



Spur Line

Volume 49 Issue 3 October 2015 © Copyright 2015, Arizona Division, PSR, NMRA

Fall Meet - Arizona Division, PSR, NMRA
Saturday, November 21, 2015 - Tucson, Arizona
More info and schedule on page ; map on back page



“BEST IN SHOW “
Frank Baker
Summer Rimrock meet
Merit Award
Winner

Congratulations!

“BEST IN SHOW “

***“PRESIDENTS
AWARD”***

“FAVORITE MODEL”

**Steven
Drees**

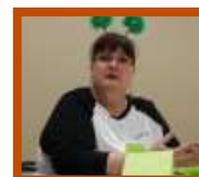
PSR Convention

**Merit Award
Winner**

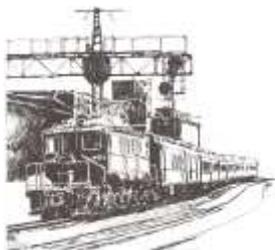


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from the Editor - Frank Baker



Greetings from the editor's desk.

You may have noticed an unusual cover on this issue of the spur Line. This issue will cover both the division meet in Rimrock and the PSR Regional Convention last month in Scottsdale. More about both events in this issue.

Personnel Changes - Dave Irick is the outgoing Division Director and Verryl Fosnight is the incoming Division Director. Alan Montgomery is the incoming Superintendent replacing Allen Vincent. On another note, Chuck and Deirdre Hammond will be moving to Houston, Texas in October, maybe November. No replacement has yet been selected for either position. If you are interested in filling the position of contest chair, please contact Allan Montgomery, Division Superintendent.

Newsletter changes – In order to move information within the division more effectively, we are looking at creating an Arizona Division Forum. The forum will provide information on a much faster scale. Instead of waiting for me to type, read, proof read, etc... and for you to wait until sometime prior to the next division meet for the Spur Line, each person ie. Director, Superintendent, Contest chair, etc... will be posting within a week of the event. The forum will also allow you, the membership to post threads on your layout, a structure or scenery you are making, You will be able to ask questions on everything model railroading from your fellow members.

Initially the forum will be open to only NMRA members, but shortly after the forum has completed its shakedown, we will open it to all model railroaders in Arizona. NMRA members will be noted by the NMRA logo next to their name or railroad name. Our goal is to have non members participate in the forum, share ideas and potentially create a bigger NMRA membership in Arizona by demonstrating the skills learned thru the NMRA .

Arizona has many, many folks not in the NMRA. If we can “show and tell”, using the forum as a tool, we might just grow the division membership. This will take all of us to make this happen. More about the forum at the November meet.

I know the forum might sound a bit foreign, but unless someone steps up and wants do the electronic version of the Spur Line Newsletter, this is the way we are headed. I will be taking on other duties within the NMRA as Acting Marketing Director

More on the forum at the November Meet.

Frank



SPUR LINE NEWSLETTER

The "SPUR LINE" is the official publication of the Arizona Division, Pacific Southwest Region, National Model Railroad Association (NMRA), and is published three times a year in Scottsdale, Arizona. The "SPUR LINE" is available to all members of the NMRA who live in Arizona.

RESPONSIBILITY: Except for official reports, all opinions are those of the authors, and do not necessarily represent those of the Arizona Division or its parent organizations.

SUBMISSIONS: Contributions of articles on any railroad or model railroading topic of interest to the membership are welcome. There is no compensation, but published articles can be credited to the NMRA Author Achievement Certificate. If you are interested in submitting articles, event information, or other information of interest to the members of the Division, please follow these guidelines:

1. Preferred method is by email to the Spurline editor with the submission attached as a word text document.
2. Keep in mind that submissions may be edited for length or formatting, or not used, at the discretion of the editor.

3. Submission deadlines for publication are: **December 1st.,
April 1st. and July 1st.**

Thousands of negatives still need



your positive support.

So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

If you haven't contributed to the Diamond Club, do it now:

Silver Level – Contribute \$75 and receive a silver 75th Anniversary commemorative pin and have your name listed in *NMRA Magazine*.



Gold Level – Contribute \$750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

Diamond Level – Contribute \$7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRA's 75th Anniversary commemorative painting, and have your name and photo printed in *NMRA Magazine*.

Make a contribution that will make a difference for decades. Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.





Arizona Division Roster

Director - Verryl Fosnight	(562) 458-9589	<i>Director@AzDiv-nmra.org</i>
Superintendent - Alan Montgomery	(928) 202-9685	<i>Superintendent@AzDiv-nmra.org</i>
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Membership Chairman - Gordon Geiger	(520) 529-6223	<i>Memberchair@AzDiv-nmra.org</i>
Contest Chairman - Chuck Hammond	(602) 471-0616	<i>ContestChair@AzDiv-nmra.org</i>
Achievement Program - Don Stewart	(480) 759-5019	<i>APChair@AzDiv-nmra.org</i>
Nominations Chairman - Lenny Smith	(520) 836-7683	<i>NomChair@AzDiv-nmra.org</i>
Acting Railette Chair - Jill Stewart	(480) 421-8588	<i>RailetteChair@AzDiv-nmra.org</i>
Spur Line Editor - Frank Baker	(602) 672-6336	<i>SpurLine@AzDiv-nmra.org</i>
Webmaster - Lee Stoermer	(928) 580-3209	<i>Webmaster@AzDiv-nmra.org</i>

Fal I Meet - Arizona Division, PSR, NMRA
Saturday, November 21, 2015- Tucson, Arizona

Depot **St. Odilia Church, Tucson, Arizona**
(map on last page)
 Meet Contact: Alan Montgomery (928) 202-9685

Registration Bring your membership card
\$10.00 - Coffee Provided; FREE - If you join the NMRA at Registration.
\$3.00 - If NMRA member under 21 years of age. *(Bring your membership card.)*
FREE - Non-member joining the NMRA and PSR at registration
FREE - Non-member guest accompanied with member

Schedule

- 9:00 am - Registration opens. Enter contests until noon.
- 9:30 am - Meet Begins with Welcome and Introductions
- 10:05 am - CLINIC: Miniatur Wunderland / Gordon Geiger
- 11:00 am - Business Meeting and door prize drawings
- 11:45 am - Break for lunch at a restaurant of your choice
- 1:00 pm - CLINIC: SPUR LINE Forum / Frank Baker
- 2:00 pm - CLINIC: Tips / Techniques for installing Tortoise machines—Tom Fava
- 3:00 pm - Announce contest winners, door prize drawings.
- 3:30 / 4:00 pm - Meet Ends - Layout tours

ARIZONA DIVISION WEBSITE: www.AzDiv-nmra.org

Contests

A complete line up of NMRA contests is planned. We are including Levity, Favorite Train and the ever popular photo contest. The Favorite Train subject will be “ **Maintenance of Way**” with a maximum of ten cars / locomotives, The Levity category will be “ **Work** “ . Bring your favorite model for the popular vote Favorite model contest and share it with other attendees. You must be a member of the NMRA to enter contests. Bring your unfinished models, projects and show them in **Lenny’s Challenge!**

Give our contests a try. You may win an award!

Swap Meet:

Tables will be available at 8:30 AM after the sellers’ registration is paid. AZ Division Swap Tables are **\$10.00** for members with a guarantee of a table and choice of location; Non – guarantee **free** tables are on a first come, first served basis for available space. Swap Tables for non-members is **\$10.00** with a quality donation of a door prize.

Rail ettes: A fun & exciting project activity is planned for the ladies. We promise that you are going to laugh and have a good time making it. Come join in on the fun!

**** WANTED ****

Good quality model kits, tools, RR equipment, etc.
for door prizes at the November 8th meeting .

Arizona Division—Member of the Year – *Lee Stoermer*

As Arizona Division Director, it is my Privilege to announce the Arizona Division “Member of the year”. The award is given to the person that the staff feels stands above the crowd and has worked hard for the betterment of the division. This year’s winner is no surprise to any of us: It is our own Lee Stoermer

Lee, a former Marine and a captain in the Yuma fire Department, has worked tirelessly to improve the division Website. Because he lives in Yuma, Lee works extremely hard to gather, maintain and insure that the website is up to date and that is no easy matter. He volunteered to be the webmaster four years ago when Rick Watson left office. Learning how to and insuring that it was right is a challenge that Lee took on has kept everyone informed thru the website.

Lee works well with others in the division to promote the hobby. He is actively involved with the Yuma Model Railroad Club. He and Frank Baker / Spur Line editor, communicate to bring you the best website in the region.

Lee Stoermer is our Arizona Division Member of the Year 2015. Thank you for all that you do for us. You are enriching the enjoyment, knowledge and participation of all of us in the Arizona division.

Sincerely,

David Irick, Director, Arizona Division



From the Contest Room / Rim Rock / Chuck Hammond



The June 2015 Summer Meet in Rimrock Arizona marks the end of my second year as the Arizona Division Contest Chairman. Everyone recognizes that the Summer Meet has the lowest participation, however this year the Contest Room was a busy place. Was it the opportunity to get feedback on models destined for the 2015 PSR Convention coming up in September or the fact that this was the last opportunity to get your models in for the 2013 - 2015 Larry Manny Award? Regardless of the reason, the quality of this year's contest entries should inspire everyone to make Rimrock 2016 a place to be on your calendar next summer.

So what happened in the Contest Room? Well 2015 saw an increase of 300% in the number of entries compared to 2013 and a 600% increase compared to last year. That's right we had 6 models entered into the judged categories compared with 1 in 2014 and 2 in 2013! In addition, we had 7 Color Prototype photographs, 1 Favorite Train, and 2 Levity entries if we count Bruce Petrarca's sandwich which technically does qualify under the heading of "Perishable."

Frank Baker led the charge bringing four items in for judging. Frank's modeling has a distinct flavor that coincides with the local and era of his home layout. However, we did see some variety in the structures. Frank had one scratch built structure – Chester Tower, two modified and highly detailed kits, and his American Hoist & Derrick Non-revenue rolling stock. Competing with Frank was Jim Tuck who entered his 400-ton Concrete Coaling Tower and Kenneth Wolfe who brought a model of a small store with men perched on the porch playing Checkers.

The judging results gave Best of Show, 1st and 2nd place Structures to Frank Baker, Jim Tuck earned 3rd place in structures and Frank Baker picked up a 1st place in rolling stock for his hoist and derrick car. All five of these models earned a merit award by achieving a minimum of 87.5 points as awarded by our judges.

Next came the Popular Vote Contests, which includes Photographs, Favorite Train, Favorite Model and Levity. Photographs as I mentioned were all Color Prototype entries that ranged from modern diesels to older steam and a couple gas motorcars. Al Greger earned 1st place with his Bookends at Mud Tunnel while Jim Tuck earned 2nd and 3rd place for his Leaving Flagstaff and Working on the Railroad respectively.

The people's choice for favorite model went to 1) Frank Baker – Chester Tower, 2) Jim Tuck – 400-ton Coaling Tower, and 3) Frank Baker – Tucker and Cook. Rounding out the awards was the Favorite Train category of "Diesel Mania" won by Don Stewart with his entry of Milwaukee Road Diesel's and the Levity category of "perishables" won by Chuck Hammond with his entry of Engineer Ed being put to rest in a dirt filled gondola. We should mention that as a tongue in cheek move Bruce Petrarca entered his lunch sandwich as a joke for perishable load and actually got 3 votes during the contest prior to eating his entry.

I would like to thank Terry Dorsett, Bruce Petrarca, Richard Petrina, Dan Thompson, and Don Stewart for volunteering their time as judges during the meet. While most people were heading out for lunch and enjoying the afternoon sessions these men picked up the judging criteria forms, and

From the Contest Room / Sun City / Chuck Hammond /cont.

evaluated the models for their workmanship in Construction, Detail, Conformity, Finish/Lettering and percentage of Scratchbuilding. We should thank these men for their continuous assistance as judges not just at this meet but according to our records for their service over the last 4 or 5 years.

Noteworthy Items

The 2015 Scottsdale Express Convention is around the corner and in our backyard September 16th through 20th. As always, I encourage you to enter models to display your work, but I also implore you to volunteer to help the Division make this a very successful convention. In the Contest room we can use not just judges (it would be nice to have a minimum of 10) but also some people to help with security and entry paperwork. At the Division Meets, Alan Barnes and I setup the Contest Room, assist with entrant paperwork and then remain in the room to ensure the models and pictures are safe and secure. We can sure use your help during a PSR Convention, which is a 4-day event. Remember if you volunteer to help for as little as 4 hours you will earn a 2015 PSR Convention Volunteer T-Shirt showing your pride and dedication to the hobby. To qualify for the T-Shirt please send your name, contact information and which days you can help to Charles Hammond at cfhammond@cox.net by August 15, 2015.

I just want to remind everyone that the contest categories at the PSR Convention are a little different from what we use at the AZ Division meets. The Judge Model Categories at the PSR Convention are in alignment with the NMRA categories which include the following:

- Steam Locomotives – All types of locomotives powered by steam. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category
- Diesel & Other Locomotives – All other types of locomotives except those powered by steam and passenger revenue carrying types. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category. In the case of multiple joined locomotives, at least one of the units must be powered.
- Passenger Cars – All types of passenger revenue carrying equipment, including coaches, observation, mail baggage cars as well as powered rail buses and RDC cars. Express reefers are included.
- Freight Cars – All types of freight revenue carrying cars, not including express reefers.
- Caboose – All types, including traditional, bobbers, drovers, and transfers type.
- Non-Revenue – Right-of-way, track maintenance vehicles, rail and inspection cars, railroad cranes and others not considered directly involved in revenue service. This includes track controlling devices including turnouts, crossings, etc.
- Traction – All equipment associated with urban, suburban and interurban electrically powered railroads.
- Structures – All structures.
- Display

 From the Contest Room / Sun City / Chuck Hammond /cont.

Module – Definition; A small layout which includes supplemental scenery and track work which is designed to attach to and operate with other similar modules.

Photos – Limit 10 maximum per entrant and no more than 5 per category

Model–Black & White Print

Model–Color Print

Model–Slides

Prototype–Black & White Print

Prototype–Color Print

Prototype–Slides

People's Choice Awards Contest

Models

Locomotive – All types of locomotives including those powered by steam, diesel, electric and other means. The model must include an electric motor or other means of propulsion and be capable of operation to be eligible for the category.

Rolling Stock – All types including passenger, freight, non-revenue cars and powered rail buses and RDC cars. Caboose are not included in this category.

Caboose – All types including traditional, bobbers, drovers and transfers types.

Structures – All types of structures. No detached detail or scenery or other scenery material shall be allowed.

Display – Modeled scenes which may include structures, detached detail and other scenery elements.

Train – An assembly which must include one or more locomotives(s) and at least one piece of rolling stock and/or at least one caboose.

Photos

Model Print – All photographic prints of models.

Prototype Print – All photographic prints of prototypes.

Arts & Crafts

General - General craft entry of any theme

Railroadiana - Craft entry with railroad motif

Needlepoint - Needlepoint entry - any theme

In Tucson this fall I believe we should vote on adopting these categories for our Division Meets since this new criteria places more importance on construction, conformity and finish/lettering than the old criteria which placed a heavier weight on scratchbuilding.

2013 – 2015 Larry Manny Award

The 2013 – 2015 Larry Manny cumulative contest period came to a close June 13, 2015 at Rimrock Arizona. Prior to announcing the winner, let's recap the rules:

From the Contest Room / Sun City / Chuck Hammond /cont.

Larry Manny Award Criteria

The Larry Manny award will be based on the highest cumulative scores over a two year period of time.

The time period for gathering scores begins at the Fall meet (Tucson) during an odd numbered year, and ends at the Summer meet of the next odd numbered ending year.

The award is presented at the Tucson event.

Only models entered into an Arizona Division Meet count towards the award. (Points earned at other Divisions or Regional Contests are not included in the cumulative total.)

Models must earn a minimum of 65 points in a judged category to be included in the running total.

All judged categories are eligible for inclusion in the cumulative score.

A model may only be counted once in the cumulative total. If a model earning 65 or greater points is entered into a subsequent contest to improve on the point value of the model, only the highest score will be used for calculating the total accumulated points.

Current leaderboard will be shared after every meet in the Spur Line and posted on the Division Website

Entrants must be members of the NMRA and the PSR.

Larry Manny Award Final Results

(Cumulative totals from Fall Meet 2013 thru Summer Meet 2015)

Place	Name of Entrant	# of Entries	Cumulative Total
10	Chuck Schwartz	1	110
9	Don Vest	2	145
8	Kenneth Wolfe	2	151
7	John M Lovely	2	167
5	Jim Tuck	2	177
5	Lee Stroemer	2	190
4	Alan Olson	2	215
3	Gordon Geiger	4	350
2	Paul Chandler	4	410

First Place with a cumulative Total of 893 points received from 9 entries. . .

Frank Baker

From the Contest Room / RIM ROCK / Chuck Hammond /cont.

Contest Results – Arizona Division Meet in Rimrock

June 13, 2015

Best in Show

O.V. Hooker & Sons – Frank Baker – Merit Award winner*

Construction - 33, Detail - 20, Conformity - 20, Finish/Lettering - 23, Scratchbuilt - 6, Total – 102

Structures – Kit

1st Place – Chester Tower – Frank Baker* - 25, 20, 23, 21, 12 = 101

2nd Place – Tucker & Cook – Frank Baker* – 30, 18, 21, 23, 8 = 100

3rd Place – 400-ton Coaling Tower – Jim Tuck* – 31, 18, 22, 18, 0 = 89

Rolling Stock – Kit

1st Place – American Hoist & Derrick – Frank Baker* - 28, 18, 22, 15, 8 = 91

Favorite Model

1st Place – Chester Tower – Frank Baker

2nd Place – 400 ton Coaling Tower – Jim Tuck

3rd Place – Tucker & Cook – Frank Baker

Favorite Train

1st Place – Milwaukee Road Diesel Mania – Don Stewart

Levity

1st Place – Engineer Ed “Perish”able– Chuck Hammond

2nd Place – Sandwich – Bruce Petrarca

Photography

Prototype – Color

1st Place – Bookends at Mud Tunnel – Al Greger

2nd Place – Leaving Flagstaff – Jim Tuck

3rd Place – Working on the Railroad – Jim Tuck

Contest Room Judges

Terry Dorsett, Bruce Petrarca, Richard Petrina, Dan Thompson, Don Stewart

Notes: 1) Model scoring 87 ½ points receive a Merit Award. 2) In order for a model to receive 1st Place award it must receive a total of 76 points.

Arizona **Division Model Contest Entry Log**

Sheet 1 of 1

Contest Location: Rimrock

Date: 6/13/2015

Model No	Name of Entrant	NMRA No	Description of Entry	Category	Co nst ruc tio n	De tail	Co nfo rmi ty	Fin ish & Lett ering	Scr atc hbu ilt	To tal
1	Frank Baker	105140	O.V. Hooker & Sons	S - K	33	20	20	23	6	102
2	Frank Baker	105140	Tucker & Cook	S - K	30	18	21	23	8	100
3	Frank Baker	105140	Chester Tower	S - O	25	20	23	21	12	101
4	Frank Baker	105140	American Hoist & Derrick	NR - K	28	18	22	15	8	91
5	Jim Tuck	127782	400 Ton Concrete Tower	S - K	31	18	22	18	0	89
6	Kenneth Wolfe	14563000 37/63	The Checkers Match	S - K	23	13	22	20	3	81

Congratulations To all entrants!

Keep on building those models

Make sure to bring your

models, PHOTOS, AND LENNY'S CHALLENGE ENTRIES

to Tucson, november 21st, 2015!!



**“Best in Show”
O.V. HOOKER & SONS
Frank Baker**



Struc-

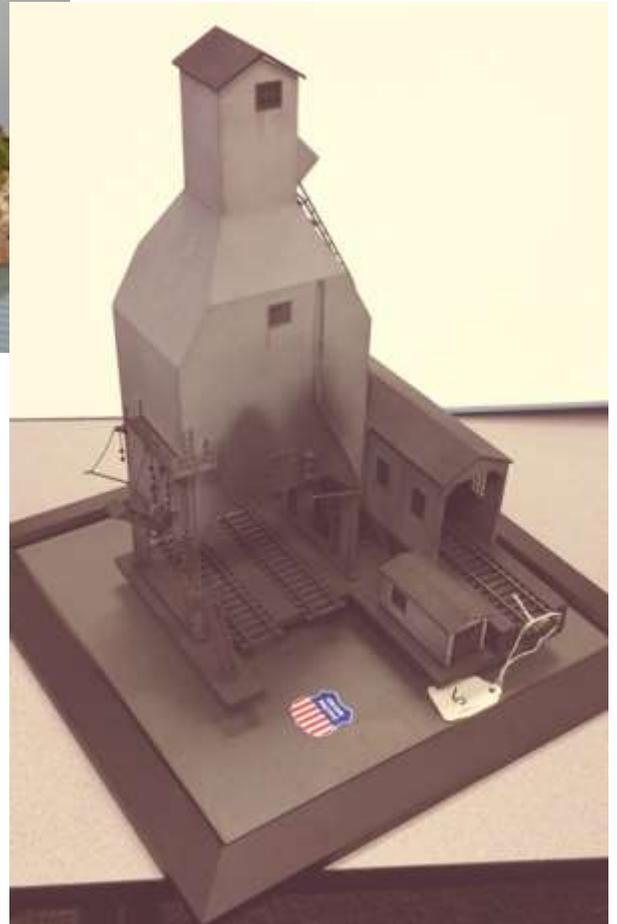
Structures– Open

1stPlace – “Chester Tower”
Frank Baker*



Structures– Kit

2nd Place –
“Tucker & Cook”
Frank Baker*



3rd Place – “400 ton Coaling Tower”
Jim Tuck*

Rolling Stock—Kit



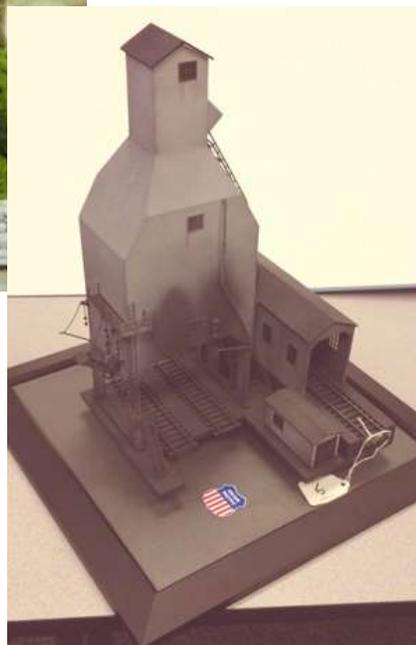
1st Place – “American Hoist & Derrick—Frank Baker



Favorite Model



1st Place – “Chester Tower” / Frank Baker
2nd place—400 ton Coaling Tower / Jim Tuck
3rd place—Tucker & Cook / Frank Baker



Favorite Train

1st Place – “Milwaukee Road Diesel Mania” - Don Stewart



Levity

1st Place -
Engineer
Ed "Perish"able —
Chuck Hammond



2nd Place - “Sandwich” Bruce Petrarca

Photography—model color

1st Place
Bookends at Mud Tunnel
Al Greger



2nd Place
Leaving Flagstaff
Jim Tuck



3rd Place
Working on the Railroad
Jim Tuck



From the AP Chairman—Don Stewart

The June 13 Arizona Division Meeting brought in 5 Merit Awards from the six people that entered the contests. It was a good showing by the builders. The builders and their Merit Award winning models are:

Frank Baker built a structure (surprise!) that scored 102 points out of 125 to win Best of Show. It was his O. V. Hooker & Sons building.

Frank Baker also built a structure (Chester Tower) that scored 101 points in the Structure, Open Category to earn him another Merit Award.

Frank Baker's Tucker & Cook building scored 100 points to win a Merit Award.

Frank Baker built a Non-Revenue Maintenance of Way Derrick to earn his fourth Merit Award for the contest at the Summer Arizona Division Meeting with 91 points.

Jim Tuck earned a Merit Award with his 400 ton Concrete Coaling Tower. It scored 89 points.

I will bring these Merit Awards to the Tucson Meet in November.

When filling out the paperwork, remember these things: The judges were not there when you built the model so they do not know what you did. The scores for merit judging are based on what you did.

Construction – Describe how you built the model and its details. This is a description of WHAT YOU DID.

Detail – List what you added. Just a list of WHAT YOU ADDED

Conformity – Show the prototype of what you are modeling. Look on the internet for pictures if you don't have one at home. So here you SHOW WHAT THE REAL THING LOOKED LIKE.

Finish and Lettering – List how you painted and decaled your model. This part does not need an extensive description. Just DESCRIBE HOW YOU PAINTED THE MODEL.

Scratchbuilt – Just list the items you scratchbuilt. JUST A SIMPLE LIST HERE. How you built the scratchbuilt the parts is covered in the construction category.

If you fill out the paperwork ahead of time, use a computer or Typewriter so it is easy to read. If you fill it out at the Meet, ask for some guidance or suggestions. There are usually several knowledgeable people in the Contest Room (Contest Chair, AP Manager, MMR). We will be glad to help.

Your paperwork should be a page of descriptions and a photo of the prototype. You do not need elaborate binders.

For more information on the Achievement Program
Check the NMRA website at: www.nmra.org/achievement

Chief Clerk & Paymaster Report—Jesse Pool e



The June 13 Meet provided a net profit \$970.25 on a total income of \$1323.60. There were 56 attendees of which 51 were NMRA members plus an addition five guests who signed up for NMRA membership at the meet. The major sources of income were from registration and miscellaneous income from the sale of swap meet tables, donations, the 50/50 raffle and bake sale. The winner of the 50/50 raffle was Don Stewart.

A separate source of income was the generous donation of all proceeds from the catered Bar-B-Q hosted by Verryl Fosnight at his home. This was a great event which was preceded by a tour of his layout. Thank you Verryl!!!

Expenses for the meet are contained in the financial statement shown below.

The current checkbook balance is \$5772.04 which includes the deposit of the June meet profits plus several small interest payments.

FINANCIAL REPORT			
Saturday, June 13, 2015			
TOTAL INCOME			\$ 1,323.60
REGISTRATION			
	Qty	Each	TOTAL
			\$ 594.00
Member	39	\$ 10.00	\$ 390.00
Guest	11	\$ 10.00	\$ 110.00
Visitor		\$ -	\$ -
Youth		\$ -	\$ -
Renewal	1	\$ 44.00	\$ 44.00
New Member	5	\$ 10.00	\$ 50.00
Total Attendees		56	
MISCELLANEOUS INCOME			
			\$ 294.60
Swap Meet Tables	4	\$ 10.00	\$ 40.00
Donations (Coffee Fund)		\$ -	\$ 20.00
50/50 Raffle			\$ 170.00
Bake Sale			\$ 64.60
COMPANY STORE			
			\$ 7.00
HO Gauge			\$ -
AZ Div Pin	1	\$ 3.00	\$ 3.00
Patches	4	\$ 1.00	\$ 4.00
DONATION			
			\$ 428.00
Proceeds from Bar-B-Q at Verryl's' home--Thank You!!			
EXPENSES			
	Qty	Each	Total
			\$ 353.35
Cost of Venue			\$ -
Insurance	1	\$ 25.00	\$ 25.00
50/50 Raffle--2015 PSR Convention	1	\$ 85.00	\$ 85.00
50/50 Raffle--Individual Winner	1	\$ 85.00	\$ 85.00
Bake Sale Profit (2015 PSR Convention)	1	\$ 64.60	\$ 64.60
Payment to NMRA for renewal members	1	\$ 44.00	\$ 44.00
Payment to NMRA for new members	5	\$ 9.95	\$ 49.75
Supplies			\$ -
Meet Profit (loss)			\$ 970.25



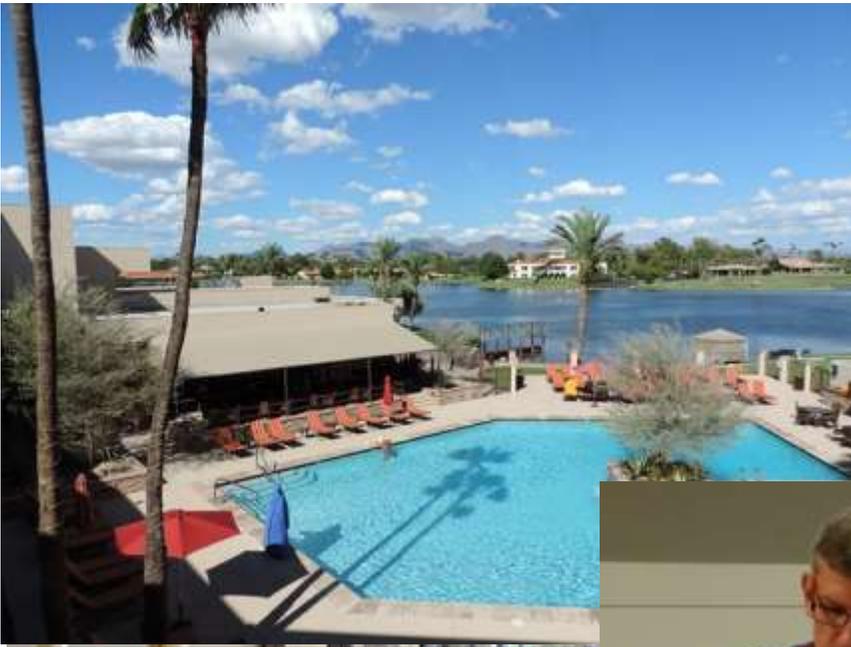
2015 PSR CONVENTION

Scottsdale, Az.

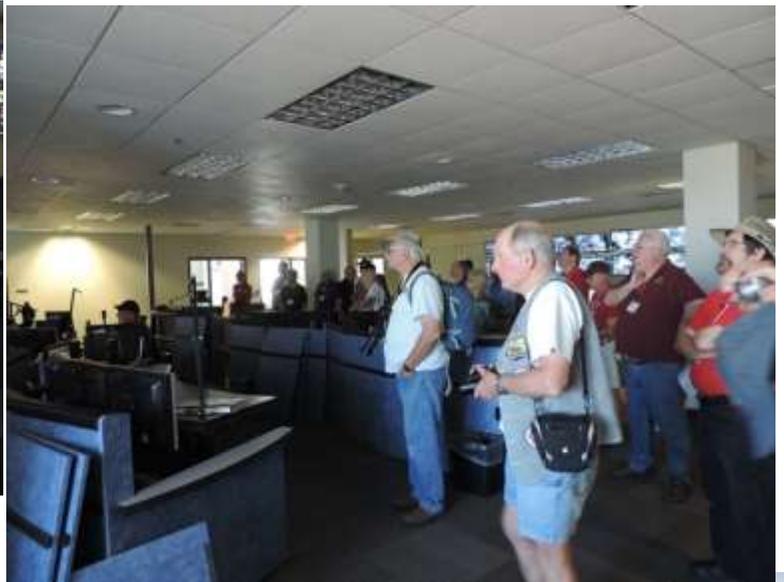
September 16 –20th

A photo essay of the 2015 PSR Convention in Scottsdale. Photos by Terry Dorsett,
Chuck Hammond and Frank Baker





PROTOTYPE TOURS—Phoenix Light Rail





Maricopa Live Steamers





Verryl Fosnight's "Wyoming Division"

Friday promptly at 9 am, even before I had the coffee ready, the bus from the PSR Convention in Scottsdale pulled into the Wyoming Division parking lot in Cornville. There were 52 people on board led by Ed Stewart and Jesse Poole. The main attraction was the Verde Canyon Railroad train ride up the river canyon following the route of the copper trains of the early 20th century from the mines in Jerome perched on the hillside above Clarkdale and Cottonwood, AZ, but we also wowed them with the Wyoming Division. I gave my 10 minute speech about the our operations patterned after UP's across Wyoming up Sherman Hill from Cheyenne west bound, and up the Wasatch Mountains eastbound out of Ogden. They got a good look at the layout which is fully functional for operating sessions each month, and the coffee got done in time for them to have some. As eager as they were for the coffee, they must have had to miss their cups in Scottsdale because of the early start.

Saturday, the day of the operating session, I had the coffee about half perked when the first full car pulled in with 4 or more followed immediately by another two more in a second car. Soon we could tell we were going to have enough for a good operating session. I again gave my outline of the operations, and started the session early at about 8:30. Many of our regular operators had arrived by that time, and by 9, we had a full compliment of 39 people operating. We had a couple from the Salt Lake area, both of whom operated, a fellow from Tampa, one from New Hampshire, and others from other distant places.

Most of the visitors from Scottsdale who had never operated with us before were accomplished operators, but I was glad to see some who were relatively new to ops. They all got the idea immediately, and soon all the road crews were running alone. No one ran two man crews, unlike our regular crowd, some of whom still want to run in Conductor-Engineer pairs. We operated till after 4 PM, and did not stop for lunch. Instead Sharon had fixed 3 crock pots of BBQ pulled pork and pulled beef and set up the new crew lounge with hamburger buns, potato salad, and fruit salad. The operators made their own breaks when they could, so all got in the maximum time operating. The one person road crews and one person local crews took a lunch break between trains, and the 3 man Yard crews went in the crew lounge one at a time leaving Cheyenne, Laramie, Green River, and Ogden to run with short crews for awhile.

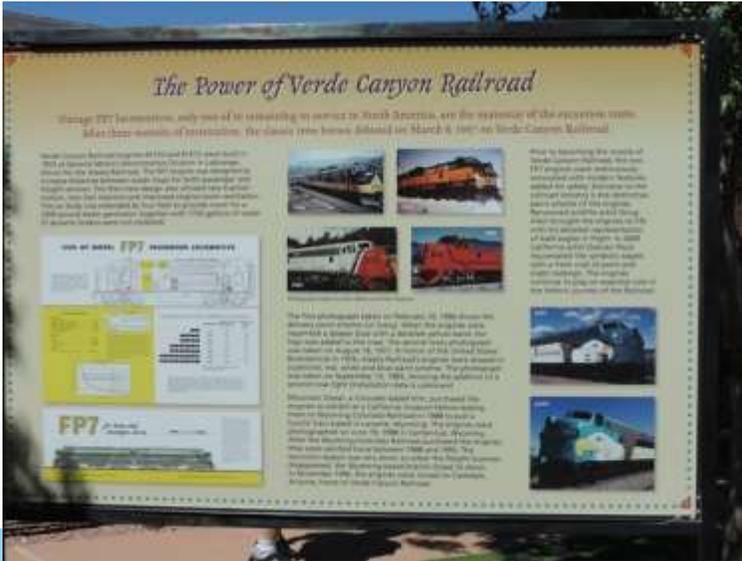
The important result was we all had fun, and we made new friends. The Salt Lake couple are planning on coming back for the November session, and at this time two others are hopeful of coming then also. We also had a new BFL of my wife's (she acquires 3 or 4 a week in her jaunts around Sedona) who brought her son and 3 little grandsons (ages about 4 to 8). I grabbed a throttle and the boys ran the Park City Local from Ogden to Park City and back, switching Echo in both directions. This local is a daily that takes a full train to Park City and stops in Echo to pickup Park City bound cars in Echo left by other trains from the east, and sometimes drops off cars in Echo for the freight house or team track or Ideal Cement. On the way back from Park City, after the steam engine is turned on the 90 foot turntable, it pulls the train made up in Park City back through Echo and on to Ogden, leaving some cars in Echo to be picked up there for forwarding east toward Cheyenne, or for Echo itself. Each one of the three little boys ran the train with the radio throttle part of the way while I set the turnouts and planned the moves. We keep a 3 step rolling ladder in that aisle, and it was perfect for the two smaller boys to stand on while they drove the train.

As I have reported before, the upper level backdrops are done, and they look sensational! We have the signals in hand and will start to install them soon, and the crew lounge is finally done.

Verryl Fosnight's "Wyoming Division" on the Union Pacific



VERDE CANYON RAILROAD



CONTEST ROOM by Chuck Hammond

The PSR Convention brought in 41 judged models with 26 earning a Merit Award. Twelve entrants were entering a model for the first time. This is significantly higher than normal.

In the Rolling Stock – Freight category, there were eight (8) models earning a merit award, though only three placed first, second, or third. The other 5 earned an Honorable Mention Award.

The top 2 models in the Rolling Stock – Caboose category earned a Merit Award

In the Rolling Stock – Non Revenue category, there were four (4) models earning a merit award, though only three placed first, second, or third. The other one earned an Honorable Mention Award.

In the Rolling Stock – Passenger category, there was one model entered. It earned a merit award.

There were no Steam Locomotive Models entered.

In the Locomotive – Diesel and Other category, there were three (3) entries with two earning Merit Awards. One model was entered in the National Convention contest, earning a first place. Per the PSR Contest results, this model is not considered in the final judging, except for a Merit Award.

In Structures – On-Line, there were five (5) models earning a merit award, though only three placed first, second, or third. The other two earned an Honorable Mention Award.

In Structures – Off-Line, there was one entry earning a Merit Award.

In the Display – On-Line category, both entrants earned a Merit Award.

In addition, the Best of Show winner earned a Merit Award.

As usual, the host Division had the most number of entries (32). There were three entries from a member in the Rocky Mountain Region (from Utah) and four entries from a member of the South East Region (from North Carolina). The LA Division had two models entered.



Contest Results 2015 Scottsdale Express PSR Convention

Favorite Model – Popular Vote

Favorite Model – Popular Vote
Stephen Drees – Starr Creek Sawmill



PSR President's Award

PSR Presidents Award
Stephen Drees – Starr Creek Sawmill



Best of Show

Best of Show





FAVORITE MODEL, PSR PRESIDENT'S AWARD AND BEST IN SHOW



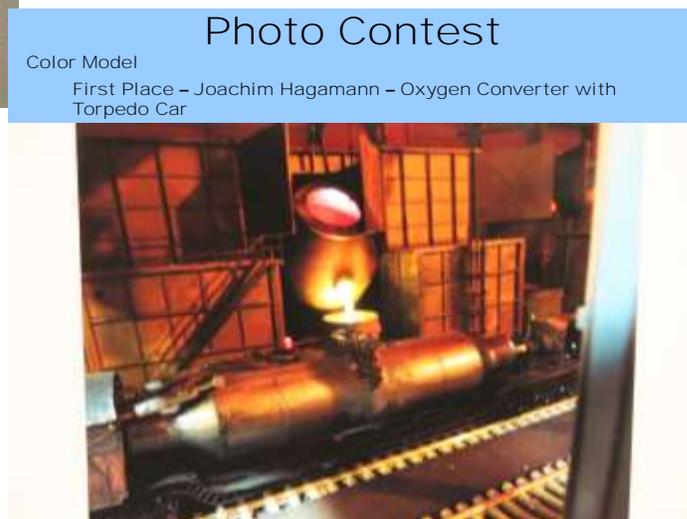
Photography
Black & White Model

Place	Name	Description
3 rd Place	#26 Don Stewart	C&S #74
2 nd Place	#11 Charlie Nidever	Nashton
1 st Place	#37 Lee Stoermer	Cornfields & steam



Photography
Color Model

Place	Name	Description
3 rd Place	#10 Charlie Nidever	Crossing the Gorge
2 nd Place	#27 Don Stewart	C&S #74 in the Fall
1 st Place	#32 Joachim Hagamann	Oxygen Converter w/Torgedo



Black & White Prototype

Place	Name	Description
3 rd Place	#8 Stanley Keiger	Engine #3
2 nd Place	#7 Stanley Keiger	Wheel Lathe
1 st Place	#12 Charlie Nidever	Moving at Durangol Yard

Photo Contest

Black & White Prototype

Third Place
- Stanley Keiger
- Engine #3



Photo Contest

Black & White Prototype

Second Place - Stanley Keiger - Wheel Lathe



Photo Contest

Black & White Prototype

First Place - Charlie Nidever - Moving at Durango Yard



Color Prototype

Place	Name	Description
3 rd Place	#14 Charlie Nidever	The Fireman
2 nd Place	#15 Charlie Nidever	Here She Comes
1 st Place	#13 Charlie Nidever	Majestic

Photo Contest

Color Prototype

Third Place - Charlie Nidever - The Fireman



Photo Contest

Color Prototype

Second Place

- Charlie Nidever

- Here She Comes

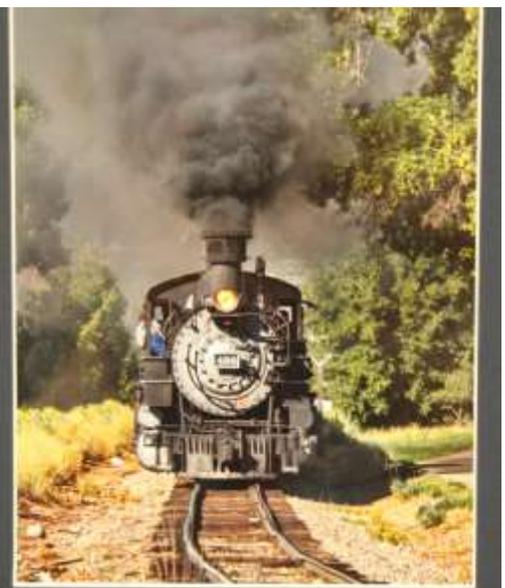


Photo Contest

Color Prototype

First Place - Charlie Nidever - Majestic



Photography Best of Show

Place	Name	Description
3 rd Place	#28 Joachim Hagamann	Coke Processing

Photo Contest

Best of Show

Joachim Hagamann – Coke Processing



People's Choice Arts & Crafts

General

Place	Name	Description
2 nd Place	#34 Tatiana Gutierrez	Turquoise Jewelry
1 st Place	#33 Tatiana Gutierrez	Hand Blown Glass Jewelry



Needlework

Place	Name	Description
2 nd Place	#35 Linda Irick	Railroad Wine Tote
1 st Place	#21 Annette Palmer	Steam Loco Latch Hook Rug

Arts and Crafts - Needlework

Second Place - Linda Irick -
Railroad Wine Tote



Arts and Crafts - Needlework

First Place - Annette Palmer - Steam Loco Latch Hook Rug



People's Choice Arts & Crafts

Structure

Place	Name	Description
3 rd Place	#6 Mike Sander	California 1-derful
2 nd Place	#16 Kenneth Wolfe	Old West Hardware Store
1 st Place	#28 Charlie & Maureen Scardino	Hotel/apartment/business

People's Choice Structure

Third Place – Mike Sanders – California 1-derful



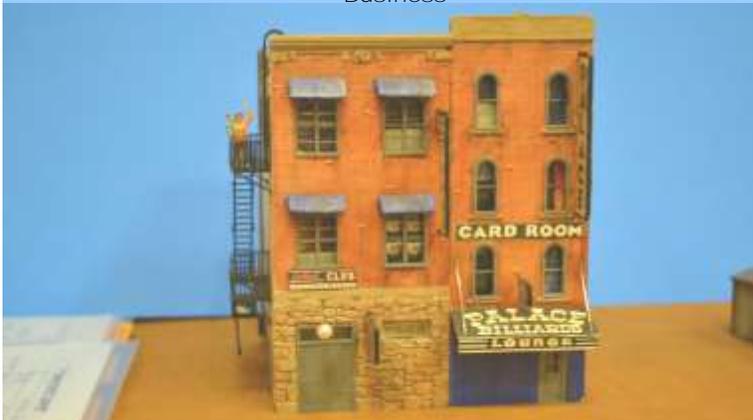
People's Choice Structure

Second Place – Kenneth Wolfe – Old West Hardware Store



People's Choice Structure

First Place – Charlie & Maureen Scardino – Hotel/Apartment/
Business



Rolling Stock/Locomotives

Place	Name	Description
2 nd Place	#43 Geoff Hamway	Sn3 Pelican bay Mogul
1 st Place	#33 Alan Olson	Marion Steam Shovel

People's Choice Rolling Stock/ Locomotives

Second Place - Geoff Hamway - Sn3 Pelican Bay Mogul



People's Choice Rolling Stock/ Locomotives

First Place - Alan Olson - Marion Steam Shovel



Display – On-Line

Place	Name	Description
2 nd Place	#15 Charlie Nidever	Red Mesa Module - Merit
1 st Place	#11 Duane Buck	Reefer Icing Facility - Merit

Judged Models

Display – On-Line

Second Place – Charlie Nidever – Red Mesa Module



Judged Models

Display – On-Line

First Place – Duane Buck – Reefer Icing Facility



Judged Models

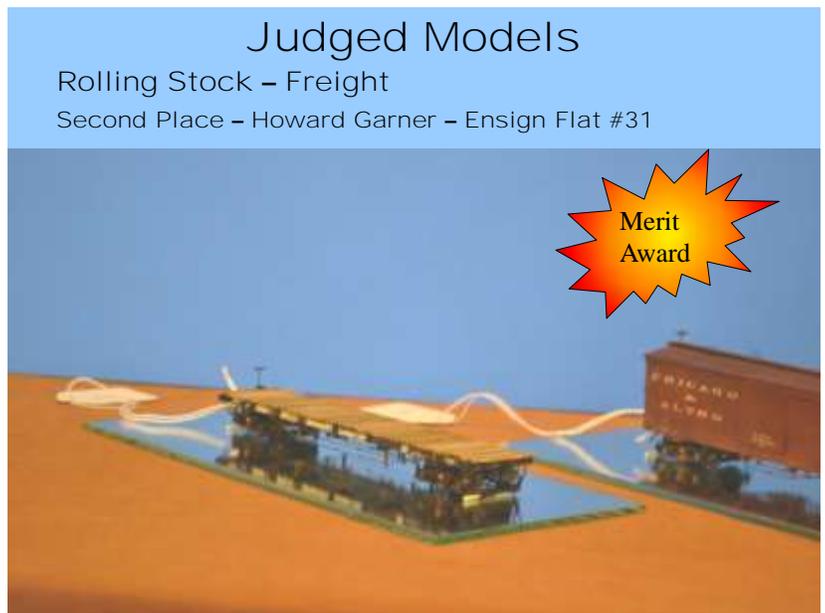
Rolling Stock - Freight

Honorable Mention: Merit Awards

7	Howard Garner	C&A Boxcar #15812
8	Howard Garner	H&W Well Flat #10
30	Don Stewart	Sn3 D&RGW Reefer car #56
24	Don Stewart	Sn3 D&RGW Flat w/work dozer
2	Al Badham	S&M Fruit Car #1016



Place	Name	Description
3 rd Place	#38 Geoff Hamway	Sn3 RGS 24' Stock car #3048 - Merit
2 nd Place	#10 Howard Garner	Ensign Flat # 31 – Merit
1 st Place	#9 Howard Garner	C&A Boxcar 13130- Merit



Rolling Stock - Caboose

Place	Name	Description
3 rd Place	#31 Don Stewart	Sn3 D&RGW Caboose #0503
2 nd Place	#3 Al Badham	SP Caboose #215 – Merit
1 st Place	#36 Geoff Hamway	Sn3 D&RGW 4 Wheel Caboose - Merit

Judged Models

Rolling Stock – Caboose

Third Place – Don Stewart – Sn3 D&RGW Caboose #0503



Judged Models

Rolling Stock – Caboose

Second Place – Al Badham – SP Caboose #215

Merit Award



Judged Models

Rolling Stock – Caboose

First Place – Geoff Hamway – Sn3 D&RGW 4 Wheel Caboose

Merit Award



Rolling Stock – Non Revenue

Honorable Mention: Merit Award

1	Al Badham	RG&P Tool Car
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Place	Name	Description
3 rd Place	#25 Don Stewart	Sn3 D&RGW Spreader OV - Merit
2 nd Place	#42 Alan Robert Barnes	D&RGW Dynamometer #10 – Merit
1 st Place	#29 Don Stewart	Sn3 D&RGW Rubbish Car # 06299 - Merit



Rolling Stock - Passenger

Place	Name	Description
1 st Place	#37 Geoff Hamway	Sn3 Rio Grand Southern Combine - Merit



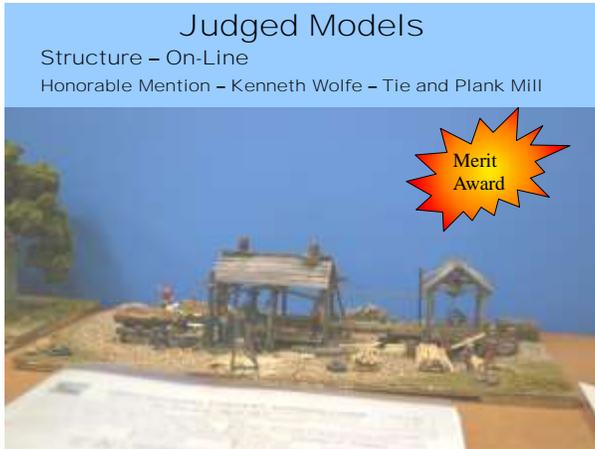
Locomotive - Diesel & Other

Place	Name	Description
2 nd Place	#26 James Keena	Sante Fe Alco S-4
1 st Place	#12 Duane Buck	GN Alco FA-2 - Merit



Structure – On-Line

17	Kenneth Wolfe	The Tie and Plank Mill
18	Kenneth Wolfe	Fenster's Market and Annex



Place	Name	Description
3 rd Place	#46 Kevin Loeff	ATSF Depot New Mexico - Merit
2 nd Place	#44 Lee Stoermer	B&O Small freight House - Merit
1 st Place	#35 Don Stewart	S scale Steam Donkey Yarder - Merit



Structure – Off-Line

Place	Name	Description
3 rd Place	#21 Richard Wehr	Flying A Gas Station
2 nd Place	#22 Richard Wehr	Art's Farm fresh Produce
1 st Place	#19 Frank Baker	East End Market - Merit

Judged Models

Structure – Off-Line
Third Place – Richard Wehr – Flying A Gas Station



Judged Models

Structure – Off-Line
Second Place – Richard Wehr – **Art's Farm Fresh Produce**



Judged Models

Structure – Off-Line
First Place – Frank Baker – East End Market



FROM THE CONTEST ROOM / Contest Room Assistant – Alan Barnes

Thanks to all the people who took the time to bring something to the contest room for the PSR regional meet hosted by the Arizona Division. A BIG thanks to the Scottsdale club and all the other volunteers who made this event a great success. The contest room had around 50 arts/crafts and model entries (probably a PSR region record). There were over thirty photographs. There were about thirteen first time regional convention entrants. There were also entries from other divisions and regions. Of the around thirty five judged entries, about half received Merit Awards, so the quality of the entries was high. A big thanks to Chuck Hammond and Don Stewart who spent many extra hours after normal judging was complete to make an excellent presentation for the banquet.

On the down side, some of the judging was harsh. The limited time per model meant that some of the judges relied, in my opinion, too much on the written documentation over looking at the model. My apologies that some scores were lower than usual, including on my entry. Don Fowler, the new Regional Contest Chairman, and Don Stewart, Arizona Achievement Program Chairman, reviewed many of the models where position or merit awards were in contention. I believe that despite some scores being lower than normal, the three main goals of contest judging were met; The Best of Show was correct, the positions of the top three models in each category were correct, and all models deserving a merit award received the award. Good documentation was mandatory at this meet for a decent score. Also, I think that time constraints and non-Arizona judges reduced the quality of the judge's comments. Any model receiving less than a first place award may be re-entered into a future Arizona division contest. Models may also be brought in for Lenny's challenge or Merit Award Judging, and the contest room staff will provide comments, if asked.

The Best of Show saw mill display was packed with detail and set a high standard for the rest of the entries. Frank Baker's entry was compressed from the original prototype, and this compression was mentioned in the documentation and noticed properly by the judges. Frank's extensive documentation always makes informative reading. Paul Chandler's scratchbuilt DCC powered, with sound, Burro Crane was fantastic and completes Paul's requirements for MMR – Congratulations. Kevin Loof's Raton station was excellent, but I think his herringbone brickwork was missed by the judges. Lee Stoermer's merit award winning station model was excellent. Lee has definitely improved his models over the recent contests. I think that the judges made a "mistake" by allowing Don Stewart's "garbage" car to outperform my non-revenue model entry by two points – Congratulations Don. Two of the models from a traveling entrant were damaged in transit, but the judges did not reduce the merit award winning scores for the truck damage. I was greatly pleased to see that some of the returning models had been upgraded based on the Judge's and my comments. Keep on improving those models.

Improvement tip – Remove casting lines from commercial details before painting. If possible, always place the most detailed side of a commercial casting toward the most common viewing side.

As always, a BIG thank you to the Judges.

Now ending on a sad note, Our friend and Contest Chairman Chuck Hammond is leaving us for the greener pastures of Houston. He and his lovely wife will be greatly missed. If you get a chance, say thank you and good fortune. Maybe he will visit us when we host the PSR convention again.

Contest Room Assistant / Alan Barnes

BANQUET







We wish to thank the following vendors for supplying items for our Hobo Auction. These and other companies provided the auction with many, many wonderful items for our membership. Please support them the next time you require products made by these fine suppliers of the hobby—Model Railroading



ARIZONA CLUB NEWS

This is the beginning of a new section of our **Spur Line** newsletter. There are currently 18 clubs in Arizona and the following pages are provided to these clubs to post current information and activities about their clubs. If you are new to the Division, feel free to visit or join any of these fine clubs. A list of clubs precedes with club and contact information.

SCOTTSDALE MODEL RAILROAD HISTORICAL SOCIETY—Richard Petrina

Use of Computer Technology on the SMRHS Railroad

by Richard Sauerbrun

This is the seventh article in our series describing the McCormick-Stillman Railroad Park and our layout in the Park's new Model Railroad Building. This article will describe the computers, computer networking and software in use on our model railroad.

Our 32x40 foot HO and HOn3 scale railroad in the Model Railroad building at Scottsdale's McCormick-Stillman Railroad Park benefits in many ways from the use of computer technology. One of our main missions at the park is to promote the public's understanding and appreciation of railroading and model railroading. To accomplish this, we have set two main goals for ourselves ... first, to educate and entertain the thousands of visitors that enter the building each year; and second, to enhance the experience of building and operating our railroad for the members of our club.

To best satisfy our two main goals, we have deployed a combination of Digital Command Control (DCC) systems and computer hardware and software to assist with running the railroad. Four networked Windows PCs combine to support the various operational functions. The primary software applications include the open source **Java Model Railroad Interface (JMRI)**, which is used for DCC decoder programming, computerized control panels, operation session management, and mobile smart phone/tablet throttle integration. Railroad and Company's **Train Controller** from Freiwald Software is used for train automation which allows members of the public to start a series of train movements by several locomotives and rolling stock consists. We also utilize a variety of **utility and mobile software** for various railroad management tasks. Let's take a look at our technical infrastructure and several of the software applications in use on our railroad.

Technical Infrastructure

For all this technology to "play well" together and to support the operation of the railroad, well designed and implemented technical infrastructure was required. Combining the DCC products from several manufacturers along with computer and computer networking components was essential.

Both the HO standard gauge and the HOn3 narrow gauge railroads are controlled by a hybrid digital command control (DCC) system. The "brain" of the system is an NCE Power Pro command station, which is connected to numerous NCE boosters providing track power to the various layout power districts. The communication between the handheld NCE operator throttles and the command

station is handled by the NCE CAB bus. This is a network of plug-in and wireless devices connected by a series of six conductor, phone-like cables.

Turnouts are controlled by Digitrax DS64 stationary decoders combined with custom boards designed and built by club members. Block occupancy sensor detection is controlled by Digitrax BDL168 boards. The various Digitrax components communicate with each other over the “LocoNet” network which consists of another system of six conductor, phone-like cables.

The four layout computers are connected to each other via a standard Ethernet network with both wired and wireless connections. The computer network is connected to both the NCE system components and the Digitrax components. The NCE connection is via a serial cable from the computer to the NCE command station. The Digitrax connection to the LocoNet is via a LocoBuffer USB device from RR-Circuits. These physical connections allow all of the computer software and the various DCC components to communicate with each other.

The Importance of Documentation

As with any large scale technology project, documentation is critical to the success of the project. Since every DCC component and every computer has a unique address, it was important for us to document everything before we began configuring the various software apps.

Automation for the Public

Since the Model Railroad Building is open to the public 363 days a year with over ten hours per day in prime season, it was going to be very difficult to have club members always present to keep the trains running. So an automation system was implemented that allows the members of the public (especially the kids) to start the trains.

The application we chose for this important task was the Train Controller – Gold Edition from Railroad and Company. This application has a German author, but is licensed by thousands of users, worldwide. Train Controller (TC for short) is a very robust software application with a significant learning curve, but which in turn delivers the fine levels of train control we required for a truly “hands off” operation.

Before we could automate any trains, it was necessary to draw a layout schematic within the TC app. Since our layout is very large and a diagram of the entire layout would be very “busy”, we drew a “switchboard” (*Image 1*) for each town represented on the layout using software tools within the app.

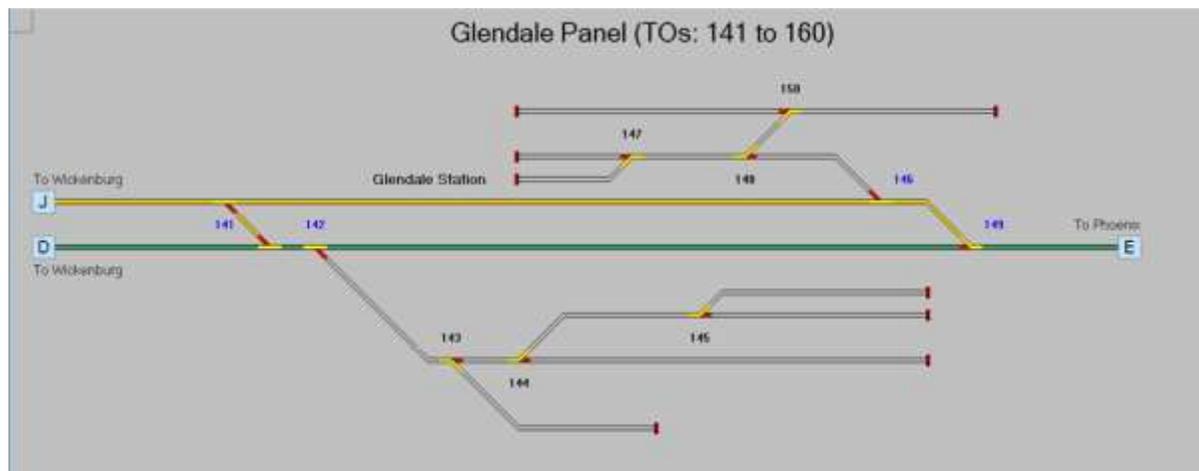
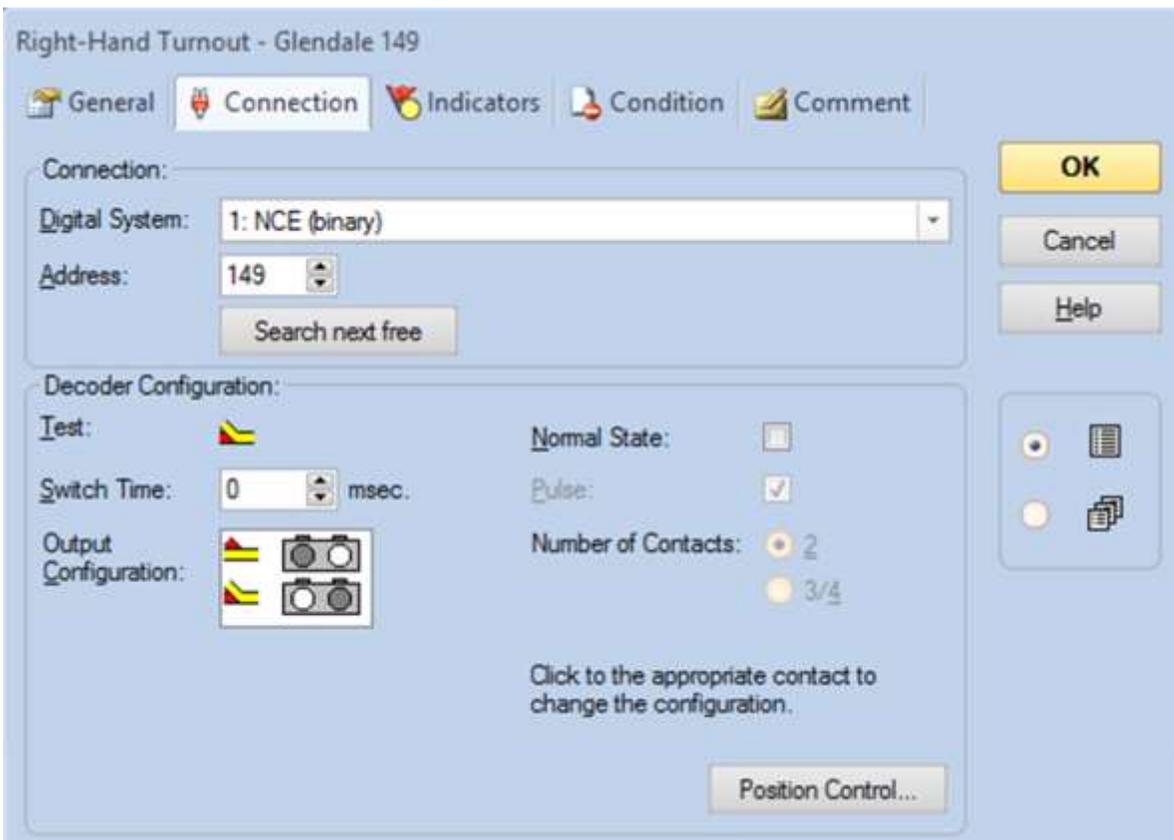


Image 1

Each of the software town panels is connected programmatically to the adjacent panels in both directions. Once the track diagram was in place, each component had to be defined and configured.

In order to control the train movements using TC, each turnout needed its DCC address, along with a number of characteristics that defined the turnout's normal position, and its movements (**Image 2**).



The ability of the software to both know the current position of every turnout, and to control their movement is critical to establishing and maintaining the routes taken by the automated trains.

Block occupancy control is another critical element in the train automation. The layout's physical occupancy blocks were established by creating an insulated cut in one rail, and then wiring that rail through the Digitrax BDL168. This wiring technique provides a physical, electrical sensor when each block was occupied by a locomotive, a lighted car, or any car with a resistor wheel set installed.

Knowing where each train is on the layout is critical to successful automation. TC can not only prevent collisions between trains, but can actually select routes based on occupancy conditions. Once the blocks are wired on the physical layout, they can be added to each switchboard (**Image 3**).

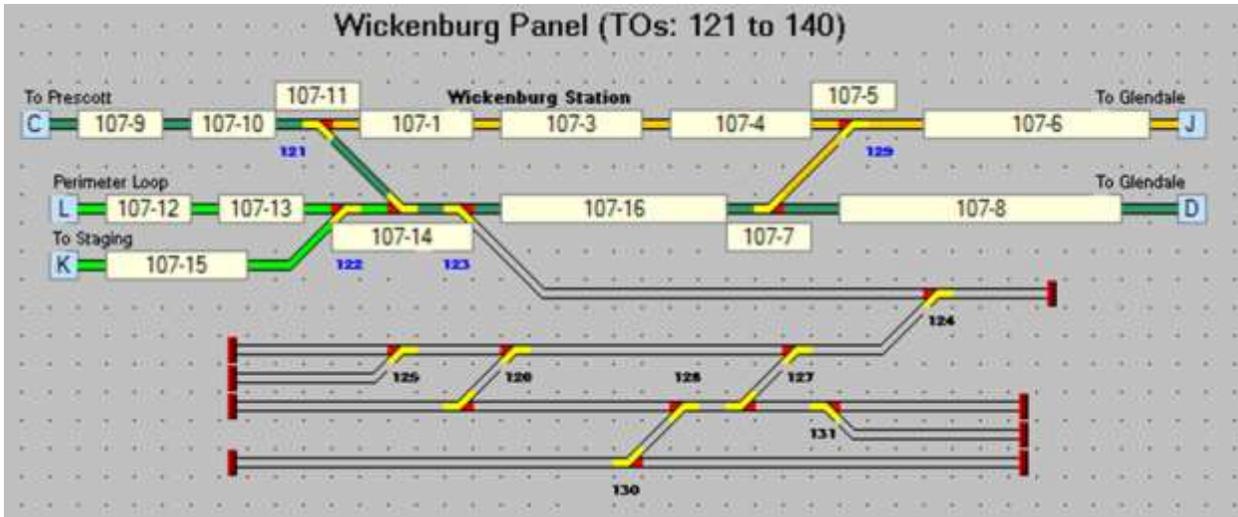


Image 3

As with every element of the layout, each occupancy block must be defined with its DCC address, speed limit and other characteristics (*Image 4*). Fine tuning here can add a significant element of realism to the train movements.

The screenshot shows the configuration window for Block 107-8. The window has a title bar "Block - 107-8" and several tabs: "General" (selected), "Block Editor", "Trains", "Condition", and "Comment". The "Block Properties" section includes:

- Name:** 107-8
- Show Block Signals
- Visible in Edit Mode Only:

The "Signal and Speed Limits" section includes:

- Request Yellow:
- Max. Speed: 80 mph
- Restricted Speed: 25 mph

The "Usage" section includes:

- Directions: ← →
- Critical Section

The "Train Tracking" section includes:

- Enable Train Tracking

The "Train Length" section includes:

- Maximum: 0 inch

On the right side, there are buttons for "OK", "Cancel", and "Help", along with a panel containing a radio button and a list icon.

Image 4

Each block is further defined by the addition of virtual sensors tied to the BDL168 addresses, as well as stop points for the various locomotives (*Image 5*). Multiple stop points may be defined to handle the various different trains that may stop in the block. A high speed passenger train will require a different stop point than a slow moving freight.

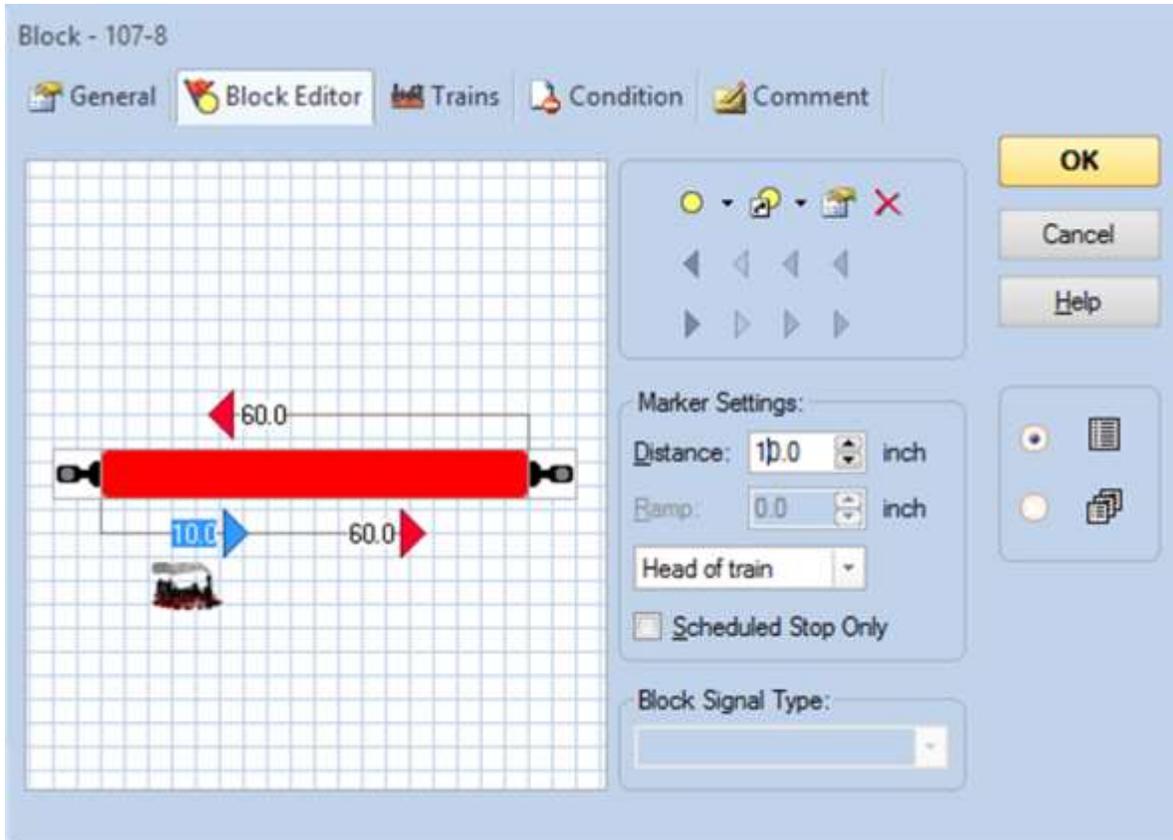


Image 5

Once the entire layout is represented in the various switchboards, and all the turnouts and blocks are defined and configured, both the locomotives and rolling stock must be set up as well (*Image 6*).

Train	Name	Type
	#1020 - Heavy Pacific	Engine
	#1236 - SF	Engine
	#1517 - Santa Fe Observation	Car
	#175219 - UP Cleaning Car	Engine
	#18504 - WP Cleaning Car	Engine
	#192 - RDC-1 - SF	Engine

Image 6

Individual locomotives are set up with their DCC address (*Image 7*), their speed (*Image 8*) and their functional capabilities like headlight, horn, bell, and other DCC controlled functions (*Image 9*).

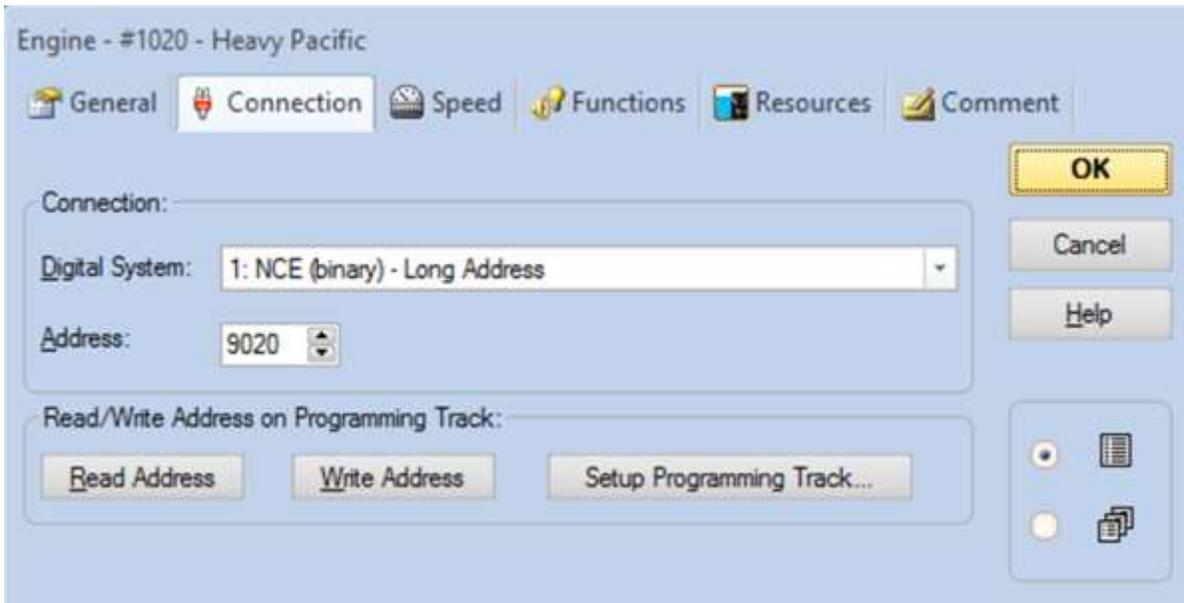


Image 7

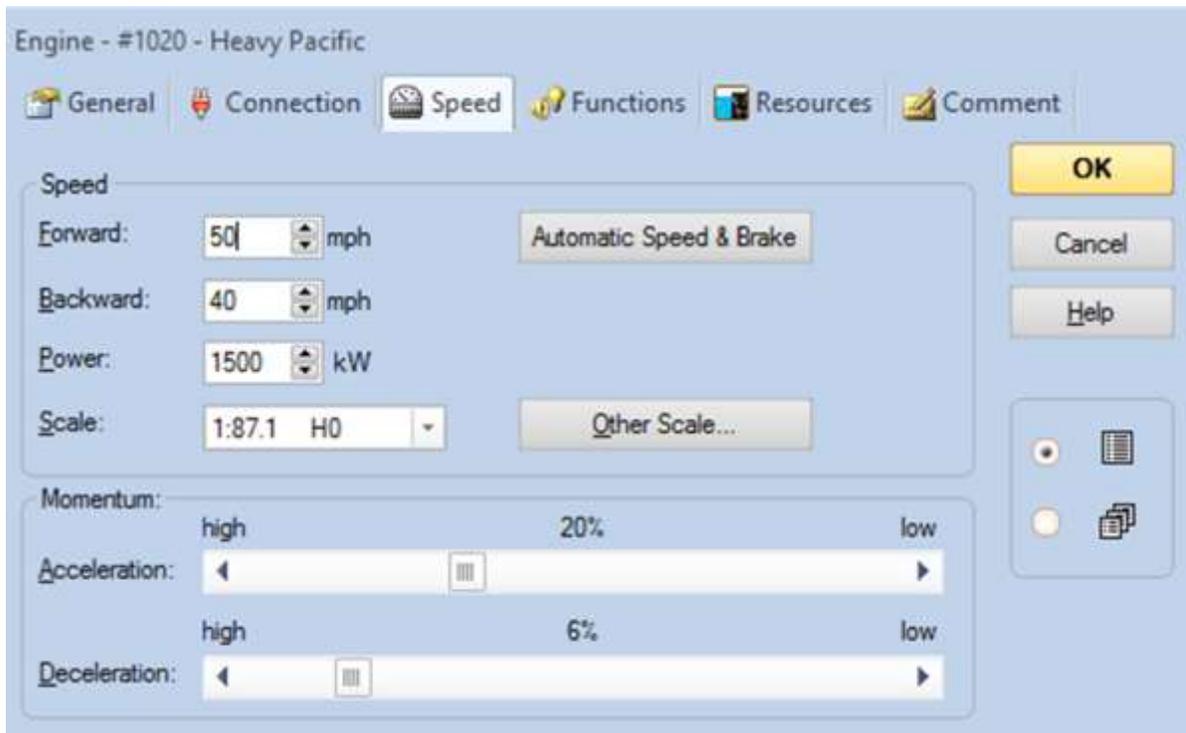


Image 8

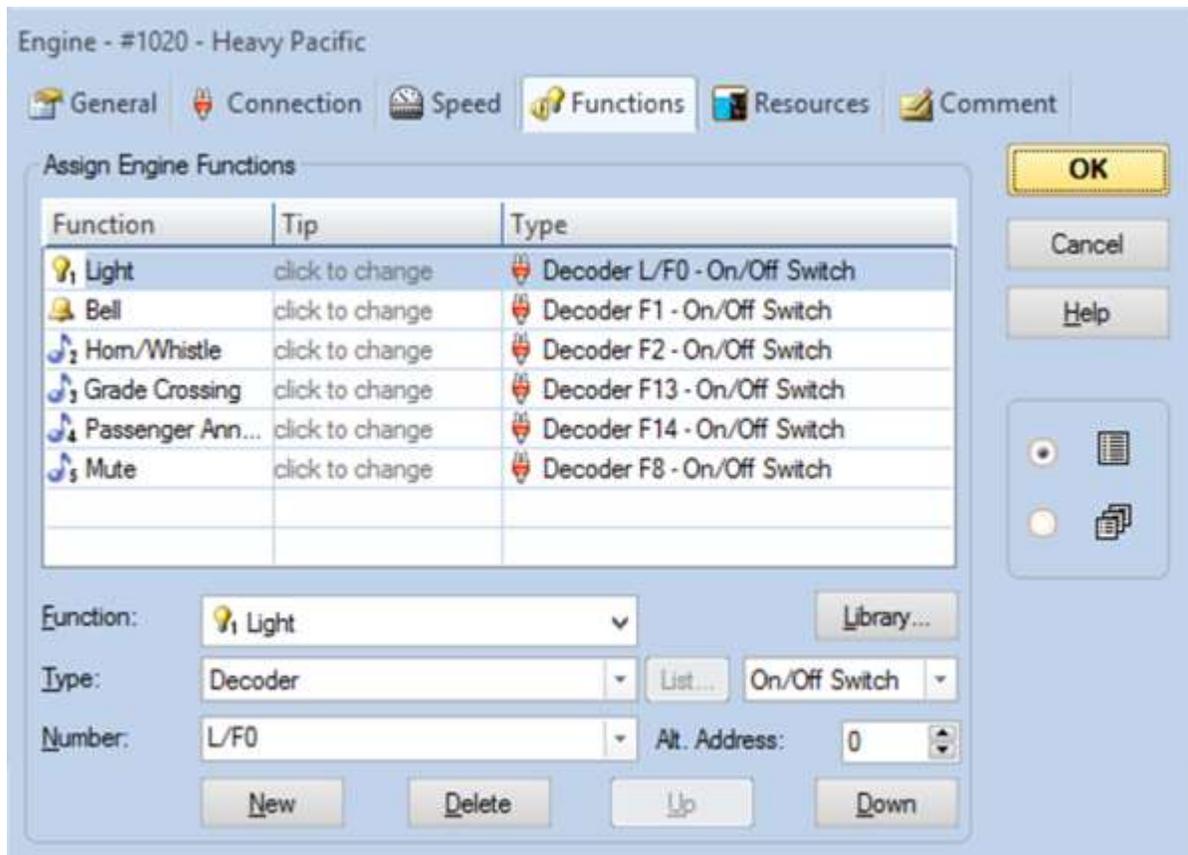


Image 9

Next, the various locomotives and rolling stock are combined to form “Train Sets”. The combination of the locomotive performance characteristics and the load being pulled affect the speed at which the train operates and length of track required for the train to come to a stop.

Once all the layout, locomotive and rolling stock elements are defined, train schedules (**Image 10**) may be created that control the routing of the train.

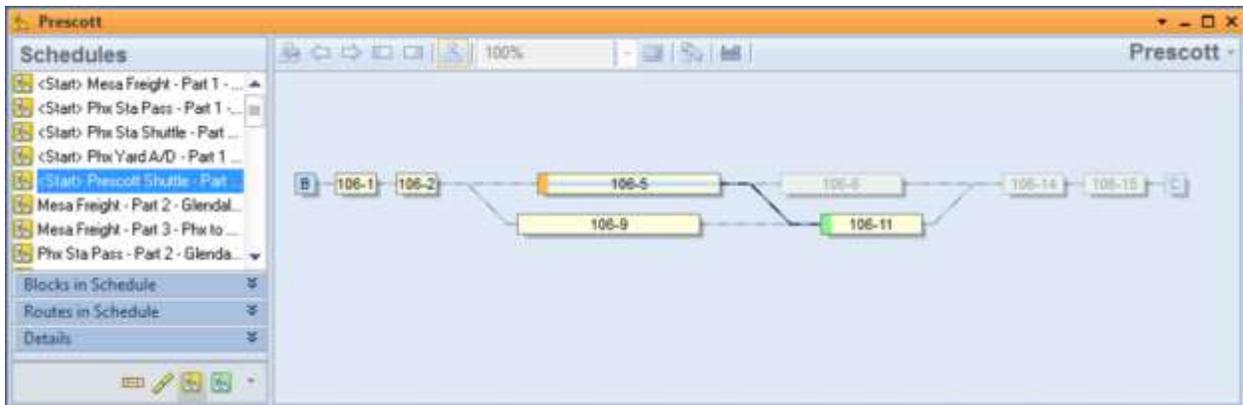


Image 10

Now that several trains each have several available schedules, the entire layout can be brought to life by a child visiting the building. Incorporating a custom built circuit board (*Image 11*) connected to a metal “hand” mounted on the layout’s outside glass partition, a visitor may press the hand to start the entire sequence of schedules that run the trains. Nothing is more exciting to the little folks than seeing the trains take off ringing their bells and tooting their horns.

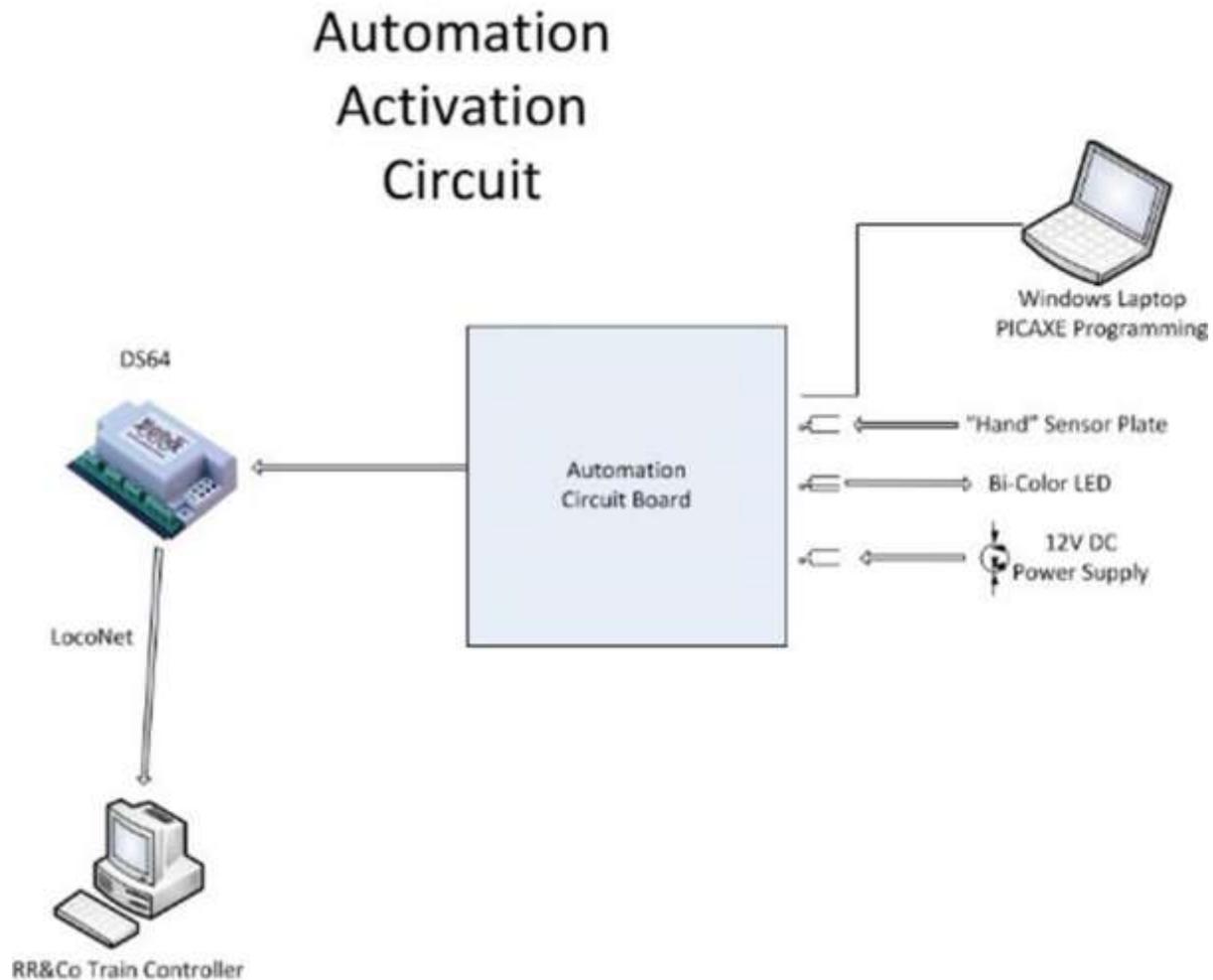


Image 11

Running Our Own Trains

Our members also run trains during operation sessions and during casual run sessions. During these sessions, we use several computer software applications to assist us. The Java Model Railroad Interface (JMRI) suite of apps is used for DCC decoder programming, computerized CTC type control panels, operations session management and smart phone/tablet throttle integration.

The use of these various apps enhance the member’s experience and can make everything seem a little more real.

Decoder Pro

The decoder programming portion of JMRI (*Image 12*) allows club members to program and store (backup) the hundreds of CV settings in our locomotive's decoders. With the more advanced features of today's decoders, programming all the options using a traditional throttle can be very tedious. The Decoder Pro interface presents the sometimes hundreds of CV settings in an organized, far more easily understood format.

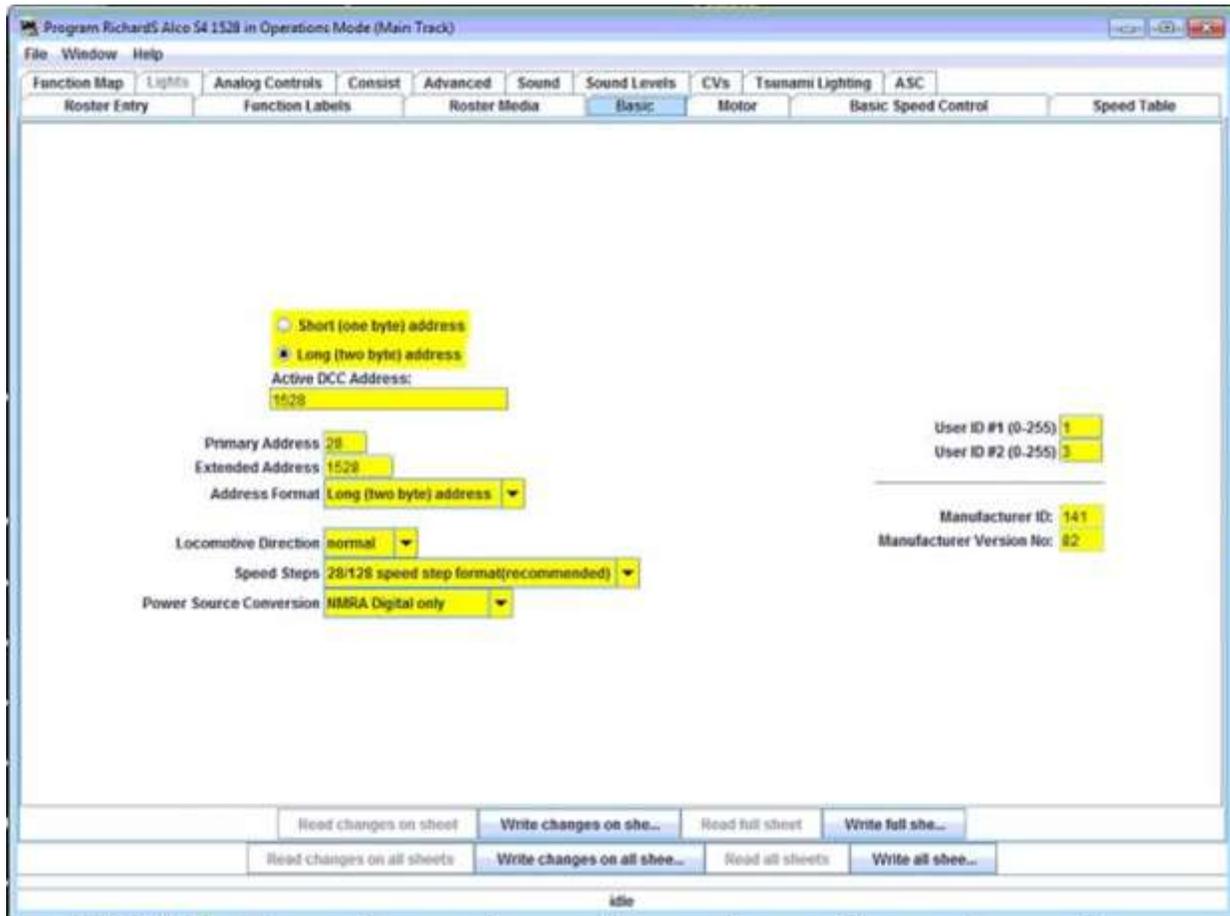


Image 12

Controlling the Layout – CTC Type Panels

One control panel that gets a lot of use during operations sessions is our Staging Panel (*Image 13*). This panel displayed on a touch screen monitor allows the operators to control the routes to and from staging by throwing turnouts, and by driving the various trains from the staging tracks to the point where they are delivered to the train crew.

By connecting the JMRI system directly to the NCE system, the fast clock, which is managed by the NCE command station and displayed on the NCE throttles is also shown on all of the JMRI control panels.



Image 13
Operations

The JMRI operations sub-system provides the capability to further define the railroad and more easily manage operations sessions. A substitute for some car card systems, the JMRI Ops system provides for computerized listings of all the railroad components important to the operator.

Each locomotive to be used in the operations session is defined with road, model, road number, length, and location (**Image 16**).

Number	Road	Model	Type	Len	Consist	Location	Destination	Train	Moves	Set	Edit
719	ATSF	GP9	Road	57		Phx-yard (Engine Facility)			19	Set	Edit
729	ATSF	GP9	Road	57		9 Seligman (9A)			28	Set	Edit
738	ATSF	GP9	Road	57		Phx-yard (Engine Facility)			13	Set	Edit
741	ATSF	GP9	Road	57		Phx-yard (Engine Facility)			24	Set	Edit
900	Apache	RS-36	Road	54		Phx-yard (Engine Facility)			26	Set	Edit
1236	ATSF	GP30	Road	56		5 New Orleans (A)			13	Set	Edit
1238	ATSF	GP30	Road	56		3 TucSP (3)			25	Set	Edit
1274	ATSF	GP30	Road	56		Phx-yard (Engine Facility)			28	Set	Edit
2334	ATSF	S-2	Switcher	45		Phx-yard (Engine Facility)			0	Set	Edit
2354	ATSF	S-2	Switcher	45		<O> Phx-yard (Engine Facility)			0	Set	Edit
2396	ATSF	RS-1	Road	45		<O>			12	Set	Edit
2496	ATSF	CF7	Road	57		8 Globe (8B)			1	Set	Edit
2764	ATSF	GP7u	Road	59		2 SupMine (2)			44	Set	Edit
2778	ATSF	GP7u	Road	59		Ash Fork (Engine House)			11	Set	Edit
3332	ATSF	GP35	Road	56		7 Chicago (7A)			4	Set	Edit
3520	ATSF	GP38	Road	59		Phx-yard (Engine Facility)			23	Set	Edit
6346	ATSF	U23B	Road	60		6 Los Angeles (6B)			30	Set	Edit
45LC	ATSF	F7P	Diesel P.	100		4 Pass (4B)			44	Set	Edit

Sort by: Number Road Model Consist Location Destination Train Moves Built Owner Last

Image 16

Each car that exists on the layout is defined with road name, car type, road number and current location (*Image 17*).

The screenshot shows the 'Cars' window with a menu bar (Tools, Operations, Window, Help) and a table of car data. Below the table is a 'Sort by' section with radio buttons for various attributes.

Number	Road	Type	Len	Load	Kernel	Location	Destination	Train	Moves	Set	Edit
5	VTR	Gon	40	E		Hayden (Anode Plant (12))			1	Set	Edit
35	ATSF	Obs (P) 0	70	E		<0> ATs (pass)			0	Set	Edit
41	STARK	Box	40	L		Prescott (Prescott Feed (09))			0	Set	Edit
056	ATSF	Cab (C)	36	E		<0> ATs (ft)			0	Set	Edit
73	HJH	Picde	40	E		Cab (1)			0	Set	Edit
101	ABX	TA-b	40	E		Phx-yard (8 Tuc-SP)	->7 Chicago		0	Set	Edit
101	MGMX	Ref-e	40	E		3 TucSP (3)			0	Set	Edit
101	MHGX	Tank	40	E		<0> ATs (ft)			0	Set	Edit
101	UP	HopCov	36	L		8 Globe (8B)			1	Set	Edit
104	JERX	Ref-e	40	E		Phx-yard (8 Tuc-SP)			0	Set	Edit
139	ATSF	Combne	70	L		4 Pass (4B)			4	Set	Edit
180	LAPX	Box	40	E		<0> CR (1-5)			0	Set	Edit
191	ATSF	Cab (C)	40	E		7 Chicago (7A)			1	Set	Edit
270	TCX	TA-g	40	E		Phx-yard (3 EBL)			0	Set	Edit
288	ACY	Stock	40	E		3 TucSP (3)			0	Set	Edit
290	ACY	Stock	40	E		8 Globe (8B)			1	Set	Edit
293	AE	Gon	40	E		Ash Fork (Company Ash (07))	->8 Globe		1	Set	Edit
306	GN	Hop40	40	E		<0> Cab (5)			0	Set	Edit
377	HOX	TA-c	36	L		Phx-yard (1 Pl)			0	Set	Edit
385	UP	HopCov	36	L		Phx-yard (2 SU)			0	Set	Edit
412	GBW	Hopper	34	L		Mesa (Sand and Gravel (01))	->Wkbg (Coal 1 (01))		0	Set	Edit
412	GBW	Hopper	34	E		<0> CR (1-5)			0	Set	Edit
507	PFOX	Ref-e	40	L		Phx-yard (6 EBS)	->Mesa (Team Track (02))		0	Set	Edit
516	SCLX	TA-c	36	L		Phx-yard (3 EBL)			0	Set	Edit
538	ATSF	Cab (C)	36	E		<0> ATs (ft)			0	Set	Edit
618	COMX	TA-g	40	E		Phx-yard (3 EBL)			1	Set	Edit

Sort by: Number Road Type Color Load Kernel Location Destination FD RWE Train Moves Built Owner Wait

Image 17

Each track location is defined with name, type of track, length, restrictions for car type (reefers, tankers, boxcars), and length of available storage (*Image 18*).

The screenshot shows the 'Locations' window with a menu bar (Tools, Operations, Window, Help) and a table of track data. Each row includes an ID, name, track type, length, used space, rolling stock, pick ups, set outs, and actions for yardmaster and edit.

Id	Name	Track	Length	Used	Rolling Stock	Pick ups	Set outs	Action	Edit
57	1 Superior	Staging	870	0	0	0	0	Yardmaster	Edit
58	2 SupMine	Staging	870	223	6	0	0	Yardmaster	Edit
59	3 TucSP	Staging	870	668	15	0	0	Yardmaster	Edit
36	4 Pass	Staging	1740	622	8	0	0	Yardmaster	Edit
42	5 New Orleans	Staging	1740	656	15	0	0	Yardmaster	Edit
43	6 Los Angeles	Staging	1740	412	9	0	0	Yardmaster	Edit
53	7 Chicago	Staging	1740	506	11	0	0	Yardmaster	Edit
50	8 Globe	Staging	1740	479	11	0	0	Yardmaster	Edit
51	9 Seligman	Staging	1740	315	7	0	0	Yardmaster	Edit
30	Ash Fork	Cil Spurs Yards	2055	1433	33	0	0	Yardmaster	Edit
41	ATs	Yards	2040	1890	35	0	0	Yardmaster	Edit
40	Cab	Yards	7500	5534	116	0	0	Yardmaster	Edit
39	CR	Yards	5000	2760	59	0	0	Yardmaster	Edit
7	Glendale	Spurs	1839	646	15	0	0	Yardmaster	Edit
60	Hayden	Spurs Yards	1286	614	16	0	0	Yardmaster	Edit
5	Mag Jct	Cil Spurs	484	232	6	0	0	Yardmaster	Edit
6	Mesa	Spurs	1357	732	17	1	1	Yardmaster	Edit
61	PHX Coach	Staging	870	0	0	0	0	Yardmaster	Edit
34	Phx-ind	Spurs	2033	768	18	0	0	Yardmaster	Edit
38	Phx-pass	Spurs	500	74	1	0	0	Yardmaster	Edit
32	Phx-yard	Cil Yards	9142	5398	124	0	0	Yardmaster	Edit
31	Prescott	Spurs	768	446	10	0	0	Yardmaster	Edit
62	removal	Yards	5000	0	0	0	0	Yardmaster	Edit
52	Safford	Spurs	830	0	0	0	0	Yardmaster	Edit
8	Wkbg	Spurs	1510	544	12	0	0	Yardmaster	Edit

Image 18

Using the definition tables described above, trains can be built that allow JMRI to generate the manifest listings and print outs for the train crews that will perform each train's work on the layout (**Image 19**).

Time	Build	Function	Name	Description	Route	Departs	Terminates	Current	Status	Action	Edit
05:30	Build	28	LANS-P	LANS-P	LANS-P	4 Pass (4B)	4 Pass (4A)		Terminated 6/10/20	Move	Edit
05:30	Build	65	GBPH	GBPH	GBPH	8 Globe (8A)	Pto-yard		Terminated 6/10/20	Move	Edit
05:30	Build	77	PHAF	PHAF	PHAF	Pto-yard	Ash Fork		Terminated 6/10/20	Move	Edit
06:00	Build	55	NOLA-F	NOLA-F	NOLA-F	5 New Orleans (A)	6 Los Angeles (8B)		Terminated 6/10/20	Move	Edit
06:00	Build	76	AFPH	AFPH	AFPH	Ash Fork	Pto-yard		Terminated 6/15/20	Move	Edit
07:00	Build	46	LANS-F	LANS-F	LANS-F	6 Los Angeles (8A)	5 New Orleans (A)		Terminated 6/10/20	Move	Edit
07:00	Build	PHLN	Pto Ind North	PHLN	PHLN	Pto-yard	Pto-yard		Terminated 6/10/20	Move	Edit
07:45	Build	60	PHGB	PHGB	PHGB	Pto-yard	8 Globe (8B)		Terminated 6/10/20	Move	Edit
07:45	Build	PHLS	Pto Ind South	PHLS	PHLS	Pto-yard	Pto-yard		Terminated 6/10/20	Move	Edit
08:00	Build	58	CHPH-F	CHPH-F	CHPH-F	7 Chicago (7A)	Pto-yard		Terminated 6/10/20	Move	Edit
08:30	Build	88-87	SLAFSL	SLAFSL	SLAFSL	8 Seligman (8A)	9 Seligman (9A)		Terminated 6/10/20	Move	Edit
09:00	Build	32	CHPH-F	CHPH-F	CHPH-F	4 Pass (4A)	PHX Coach (Coach)		Terminated 6/10/20	Move	Edit
09:00	Build	PHX-Eng	Pto Ind Eng	PHX-Eng	PHX-Eng	Pto-yard	Pto-yard		Terminated 6/10/20	Move	Edit
10:15	Build	145	NOPH-F	NOPH-F	NOPH-F	6 New Orleans	Pto-yard		Build Failed	Report	Edit
11:30	Build	156	PHSU	PHSU	PHSU	Pto-yard	1 Superior		Train reset	Move	Edit
11:30	Build	68	PHTU	PHTU	PHTU	Pto-yard	3 TucSP (3)		Terminated 6/6/201	Move	Edit
13:00	Build	61-62	Ore Turn	SUHASU	SUHASU	2 SupMine (2)	2 SupMine (2)		Terminated 6/6/201	Move	Edit
12:30	Build	33	PHCH-P	PHCH-P	PHCH-P	PHX Coach (Coach)	4 Pass (4A)		Terminated 6/10/20	Move	Edit
14:20	Build	155	LAPH-F	LAPH-F	LAPH-F	6 Los Angeles (8B)	Pto-yard		Terminated 6/6/201	Move	Edit
15:00	Build	147	PHLA-F	PHLA-F	PHLA-F	Pto-yard	6 Los Angeles		Train reset	Move	Edit
15:00	Build	25	NOLA-P	NOLA-P	NOLA-P	4 Pass (4A)	4 Pass (4B)		Terminated 6/11/20	Move	Edit
15:10	Build	57	PHCH-F	PHCH-F	PHCH-F	Pto-yard	7 Chicago (7A)		Terminated 6/11/20	Move	Edit
15:40	Build	167	SUPH	SUPH	SUPH	1 Superior (1)	Pto-yard		Terminated 6/6/201	Move	Edit
15:40	Build	67	TUPH	TUPH	TUPH	3 TucSP (3)	Pto-yard		Terminated 6/10/201	Move	Edit
16:45	Build	158	PHNO-F	PHNO-F	PHNO-F	Pto-yard	5 New Orleans (A)		Terminated 5/27/20	Move	Edit
20:00	Build	875	Altum	Altum	Altum	Pto-yard	Pto-yard		Train reset	Move	Edit
20:05	Build	877	Altum	Altum	Altum	Pto-yard	Pto-yard		Train reset	Move	Edit
20:10	Build	878	Altum	Altum	Altum	Pto-yard	Pto-yard		Train reset	Move	Edit

Image 19

Controlling the Trains

In addition to using the NCE throttles to run their trains, our members may also use a combination of JMRI software and portable, mobile devices like smart phones and tablets to control their train.

Software apps are available for both Apple's iOS and Google's Android devices that integrate with the JMRI system. Using a wireless network connection, a member may connect their device to JMRI system and display both soft throttles and control panels to operate their train.

Image 14 from **WiThrottle** shows both a throttle to control two separate trains, and a control panel displaying an image of one of the layout's towns and a virtual signal displaying route conditions to the engineer.

The WiThrottle for iOS is available at <http://www.withrottle.com/WiThrottle/Home.html>. or the Apple app Store.

Image 15 from **Engine Driver**, shows a soft throttle to control one locomotive.

The Engine Driver app for Android is available at <http://enginedriver.rclubs.org/>. or Google Play .

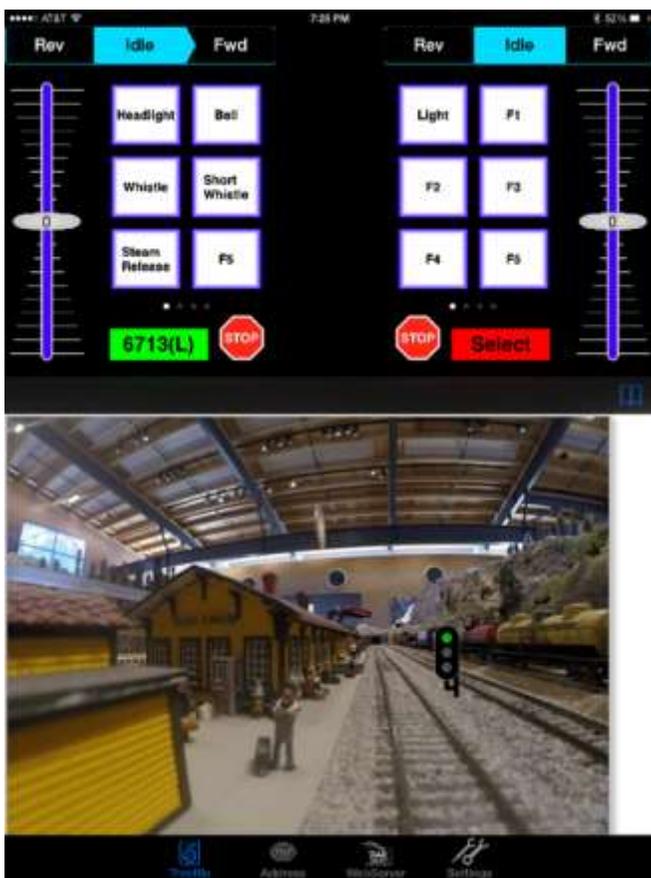


Image 14



Image 15

Summary

As with many other parts of our lives, the application of computer hardware and software technology has both complicated things and made things easier at the same time. Bringing another facet to the “world’s greatest hobby” provides those members with the interest and skill the opportunity to enhance almost all aspects of their experience.

And as is the case with almost all software applications, we use only a small percentage of the apps functionality. Here, there is much room to grow and much more fun to be had.

We hope you have enjoyed this, the seventh article in our series describing our model railroad. In the next issue of *Spur Line*, we will cover the topic of Prototype operations.

For more information, visit: <http://www.therailroadpark.com>, <http://www.scottsdalemrhs.org> (HO scale), <http://www.sun-n-sand.org> (N scale), <http://www.pandpr.com> (O gauge) and <http://www.scottsdalelivesteamers.com> (7-1/2 inch gauge).

Emission's Scandal by Bill Winans



H.O.B.O.E.

The "H.O.B.O.E. " train Club of Tucson is back to work. 2014 was a tough year but now we are back to work. Our Two main lines are operational, about 15%of our scenery is completed , and work on our East yard is moving along . We are doing some reassessing but for the most part, we have our concepts in place.

We are going to have an open house for our neighborhood on November 22nd, the day after the Tucson NMRA event. We do this to let the neighbors know that we are a model train club and not a "meth lab!" We will also be open for the layout tour on Saturday afternoon the 21st, after the NMRA program.

Having lost our most experienced and talented modelers gone has only slowed us down not stopped us. Hope to see some of you there!





Arizona Clubs

Cornville

Wyoming Division Model Railroad Club

Scales: HO

Contact: Verryl Fosnight (562) 458-9589 verrylf@gmail.com

On the Web: http://groups.yahoo.com/group/wyoming_division/

Flagstaff

Flagstaff Model Railroad Club

Scales: HO, HOn3, and N

Contact: Larry Gibbs (928) 779-2282

On the web: <http://flagmrrc.org/>

Gilbert

Gilbert Model Railroad Club

Scales: HO

Contact: Joe Padberg (480) 980-2880

On the web: www.gmrctrains.com

Glendale

West Valley Railroad Historical Society

Scales: HO

Contact: Dave Irick (623) 435-8534

Goodyear

Pebble Creek Model Railroad Club

Scales: HO and G

Contact: Bruce Petrarca (623) 935-4837

On the web: www.pcmrc.org

Phoenix

Grand Canyon State Model Railroaders

Scale: HO modular

Contact: Bob Gibbs (480) 968-1760

On the web: www.GCSMR.org

Arizona Clubs

Phoenix

Thunderbird Model Railroad Club

Scale: HO

Contact: Larry Platt

On the web: www.trainweb.org/tbird Website is: www.thunderbirdmodelrrclub.com

Ponderosa North

Scales: Round Robin

Contact: Matt Furze - mattfurze@cox.net

On the web: www.arizonarails.com/pncpage

Prescott

Central Arizona Model Railroad Club

Scales: Multiple

Contact: Steve Bumgardner (928) 775-3184

On the web: www.camrrc.com

Scottsdale

Scottsdale Model Railroad Historical Society

Scales: HO and HO_{n3}

Contact: contact@scottsdalemrhs.org

On the web: www.scottsdalemrhs.org

Sun'N'Sand Model Railroad Club

Scale: N

Contact: Mark Vanacore (602) 410-1110

On the web: www.sun-n-sand.org

Sun City area

Sun City Model Railroad Club

Scale: HO

Contact: Bob Batt (623) 734-6377

Sun City West Model Railroad Club

Scales: HO and N

Contact: Bob Butler (623) 556-5179

On the web: <http://www.scwclubs.com/> then select Model Railroad

Tucson

Arizona & Southwest Model Railroad Society / Tucson NTRAK

Scale: N

Contact: John Scott (520) 250-2800

On the web: <http://home.comcast.net/~tucsonntrak>

Rincon West Garden Railroad Club

Scale: G

Contact: John Lawrence - johnlaw1931@hotmail.com

Southern Arizona Society of Model Engineers (SASME)

Scales: HO and HOn3

Contact: Richard Dick (520) 790-5356

On the web: www.sasme.org

H.O. Brotherhood of engineers (H.O.B.E) (**NEW)**

Scales: HO

Contact: Tom Beecher (520) 579-3768

On the web:

Show Low

Silver Creek Railroaders

Scale:HO

Contact: John Rowlinson (602) 908-9962

Yuma

Yuma Model Railroaders

Scales: Multiple

Contact: Lee Stoermer (928) 344-9417

On the web: www.yumamodelrailroaders.org

BUY, SELL OR TRADE

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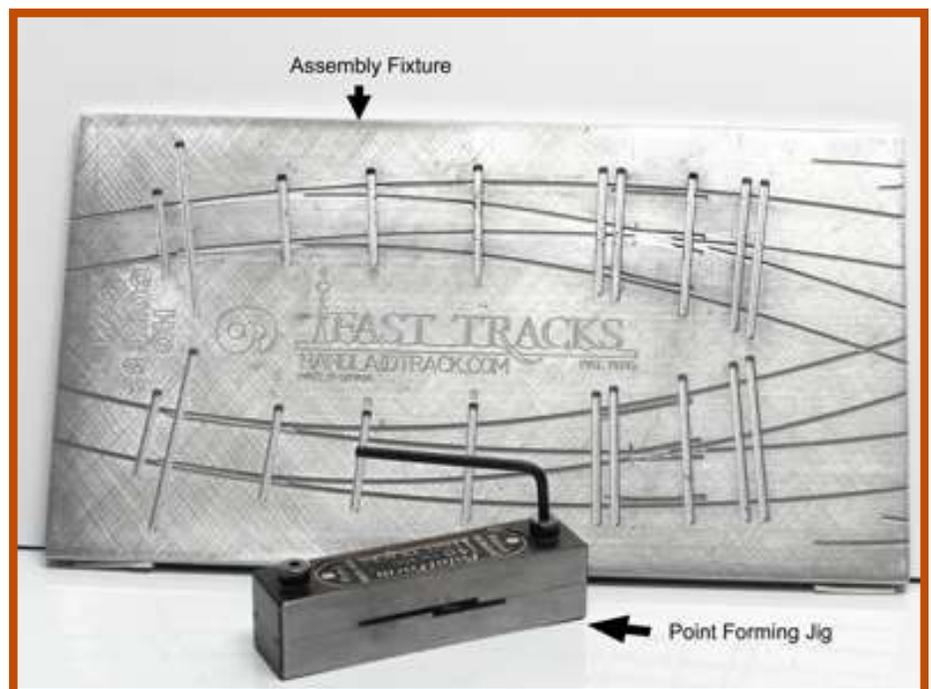
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Allen W. Gross, MMR

hallockgross@gmail.com

480-720-6898

Asking Price (10% to the Arizona Division)

BTS McCabe Lumber Company Complex

Coon Gap Sawmill (Early detailed model, not the later Slaty Fork

issue-rare)	500
Log Dump	120
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Sawdust Shed	60
Planing Shed (Planing Mill)	230
Slash Burner	35
Pump House	60
Tramway and Storage Yards	120
Tramway extensions	40
Drying Platforms	20
Company Office	70
Fire House Storage and Water Tank	50
3-Logging Bunkhouses	25
Bunkhouse Details	25
West Side Cook House	65

Prefer to sell as a set 1487

Miscellaneous

Keystone

2 (two)-Jill-Pokes 30

Building Structure Company

5-in-one Outhouses 30
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BUY, SELL OR TRADE

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Precision Scale Company

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Vintage Reproductions

Alpine Tunnel Coaling Platform 35

Magnusen Models

Allen's Wrench and Manufacturing (large complex,
plaster walls, beautiful, rare) 45

Classic Miniatures

The Ruins-2-in-one resin kit (rare) 25

Arkansas Valley

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BUY, SELL OR TRADE

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---	-----

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------------------------------------	----

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BUY, SELL OR TRADE

FOR SALE—The Arizona Division has a large stock of PSR items which may be of interest to PSR members. Contact: Stan Sachau, Arizona Division Chief Clerk / Paymaster

SHIPPING: Will bill for actual shipping and packaging.

NMRA ITEMS	PRICE	QTY
1996 Long Beach National Pin	\$0.50	34

PSR CONVENTION CARS:

2003 Phoenix Kit HO	\$2.50	12
(Athearn 40-foot Steel & Wood Box Car)		
2007 Tucson Kit HO	\$5.00	252
(Accurail 3 Bay Hopper)		
(12 for the price of 10 = \$50.00)		
2007 Tucson RTR HO	\$10.00	12
(Intermountain wheels, Kadee couplers)		
2007 Tucson Weathered HO	\$12.50	4
(Intermountain wheels, Kadee couplers)		

PSR PATCHES:

1991 Tucson	\$0.50	300
1992 Laughlin	\$0.50	204
1993 Rails to the Sea	\$0.50	2
1995 Phoenix	\$0.50	296
1997 Cajon Zephyr	\$0.50	25
1999 Flagstaff	\$0.50	194
2003 Phoenix	\$0.50	115
2007 Tucson	\$0.50	212
2011 Flagstaff	\$5.00	60

PSR PINS:

1991 Tucson	\$0.50	43
1995 Phoenix	\$0.50	75
1997 Cajon Zephyr	\$0.50	19
1999 Flagstaff	\$0.50	144
2007 Tucson	\$0.50	142

Arizona Hobby Shops

- THE HOBBY PLACE @ACE** 6959 E. 22nd St. Tucson, Az. 85710
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Email: thehobbyplace@gmail.com.
- AN AFFAIR WITH TRAINS** 301 West Deer Valley Rd., Suite 4, Phoenix, Az. 85
(623) 434-6778
Hours: Closed Monday,
Tues. – Fri 10:00 – 5:30
Sat. 9 – 5; Sun. 1 – 4
Website: aawtrains.com
- CORONADO SCALE MODELS** 1544 E. Cypress St. Phoenix, Az. 85006
(602) 254-9656
Hours: Mon. – Fri. 8:00 – 12:00 / 1:00 – 5:00
Sat. 8:00 – 12:00
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- HOBBY DEPOT** 216 w. Southern Ave, Tempe, Az. 85282
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Fri. 10:00 to 7:00 Sat. 9:00 to 5:00 Sun noon to 5:00
- HOBBY BENCH** 8058 North 19th Ave., Phoenix, Az. 85021
(602) 995-1755
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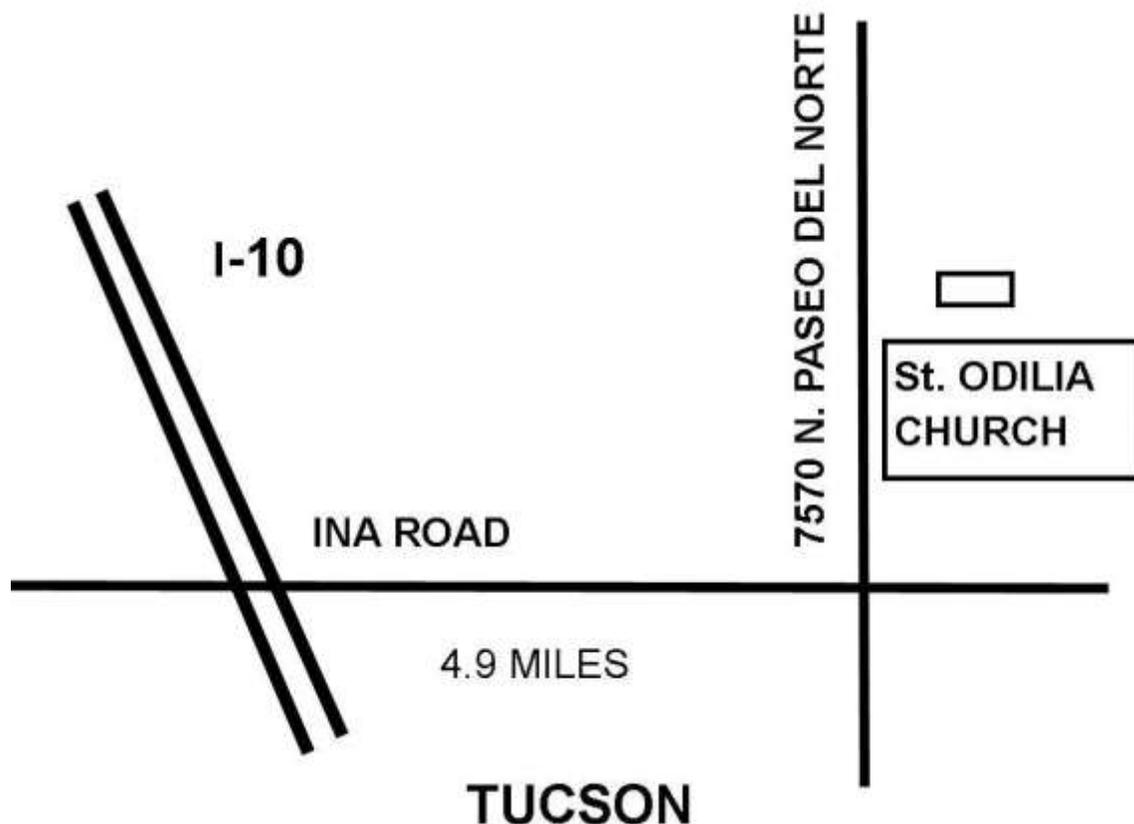
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