie" style that come with the book - Ed.

CAMRRC ON THE INTERNET

by Bob Ellis

Our club has an active presence on the Internet. There are three CAMRRC Internet sites: our web page (<http://trainweb.org/camrrc/>), an email site and a members only forum on Yahoo (<http://groups.yahoo.com/group/camrrc/>).

The website is primarily for people who are not already club members so they can find out more about us, but club members are certainly welcome. Major subject areas include information on the next meeting, swap meet, officers and directors and membership. All the newsletters are available starting with 2010 . I usually put up the latest issue within a few days after I get it. I make a Table of Contents for each issue which of course can be searched with your web browser for key words such as a member's name or topic.

There are sections where I list members' websites, items to buy and sell, museums and model RR events when members supply me with the necessary information.

A very import part of the website allows visitors to send email to the club. Finally, a special section on model railroading basics gives an overview of the hobby with many links to other websites for more detailed information.

You will notice the web address has a trainweb.org in it. TrainWeb is a free, ad supported service for information about trains. It is a very useful resource. The model railroad club section list about 150 clubs with links to their websites. Even though it's free, it has only been unavailable for a couple of short periods in the two years we have been hosted there.

TrainWeb is a bare bones service offering only a place to store web pages and provide access. This is fine with me because I'm a big believer of simplicity when it comes to websites. I don't use any special web creation or support software, only a free, simple WYSIWYG HTML (the language of websites) editor (Mozilla's SeaMonkey Composer) and a free FTP (File Transfer Protocol) called CuteFTP. This makes it easy for someone else to take over the webmaster job when I no longer do it. Unfortunately I have no statistics regarding the number of visitors. Because it's all so simple, updating the site is quick. I estimate that it takes me no more than 5-10 minutes to change, for example, the information for the next club meeting.

One thing you will notice is the lack of pictures. For me, pictures of a bunch of people at a meeting offer no information at all and takes up valuable space. Of course the online copies of the newsletters have all the pictures included.

The email website is RRmail, a free companion website provided by TrainWeb. When a visitor to the CAMRRC website selects "Contact Us" a form comes up that lets them send email to the RRmail site. I check it almost every day for new email. If club members wish to contact me, they should use my regular email and not RRmail. The club Secretary is the only other person besides me who has the address and password for our RRmail website.

The site gets almost no spam and even what it gets, usually relates to trains or model railroading. I save all the worthwhile emails; to date this is 67 emails starting with March 2011. When I get an email, I answer if I can. If not I will forward it to the appropriate club members. A few emails are of general interest and I send those to all club members. I always acknowledge every meaningful email. To date I have sent 58 emails. As you can see we're not inundated with email, but many are important for the club.

The final CAMRRC website is a members-only forum on Yahoo (<http://groups.yahoo.com/group/camrrc/>). I intended this as a way for members to communicate with each other without having to maintain a large email list of members. Unfortunately there are only eight members on the forum including me. To read messages you have to be a member of the Forum and have a Yahoo account. I approve all new members and every message so there are only club members on the forum and no inappropriate or irrelevant (by my standards!) messages.

Yahoo has hundreds of Forums, many about trains and model railroading. A special feature is the daily digest. Once a day Yahoo sends an email to members who activate the feature with all the new messages. You can even reply to messages from the daily digest which means you never have to actually go to the website, except to post new messages.

You might feel that you don't need any more email or Internet accounts, but the Yahoo Forums can be very useful. I post a message whenever I update the website. A few members have posted updates about their layouts with pictures. I would urge members to give it a try. It's easy to get a Yahoo account and join the CAMRRC Forum. Try it, you might like it!

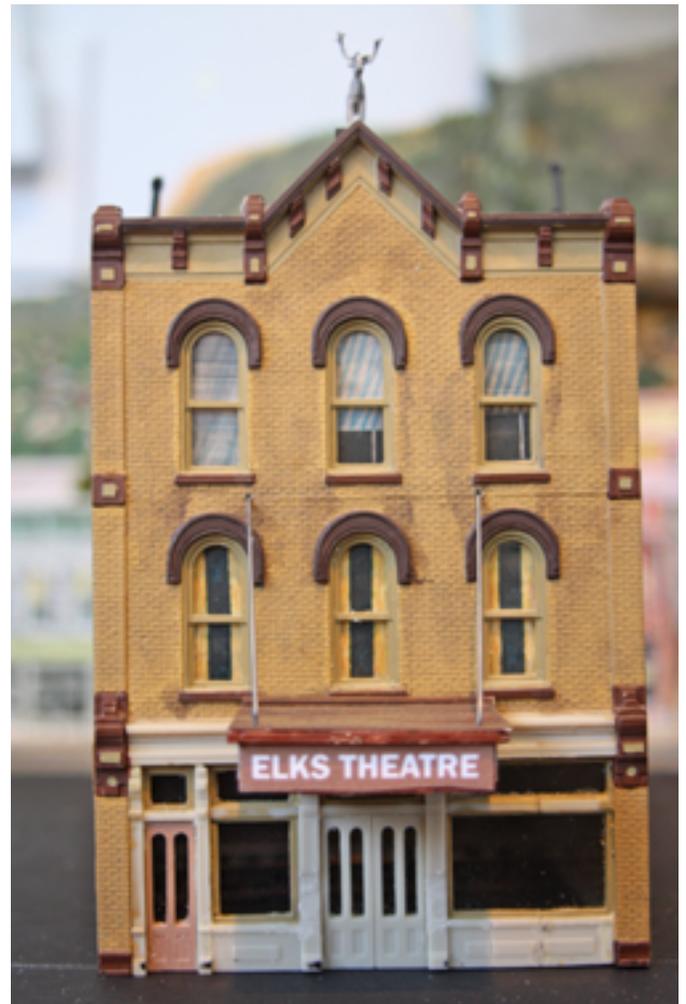
BUILDINGS UP – ROADWAY DOWN

by Charlie Scardino

The town of Pyrite (which looks a lot like Prescott) has completed its first two buildings, sidewalk and roadway. I thought I would share with you a couple of things we did along the way. We combed through hundreds of buildings before choosing these to represent the Elks Opera House and St. Michael Hotel. Both buildings came to us assembled so it was just a matter of adding a canopy, Bill the elk and either adding or changing signs. The signs were composed on our computer and printed out on card stock. I have been using card stock (akin to a light weight postcard) for years and it has always run through any printer I have had.

I had to grind down exterior building moldings to create flat areas for the gluing of my additions. If you look carefully at the bottom of the St. Michael

you will see concrete stairs and a bit of a concrete stem wall. Since this street is sloped I had to add foundation work which would leave the buildings in a vertical position. This was done with various wood stocks available in hobby stores. I used a 50/50 mixture of 'Concrete' and 'Aged Concrete' paint to create the tone we wanted for the foundation and just 'Aged Concrete' for the stairs. The sidewalk was created from 1/8" paneling, turned upside down. It extends under the building footprints thereby eliminating the need to cut and trim it to the exterior foundations. The brickwork was simply sheets that we purchased through Micro Mark and the curb is just a painted 1/8" piece of stripping tape.



I think the real gem in this is the roadway. In looking over layouts for the past 2+ years it has become obvious to us that realistic roadways are the most difficult component to create. We lucked out and found someone selling sheets of used roofing asphalt rolled sheets at a swap meet. It is about 1/16" thick and can be cut with a utility knife. The first addition to the asphalt was the use of a

permanent marker to create tar filled cracks. The striping was done by masking areas around my stripes and using a 'solid marker' sometimes called a grease pencil. I used my finger tip to smear in the product.



The RR crossing was done by creating a master stencil and using it to mark the area to be cut away from masking tape that was laid down. The lettering is free hand, done with a fine point paint pen. All of this 'painting' was cleaned up with a sharp knife blade. Several drops of 3-in-1 oil were used to add realism where cars would stop. The final step was to brush light brown tile grout over the asphalt.

Obtaining this asphalt? - If you have a friend living in an older home and going on vacation, offer to feed the cat (or in Brent's case the dogs). Then go over and remove the top roofing material, tear away the asphalt underneath and restore the roof before he or she returns. On second thought better not try this with anyone who may have access to this newsletter, so Brent's roof is out.



DAN'S LIBRARY DISPLAY

by Dan LePage

Here are some photos of children at the Chino Valley Library this March with "Engineer Dan" and his friends. It was a great time and we had about 50 children in the two sessions.



BUILDING A LIGHTWEIGHT MODULE

by Stephen Hatch

I'm building a Sn3 module in a light weight configuration so I can carry it in and out of shows and conventions. I've built modules using this method for 25 years but always in HO or HOn3. Before I do this module, I thought some of you might like to see one of the other modules I have built in the past.

I started with a 5x7 module that will have a 28" reverse loop contained on the one module.

The basic module is framed foam....that's right, foam with a frame around it. It's actually very easy and very fast. This HOn3 module took four weeks or so when it went to it's first show. The basic process is the same for any gauge. All that changes is the width of the roadway. For my new Sn3 module, the roadbed will be 1.25 inches wide. (same as HO)



To begin, I laid a 4x8 sheet of 3/4 ply on two saw horses as a surface to work on. It's not part of the module...just a place to work. I cut out 22" radius pieces of 1/8th inch door skin. Then I laid them out, cut them to fit and made two layers of the 1/8th inch ply. Then I laid them together and glued them. Put some weights on to hold them while the glue dries.

Now I have the roadbed all together as one piece in a complete reverse loop. Before I attach it to the module, I'll lay the ties and spike all the rail in place. So tomorrow I'll glue down the ties, make the turnouts and spike the rail in place while the roadbed is sitting firmly on the plywood....(makes it easy to spike)



I finished the ties and sanded them. By the way, this is an important step to get them even. They aren't all the same thickness so a light sanding makes them smooth and level, a secret to good track.



This module will be completely covered with scenery after I finish doing the track and mounting it to the frame. By using this double layer of 1/8th ply, it is very light but very strong. Then I'll use 2" foam as the base of the module which is also light. Build the sides and frame in the 2" foam. The basic module now exists.

Start laying the rail by building the turnouts first. This is important because you can line everything up this way and get a smooth flow to your track.

Now wire up the track. Solder leads to the track and put in buss wires. Then I ballasted all the ties with dirt. I use Rollee Holders to lay the track by the way, Helps it go smoothly. They grip the rail and keep it in place

Everything is wired and running just fine. The legs are on so the module stands by itself. Next I'll install the operating switch stands (I make them, too) They're easy to install and they power route the frogs (DCC ready)

Now, let's do some scenery

I use foil covered foam but peel the foil off. This foam is much better than the other types as you will see when it comes to making scenery.

Start by glueing big chunks of foam everywhere. I use foam sealant in a spray can. It is marvelous glue. And it fills holes. This is basic foam chunks to establish the shape and character of the module. It now has two distinct areas. The front industry/town area and the back side river run. I had to carve and paint the tunnel walls before we covered them. All the pieces were glued together using a can of foam. Amazing how well it sticks to everything. You have to weigh down the pieces with bricks or something or the foam will raise them and shift them around as it expands.

Next we do a lot of carving.....

Use a steak knife (serrated edge) to carve the deep crevasses in the sides. Spear with the tip and "POP" chunks out. The torn chunks give you a realistic surface. Carve out all the water drainage creeks and drains. Follow all water with ditches.

OK now we use vinyl spackle to fill those cracks. I use the end of a narrow bread knife to pick up little amounts on the tip and press them into the holes. Then scrape lightly. Next use a spray can of dark



brown and very lightly spray the ravines and under places to darken them a little. Not too heavy here, just highlight. Then I use a light tan, in this case a khaki beige camouflage and the base color is done.

Now we are going to sprinkle dirt and rocks all over this formation. Then pour diluted white glue on all the rocks and dirt. This part is best done OUTSIDE if you value your marriage.

Now by adding vegetation and trees starts to make the

whole module look like something. I also spent a bit of time putting a couple buildings on the module. Buildings help it start to come alive. Structures have a homey feeling.

I think I'll call it Pine Butte

MARK SCRATCH BUILDS POPCORN

by Mark Ziven

Well, I'm at it again.

This time its a plant with rail siding for "Orville Readitbackwards" - a dyslectic popcorn packaging company.

There was some scale acreage on the layout adjacent to the grain elevator. It's a natural. Store the corn from the farm, ship some in bulk grain cars or process it for distribution by rail for all those popcorn lovers like you and me.

With the help of Joe Fauty of Model Structures Company down in Mesa, we went to work to design and fabricate the parts for the plant.

This was to be my first adventure in scratch building with white styrene plastic components.



First there was a test fit off all the parts holding the structure together with “duct tape” to get a feel of the project.

Next, was the cutting of the “skin” sheathing that would become the exterior of the building. I cut the first piece flush and then realized that I had to hide the joints, so I cut a new piece leaving 1/8” overhang to one side. (The miss-cut part was reused elsewhere.)



The use of Plastruct Styrene glue was interesting, since this product dries almost immediately. Being accurate came first and with repetition I was able to speed up just a bit.

When the walls were finished, it was time to fit the “Grant Line” windows and doors. An “automotive”

point file along with an Exacto knife got the job done. Each piece snapped in.....click. Now for standing the walls. I know how “tip up walls” go in the real world, but on my work bench with clumsy “big boy toys” getting everything plum and square was an adventure. (No wonder MicroMark sells mountains of miniature this and that.) The addition of small cleats to the inside of the wall took the guess work out of the wall alignment. A pair of “old school” antique squares helped hold everything vertical while the fast setting “welding glue” did it’s thing. Testors plastic cement was applied to the finished joints for reinforcement.

After a test fit of the building footprint on the layout, it was determined that the building was 5/8” too low to meet the loading floor of a scale boxcar. (Won’t make that mistake again.) Taking a page from somebodys architectural playbook, a wooden frame on pilings became the foundation. Now the loading dock fixtures laid in just nice and square.



The roof followed with the application of scale model asphalt shingles. Once this step was complete, the rafters and some cleats for alignment were positioned and “welded” in after several test fits. (Testors plastic cement was used again for reinforcement.)

With all the parts fabricated, it was time to free the styrene of any contaminants like oils and release agents with a wipe down of rubbing alcohol. Next a light coat of “plastic primer” spray to all parts to make sure the finish paints will stick. This is where you have to slow down and take your time. It’s the finish details that give the building it’s character.

Everything goes in slow motion for the balance of the project. The tiny windows and door were stuck to a piece of tape and coated all at once. At last there was a remote hint of a “production line”.

Finally, with the installation of light fixtures on the interior walls, the building is ready of the layout. Wires connected to the terminal strip, wa-la, we have light. A temporary sign sits on the roof telling the world that Orville’s “sdrawkcabtidæR” is open for business.



GRAND CENTRAL TERMINAL

Sixteen stories below Grand Central Terminal, an army of workers is blasting through bedrock to create a new commuter rail concourse with more floor space than New Orleans' Superdome, just one of three audacious projects going on beneath New York City's streets. But even with blasting and machinery grinding through the rock

day and night, most New Yorkers are blithely unaware of the construction that includes a massive, eight-story cavern, miles of tunnels and watery, gravel-filled pits. For now, the subterranean hub is a drippy, humid construction site. The raw, dark gray walls mark the dimensions of the future concourse – eight stories high, about 70 feet wide and 1,800 feet long, or about "five football fields, without the end zones. They've hauled out enough rocky debris from under Grand Central to cover Central Park almost a foot deep, says engineer Michael Horodniceanu.

This so-called East Side Access will bring about 160,000 passengers a day from Long Island to a new station in Queens' Sunnyside neighborhood, then about five more miles to the new, eight-track Grand Central hub.



BUY - SELL

As a service to our members, you are welcome to list items you would like to sell or are looking for. Just send an email to the editor and we'll list your ad in the next issue.

FOR SALE: LGB #4067HD Harley-Davidson box car (Official licensed product). Has steel wheels. Only run twice on sunny days. \$95.00. **Barry Rudaitis** rudaitis@msn.com (928) 445-8014

I am finally retiring and currently having a massive **LIQUIDATION SALE** at Woodlife Inc. All hard wood and softwoods are 35% off. There's tools, machinery, vehicles and more. We are open M-F 8am-3pm; Saturday by appointment. Woodlife Pine Lumber Sales Inc. 495 EZ St. in Prescott, Call us at 778 5566. We are behind Flame propane on Sixth St. **Joe Agosta**

CAMRRC NEWSLETTER

Peter Atonna, Editor

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We have some really expert photographers in our club and it is a thrill to see your layout through their eyes. Here is a shot Stan Cedarleaf took of your Editor's layout during this winter's Layout Open Houses. See more photos from tours in this issue.