



SPUR LINE

Volume 45, Issue 1

January 2011

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SPRING MEET - ARIZONA DIVISION, PSR, NMRA

Saturday, March 12, 2011 - Phoenix, Arizona

More info and schedule on page 3



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The 2011 PSR Regional Convention is Coming to Flagstaff!!!

What: PSR 2011 Regional Convention

When: September 21 – 25, 2011

Where: Flagstaff – Radisson Hotel?

What can you do? Help make it a huge success!

Need volunteers for planning, clinics, contests, etc.

Contact: Larry Gibbs, Flagstaff Model RR Club

Flagmrrc@gmail.com or (928)699-3449

SPRING MEET - ARIZONA DIVISION, PSR, NMRA

Saturday, March 12, 2011 - Phoenix, Arizona

DEPOT **First Southern Baptist Church of Phoenix**
3100 W. Camelback Rd, Phoenix, AZ (*Locator map on last page*)
Meet Contact: Art Carlton (520) 560-3368

REGISTRATION \$7.00 - Coffee Provided; FREE - If you join the NMRA at Registration.
 \$3.00 - If NMRA member under 21 years of age.
 (*Bring your membership card.*)

SCHEDULE

- 9:00 am - Registration opens. Enter contests until noon.
- 10:00 am - CLINIC: Contest Judging Part 2 - Allen Gross
- 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: Introduction and Overview to DCC - Jarrette Ireland / Soundtraxx
- 2:00 pm - CLINIC: Running Tsunami Equipment - Jarrette Ireland / Soundtraxx
- 3:00 pm - Announce contest winners, door prize drawings.
- 3:45 pm - Layout Tours – Flyers available at the meet

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 “our Favorite Train”, Levity will be “Grab Bag”. Trains are a maximum of ten locomotives. 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.

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. There is no fee for tables, but only Arizona Division members are allowed to sell. Anybody can buy! Please only one table per seller until everybody has a table.

**Please note all swap meet sellers must be NMRA members and must register.*

RAILETTES:

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!





SUPERINTENDENT'S CORNER

BY: ART CARLTON

**** WANTED ****

**GOOD QUALITY MODEL KITS, TOOLS, RR EQUIPMENT, ETC.
FOR DOOR PRIZES AT THE MARCH 12TH MEET IN PHOENIX.**

**** WANTED ****

**VOLUNTEERS TO CONDUCT CLINICS FOR THE SUM-
MER AND FALL/WINTER MEETS.**

30-45-60 MINUTES SLOTS AVAILABLE.

**CONTACT ART CARLTON AT
520-560-3368.**

FROM THE MEMBERSHIP CHAIR

BY: GORDON GEIGER

Hello from the AZ Div. Membership Office..

I, Gordon Geiger, am the fool who volunteered to be Membership Chairman for the Division, when the position had been vacant for some time. I should have realized why it was vacant. As soon as I got the job I got an email with the list of AZDIV members on it. Great, now what? There is no job description that I have found, so I have to make one up. I can sit behind a desk at NMRA meetings and pass out applications to those who want them. That is easy. I can field complaints about not getting the magazine, but only if you let me know. I can go to other group's meetings and try proselotizing, but that would require me to explain the benefits of membership in NMRA to those who have not seen fit to join before. Standard setting is the most important thing NMRA has done over the years, something we all benefit from, but it is an abstract factor to most people. Promoting the hobby and providing an identifiable community of like-minded people with which to associate is much more appealing as a selling point. That is what we are all about. Right? So I have a proposal: let us try to *communicate dates and sites of any meetings relating to model railroading, regardless of gauge or era, via the SpurLine*. This includes swap meets, OpSig sessions, informal get togethers, or regular organization meetings. At least then I will have a talking point about a benefit that NMRA has provided! I can be contacted at ghgeiger@aol.com, or by phone at 520-529-6223. And I am always glad to share the RiverCity and Western in person or at www.RCWRR.com.



DIRECT FROM THE DIRECTOR

BY: RICK WATSON

Happy New Year to the Arizona Division.

First of all, I'd like to recognize the members who have stepped up, gotten off the sidelines and joined the game. Thank you to Frank Baker, the new Spur Line Editor; Gordon Geiger, the new Membership Chair; Lee Stoermer the new Webmaster; and the two candidates we have for Director and Chief Clerk & Paymaster. I appreciate your willingness to be active members in our division.

We continue to have a vacancy for Contest Chair and no candidate for Superintendent. If we're not able to fill those roles, we may not have a contest room, nor a leader for the Division. Art would really to find a new owner for that bell

I received a few comments on my last column. Most were in agreement but a few were not. I'll be the first to admit that it was pointed and direct. I don't enjoy throwing out ultimatums, but I do believe it needed to be said. Interestingly, a member called me to complain about the spelling of his name in the Spur Line. I apologized. Then he went into a long tirade about how this has happened before, etc, etc. I listened attentively, apologized again about the mistake. He continued on his rant. He explained the Webster's definition of an 'editor' is, and what I should be doing as editor. Finally, I asked if he had ever participated in a division level role. Particularly, one where he could ensure these errors do not recur or where he could positively influence the division. Not surprisingly, his answer was "No". I asked if he would be willing to fill one of the open positions. Again his answer was "No". You can draw your own conclusion, but for me, the phrase "If you're not part of the solution, you're part of the problem" comes to mind. I welcome your feedback.

Today, Art, Richard and I met for another division leadership meeting. We've been doing this twice a year. To date, the meetings have been very productive. Outcomes include the website, new clinic format, discussions on governance, decisions on division finances and most importantly improvements for the division.

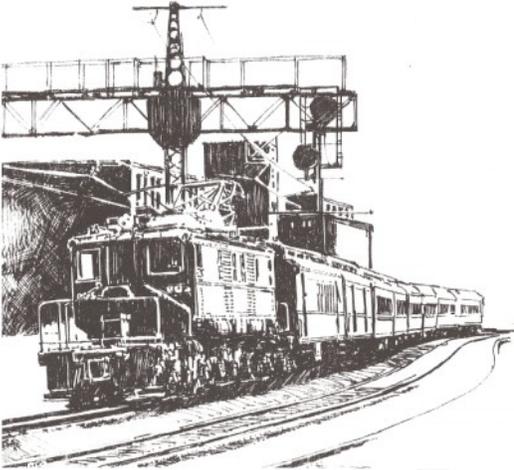
One key decision today was in regard to Spur Line subscriptions. For over a year, we have been making it known that subscriptions are coming. The cost for the annual subscription is \$5.00. This does not even cover the cost to print and mail the paper versions of the Spur Line. But, we felt this is reasonable. The volume of those who paid for 2011 subscriptions by the end of 2010 is abysmal. So, effective with this issue, we are reducing the format for the printed version to one 8 ½ x 11" double sided page for the print version. If folks want more pages, they can pay a subscription or read the online version. I suspect many do read the online version despite receiving the print version. Frankly, they are wasting division money.

I hope those in attendance in Tucson enjoyed the meet as much as I did. Thanks to the clinicians. I really enjoyed them! Quite a bit of variety. Our attendance was good and we had some really nice models in the contest room.

Our next meet is in Phoenix on March 12. Allen Gross will continue his clinic on contest models and judging. I got a lot out of the first clinic and am really looking forward to part two. And, we will have two clinics presented by a representative from Soundtraxx. Those should be excellent too.

Thanks again to those who stepped up!

See you in Phoenix!



FROM THE EDITOR

BY: FRANK BAKER

I look forward to taking over the reigns as editor of the Spur Line newsletter from Rick Watson. Please bear with me because my computer skills do not match my modeling skills.

Trains have been a lifelong passion of mine, having grown up almost on the spur line (four houses away from the tracks) of a branchline on the Erie Railroad in New Jersey. I hope to be able to combine some of my artistic skills into the newsletter along with my passion for the hobby. This is a great hobby that has only grown better over the years. I also look forward to meeting many new friends and modelers in the New Year.

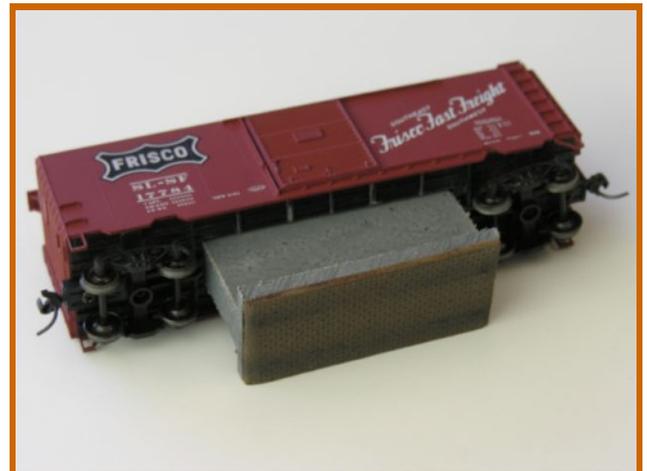
I have added two new sections to the newsletter. The first addition is “**Hobby Shops in Arizona**” a listing of the hobby shops in Arizona. If I have missed any, please let me know and I will add them to the list. (see page 30)

The second section that I have added is an “**idea exchange**”. Since we all live across the state and the meets are short and action packed, this will serve as a forum of sharing from each other’s knowledge on a variety of subjects that effect us all. Whether a seasoned modeler or just beginner, this forum is designed to help everyone. *Positive feedback, personal experiences and ideas for subsequent idea exchange topics would be appreciated.*

IDEA EXCHANGE

The first article is a reprint from The NMRA magazine and something we all have to deal with on a daily basis - **Dirty Track**. Reprinted from a Scale Rail issue in the April 2009 and written by “Railroad Bill” Tully, this is the most extensive dirty track article I have read and should serve as a good reference. You can draw your own conclusions from this article, but I know that several of the conclusions have been implemented including my neighbor’s layout and have created trouble free, clean track operation.

I have been using two different Masonite cars. The first is an old Athearn car and the second is an Accurail car that someone was selling on the internet. (*continued on page eight*).



The Great Dirty Track Mystery

article by "Railroad Bill" Tulley

Two years ago, we in the Sheridan Model Railroad Association discovered Goo Gone, a product that showed every possibility to be the ultimate solution to a never-ending track cleaning problem. We are now having serious doubts about its effectiveness. When we began using Goo Gone, we were pleased that it would clean locomotive wheels and track with relative ease. There was the positive proof from a heavy black stain on a white paper towel when you were done cleaning. Now, after two years of track cleaning, we are having increasing problems with a heavy gunk buildup on the wheels of our locomotives. After a member discovered a complaint about Goo Gone usage on the web, we began to suspect that we may be having the same problem.

To determine what type of problem we were having, I devised the following track cleaning test procedure.

Test Procedure

Tests were conducted on regular meeting dates with three or four days between each test.

1. Rub track at two different one-foot locations with a white paper towel to check for gunk buildup from the previous test. Note results.
2. Clean locomotive wheels with test product.
3. Run locomotive with cleaning car using test product five times around layout. Note condition of roller cover.
4. Remove cleaning car and run locomotive for 30 minutes. Observe its performance.
5. Clean locomotive wheels with test product and check for gunk buildup. Note results.

Test Results

Product	Track	Cover	Running	Locomotive	Comments
Life Like	Black	Black	Erratic	Black	
Rubbing Alcohol	Black	Black	Ok	Black	Works Ok
WD-40	Black	Black	Ok	Black	
Kerosene	Black	Black	Good	Clean	Cleans Ok
Ammonia	Black	Black	Ok	Good	Bad Smell
Westley's Tire Cleaner	Black	Black	Poor	Bad	Wheel Buildup
Armor All	Black	Black	Poor	Bad	Wheel Buildup
409	Black	Black	Good	Clean	Traction Loss
Alcohol Solvent	Black	Black	Good	Clean	Works Good
Aero-Loco Cleaner	Black	Black	Good	Clean	Great
Aztex Roller	Black	Black	Good	Clean	Works

Summary Of Test

1. Goo Gone is good for cleaning gunk from wheels and track, but it should be wiped off after cleaning.
2. Center Line's track cleaning car is good for applying cleaning products.
3. Aztec's Cratex roller track cleaning car is good for dry cleaning of track. Works much like hand cleaning with a Bright Boy.
4. Aero-Loco-Works track cleaning fluid has given the best results to date with the least problems after use.
5. We now use an Aztec Cratex roller followed by a Center Line roller/wiper soaked with Aero-Loco-Works fluid for track maintenance. The results are encouraging so far. Alcohol also seems to work reasonably well.
6. A masonite pad under a car works as well as Aztec's roller.

Continuation of an Epic Saga

Sheridan Model Railroad Association has recently obtained Tony's Train Exchange track cleaning car. This is a very well-made track cleaner, and it should be for the price. However, it has not produced the results claimed by the manufacturer. It does clean track to Tony's expectations, but the track does not stay clean for as long as Tony's literature indicates it would. Results from an experiment that I have recently completed indicated that the problem is not totally with Tony's Train Xchange track cleaning car. In fact, any manufacturer's track cleaning product would have problems with meeting any claims concerning expected results on the SMRA layout.

To begin our discussion, first we should have an idea of the source of the "gunk" that causes the great dirty track mystery. Because I do not have access to any scientific instruments to analyze this gunk, I will have to speculate as to its source. The following list of gunk sources contains my usual suspects, although there is always the possibility of other contributors.

- Fine dirt falling from the air. Even in a pressurized room there is no way to totally eliminate this contaminant.
 - Dust from using a Brite Boy or sand paper to clean the track.
 - File shavings from cleaning up soldered track joints, rough spots, and switch points.
 - Wear from wheels passing over soldered rail joints.
 - Degradation of plastic wheels.
 - Plating or coatings worn from metal wheel treads.
 - Oxidization from the nickel silver track.
 - Residue from chemical products including rosin used to make clean solder joints.
 - Residue from track cleaning products.
 - Lubrication drips from locomotives. Note that most locomotives come from the factory with far too much lubrication applied to their gearing.
 - Crushed loose scenery products.
 - Gunk picked up by the wheels and carried all over the layout's track structure.
- How do we eliminate the great dirty track mystery? First, we will have to accept that we will not be able to achieve total success. That being said, the following ideas are offered only as a suggestion.
- Change to a larger scale. The weight of the larger locomotives and cars will crush this gunk and push it off the track. A scale of 12-inches to the foot would be the ultimate solution.

- When you work on the track (i.e. soldering, filing, cleaning with a Brite Boy), wipe the area where the work was done to clean up any residue.
 - Vacuum the layout on a set schedule, especially the track structure. You will be surprised at what you may find. Dead bugs, loose ballast, track nails, broken parts, and so forth.
 - Clean the excess lubrication from your locomotives and use lubricant sparingly when servicing the locomotives.
 - Clean your locomotive wheels regularly. Note that this may be as often as the beginning of every operating session.
 - When you use a cleaning car on your layout, especially one that dispenses a fluid cleaner, follow it with a second car that will pick up the dissolved gunk residue. The SMRA now uses a Tony's Train Xchange fluid cleaning car followed by a Centerline car with a dry pad on its roller. Be prepared to change the dry pad frequently.
 - Change all the wheels on your operating cars to one of the metal variety. This seems to be one of the more important things that you can do to help keep your track cleaner. If nothing else happens, at least these cars will stay on the track longer and track better.
 - Clean your car wheels regularly. At what interval I do not know yet, though a one year interval seems to be as good a bet as any for now.
- It may not be apparent why you should clean your train's wheels since there does not appear to be a direct connection between whether a locomotive will operate or not and the cars that follow it. However, these car wheels are concealing a very insidious secret. Each wheel has a very thin layer of gunk on its tread, and it transports this gunk all over the layout. I had not even considered this possibility until I conducted the following experiment because

our new track cleaning car was not living up to its manufacturer's claims, and I did not have anything else exciting to do one day.

I choose 15 cars from the SMRA layout for this test. The only criterion was that five cars had InterMountain wheel sets, five had Lifelike, and five had Kadee. Other than the above requirement, these 15 cars were chosen randomly from ones that had been in use for about one year. No cars with plastic wheels were available at the time of the test.

The test was conducted in this manner: A white paper towel was placed over a section of track. Aero-Locomotive Track Cleaner was placed in the center over the track with an eye dropper. Then the test car was rolled back and forth across the cleaner saturated spot and out on to the dry portion of the paper towel. It usually took several passes of the wheels before no more trace of gunk was present. Results may be classified as follows:

Company		Results
Intermountain Wheel Sets		Good to Very Good
Lifelike Wheel Sets		OK to Good
Kadee Wheel Sets		Poor to OK
Explanation of Results		
Very Good	Left no marks	
Good	Left a short visible mark	
OK	Left a short dark mark	
Poor	Left a black mark to the edge of the towel in both directions	

The results for the Kadee wheel sets surprised me until I had thought about the problem for a time. I now expect that the poor performance was caused by Kadee wheels being cast zaminac and by being blackened chemically. The blackening will naturally wear off over extended use. Also, zaminac breaks down chemically over time. Lifelike wheels are also cast, but appear to be from a different metal. InterMountain wheels are machined steel, which may explain their exceptional performance.

This discussion on the great dirty track mystery will be the end for now. I do not expect any more revelations on this subject, although you may never know for sure. The main theme has been clean your track and clean your wheels. This is a lot of work, but it seems to be the only sure way to reduce erratic operation on your layout. 🐢

Cont: from page six

I have tried a car with a bright boy mounted on the bottom with little success. For a cleaning solution, I have been using the same product for almost thirty years with great success. Bestine solvent & thinner is available in art stores. I apply on a rag and wipe the masonite sleds. This both cleans the sled of any residue and leaves a wet sled to clean the track. The solvent does not damage the track since the application is only applied to the masonite sled.

I do not have any plastic wheels on the layout. I converted to Kadee wheel sets years ago, prior to the metal wheelsets offered by Intermountain. My neighbor has been very pleased with the performance of the Intermountain wheelsets.

These are a couple of ideas that work for us. What has been your experience? I will post some comments in the next newsletter.

**Topic for the next newsletter:
Alternative mounting techniques for Circuitron Tortoise Switch Machines.**



CHIEF CLERK & PAYMASTER REPORT

BY: RICHARD DICK

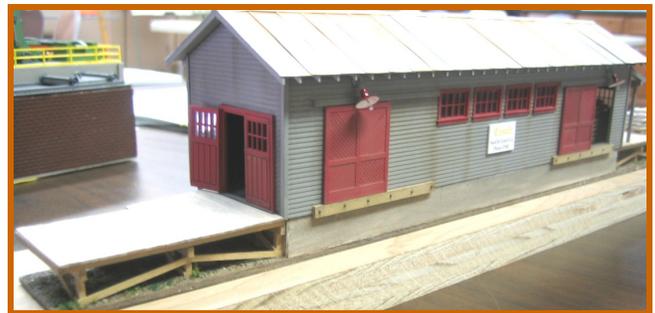
We had a great turnout in Tucson, Nov. 13. There were 91 registered and we had 3 new NMRA members. That's great news, and we are happy to see more people coming to our Meets. We have consistently signed up 2-4 new members at each meet as well.

One expense below is a leftover from the Flagstaff meet. The Railette Chairman had forgotten to bring the receipts for the Railette supplies. They are shown below in Other Expenses.

At the Tucson meet, I sold the last two Flagstaff PSR Convention cars (1999) that I had with me. Believe it or not, three other people came up to buy some after that. I do have more and will bring them to the Phoenix meet. The lesson is – if you want one of the previous PSR Convention cars, you better get them while you can!!

The balance sheet for the period August – December 2010 is included for your information:

Account Balance, July 31 , 2010	\$6,302.50
Revenue:	
Division Meet: November 13, 2010:	
Attendance Fees	\$616.00
Sales, Pins and Patches, Cars	\$63.00
Donation	\$2.05
NMRA Dues	\$66.00
Total Meet Revenue	\$747.05
Other Revenue:	
Past Convention Cars	\$10.00
Total Revenue	\$757.05
Expenses:	
Division Meet: November 13, 2010:	
Club/Hobby Shop Flyer Postage	\$44.97
ImageWorx	\$506.95
Tucson Meet Facility Expense	\$225.00
Meet Insurance Certificate	\$10.00
Copies of Layout Tour Maps	\$6.55
Railette Expenses (Tucson)	\$28.65
	\$822.12
Other Expenses:	
Railette Expenses (Flagstaff)	\$131.97
Bank Fees	\$42.03
NMRA Dues	\$66.00
	\$240.00
Total Expense	\$1,062.12
Income	-\$305.07
Account Balance, December 31, 2010	\$5,997.43



FROM THE CONTEST ROOM

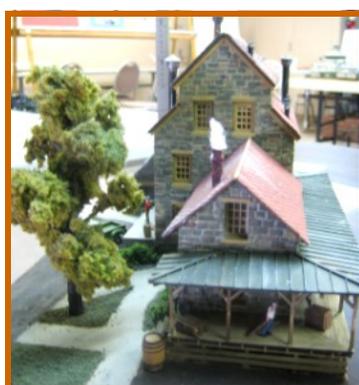
BY: KEVIN LOOFF

The Tucson Meet marks the end of my run as Arizona Division Contest Chairman. It was a good turnout with eight models for judging, seven photographs, and several display models including four Favorite Train entries and two Levity entries. Two of the judged models earned Merit Awards. It has been three years since I took over for Duane Buck as Arizona Division Contest Chairman. I have tried to make some improvements along the way, mostly in updating the forms we use in the contest room for model entries and getting them in digital format. There wasn't much else to improve on as the Arizona Division has always had great contests. During my three years, I have learned a lot about how to organize and run what I hope everyone would agree were good, fun contests at our Division meets. I can never thank Duane Buck and Alan Barnes enough for all the help they have provided. Between the assistance they have provided, advice they have given, and the time they have taken to ensure our contests have run well, I honestly could not have done this without their help. Don Stewart also deserves my thanks. Don has always been there to help judge the models and resolve any issues that determine if a modeler should be awarded a Merit Award for their work. He has also been helpful in training new judges. Another good thing that has happened during my tenure as Contest Chairman was that we have seen a number of outstanding models from members that had not entered the contests before. Many members have also stepped up to try their hand at judging the contests. New judges have always been paired up with experienced judges and I believe that we have quite a number of qualified judges. I would like to thank everyone who ever judged a contest during my time as Contest Chairman.

There are three other members that deserve special mention as I leave this position: Rick Watson, Art Carlton, and Richard Dick. These three gentlemen have been our officers during my time as Contest Chairman. They have always been very supportive of my efforts in the contest room and are always promoting our contests at the Division Meets.

Whoever takes over as Contest Chairman should find plenty of support for a smooth transition. I cannot speak for Duane, Alan, and Don but my guess is that all will continue to help as much as they can. I do know that I will make myself available to help to ensure that the Arizona Division continues to have outstanding contests at our meets. As of right now, the position is vacant. Art was kind enough to be the keeper of the contest room equipment until someone decides to volunteer for this position. Right now, I know that there are some award supplies that will need to be ordered before the March meet and some forms need to be printed. I was hoping that we would have a new Contest Chairman prior to my departure, but that has not happened. I wanted that person to select the Favorite Train and Levity topics for the March Meet.

If this issue of the Spur Line goes out before we have a new Contest Chairman, the Spur Line editor will be selecting the Favorite Train and Levity topics. (See schedule on page three)



CONTEST RESULTS - TUCSON DIVISION MEET*NOVEMBER 13, 2010***Model Construction:** (* Indicates Merit Award)**Best In Show**

Castle Sand & Gravel* – Paul Chandler

Rolling Stock—Open*No Entry***Rolling Stock—Kit**2nd Place** – B&M Express Reefer – Lenny Smith

**By Arizona Division Contest rules, the only entry in the Rolling Stock – Kit category did not score enough points to qualify for a 1st Place award.

Structures – Open1st Place – Ingot Crane* – Gordon Geiger2nd Place(tie) – Tunkin Tool & Mfg. - Richard Petrina2nd Place(tie) – Rolling Mill Interior – Gordon Geiger3rd Place – Square Water Tank - Richard Petrina**Structures – Kit**1st Place – Hurst Boiler & Welding – Stephen Drees2nd Place – Majestic Hardware & Feed – Stephen Drees**Levity - Mixed Freight**1st Place – Name That Mixed Load - John Stockton2nd Place – Mixed Freight - Lee Stoermer**Favorite Train - Mixed Freight**1st Place – Lenny Smith2nd Place – Nelson Steinmetz3rd Place – Roger von Seeburg**Favorite Model**1st Place – G. Willikens – Richard Petrina2nd Place – Rolling Mill Interior – Gordon Geiger3rd Place – Tunkin Tool Mfg. – Richard Petrina

Model - Color

No Entry

Prototype - Color

- 1st Place – Presidential Photo Train (Snow) - Allen Greger
- 2nd Place – Presidential Photo Train (Bridge) - Allen Greger
- 3rd Place – Sunset Signals – Lee Stoermer

Prototype - B&W

No Entry

Slide

- 1st Place – Rust in Peace – Allen Greger

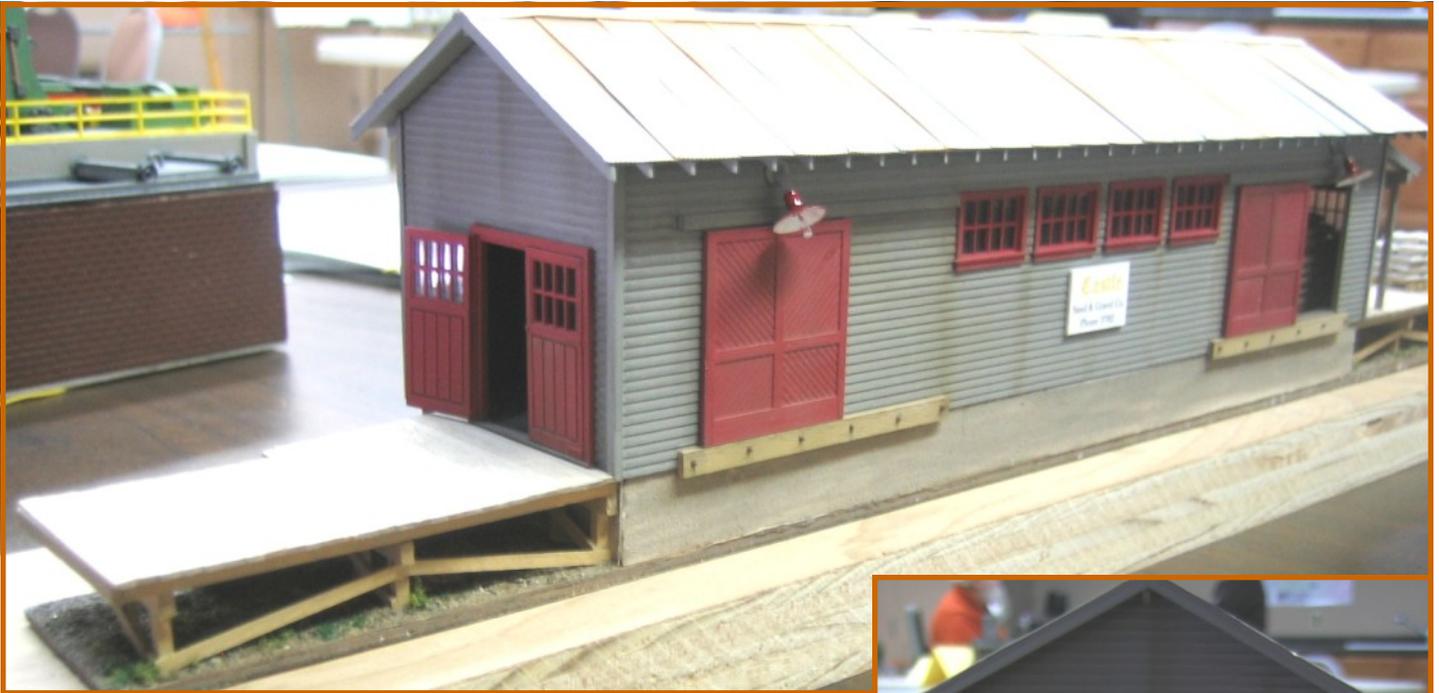
CONGRATULATIONS!

KEEP ON BUILDING THOSE MODELS

***MAKE SURE TO BRING YOUR
MODELS , PHOTOS, AND LENNY'S CHALLENGE ENTRIES
TO PHOENIX ON MARCH 12TH!!!***



Rolling Stock — Kit
2nd place
Lenny Smith

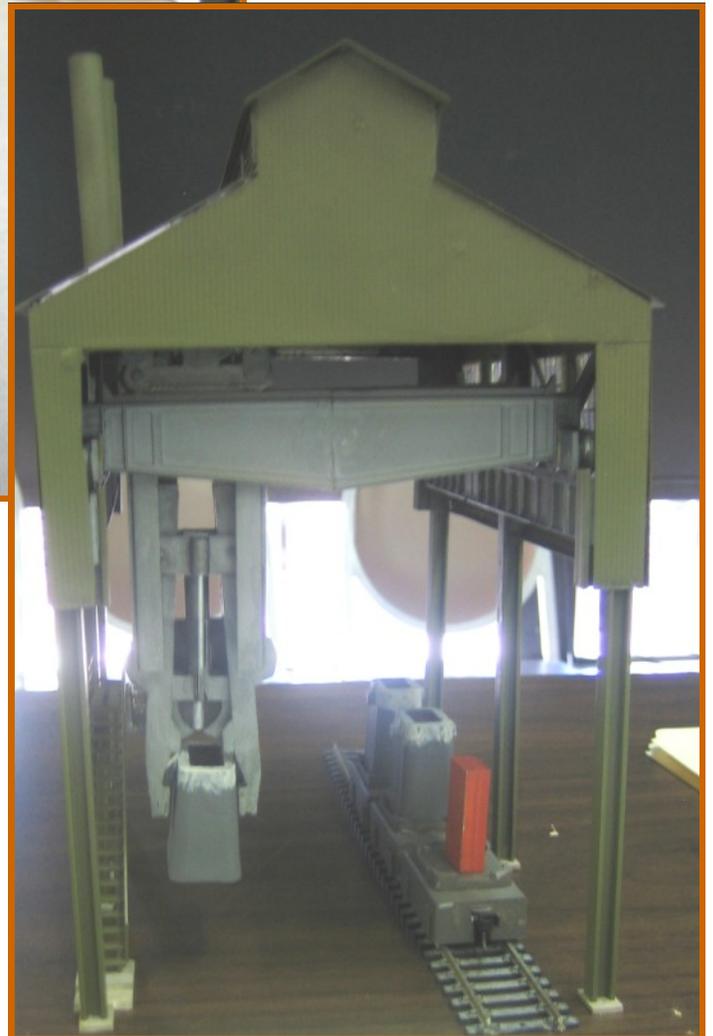


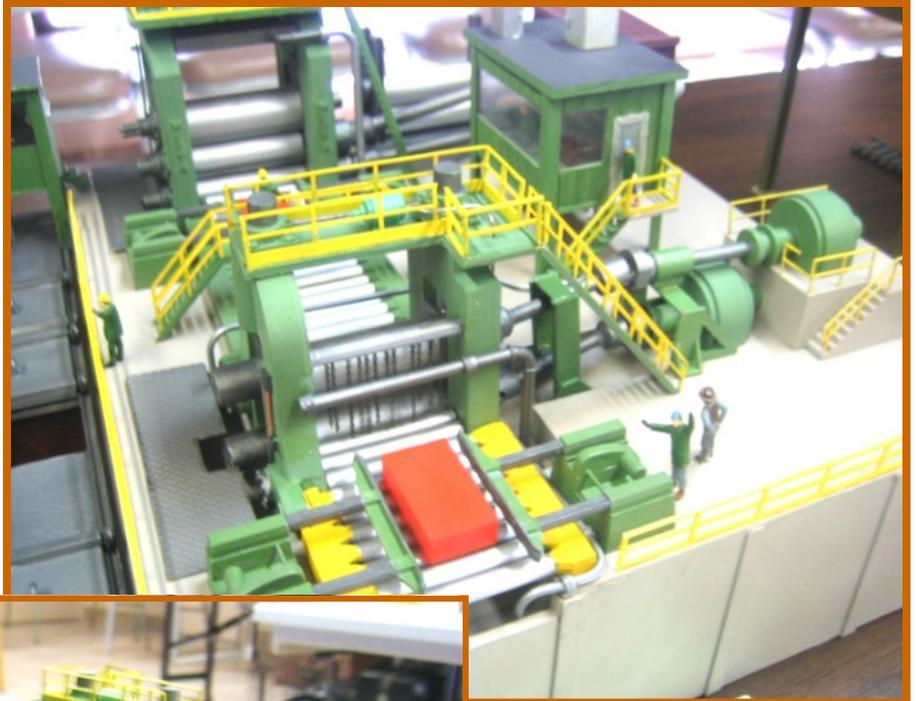
BEST IN SHOW
PAUL CHANDLER
CONGRATULATIONS!





Structures Open
1st place
Gordon Geiger
Ingot Crane





Structures Open
2nd place (Tie)
*Gordon Geiger — Rolling
Mill Interior*



Structures Open
2nd place (Tie)
Richard Petrina
Tunkin Tool
&
Mfg



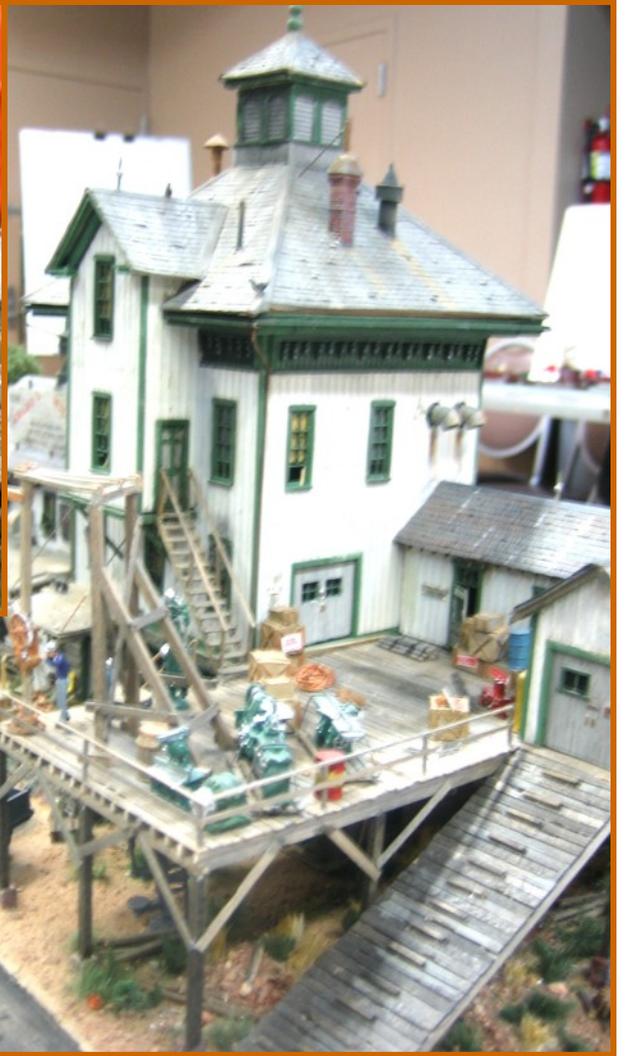
Structures —
Open
3rd place
Richard Petrina
Water Tank

Structures—Kit
1st place
Stephen Drees
Hurst Boiler
&
Welding



**Structures
Kit**
2nd place
*Stephen
Drees*
*Majestic
Hardware
&
Feed*





Favorite Model
1st place
Richard Petrin

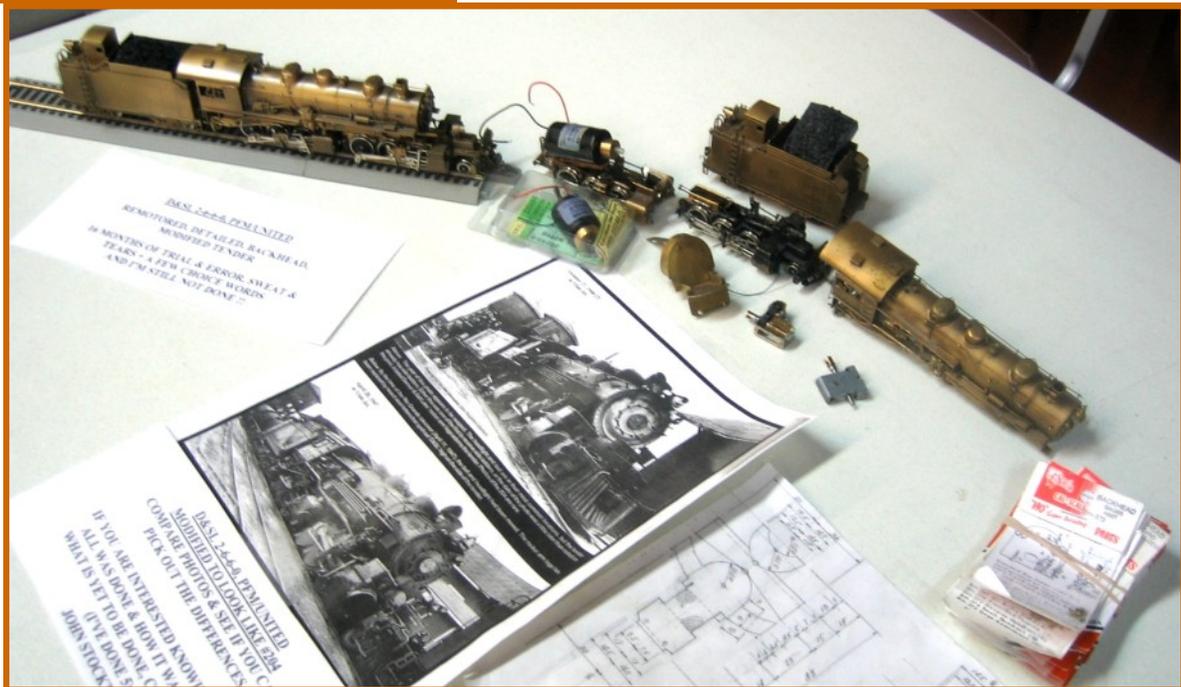
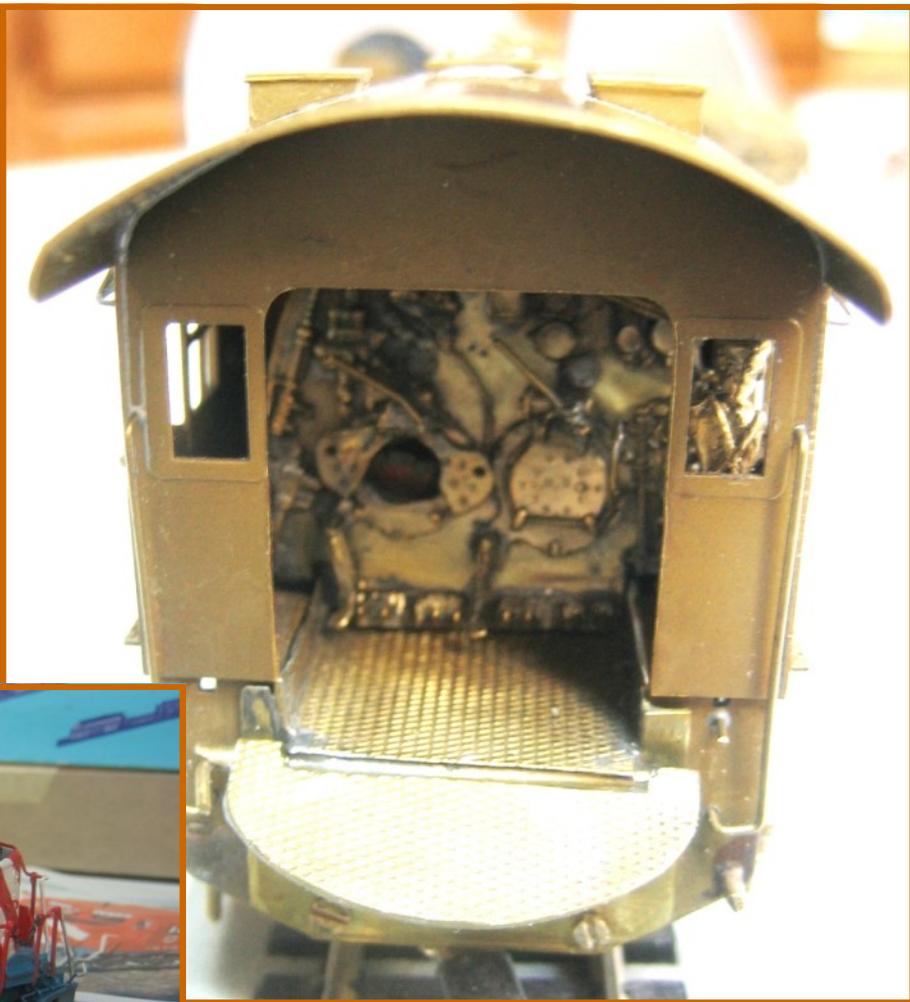




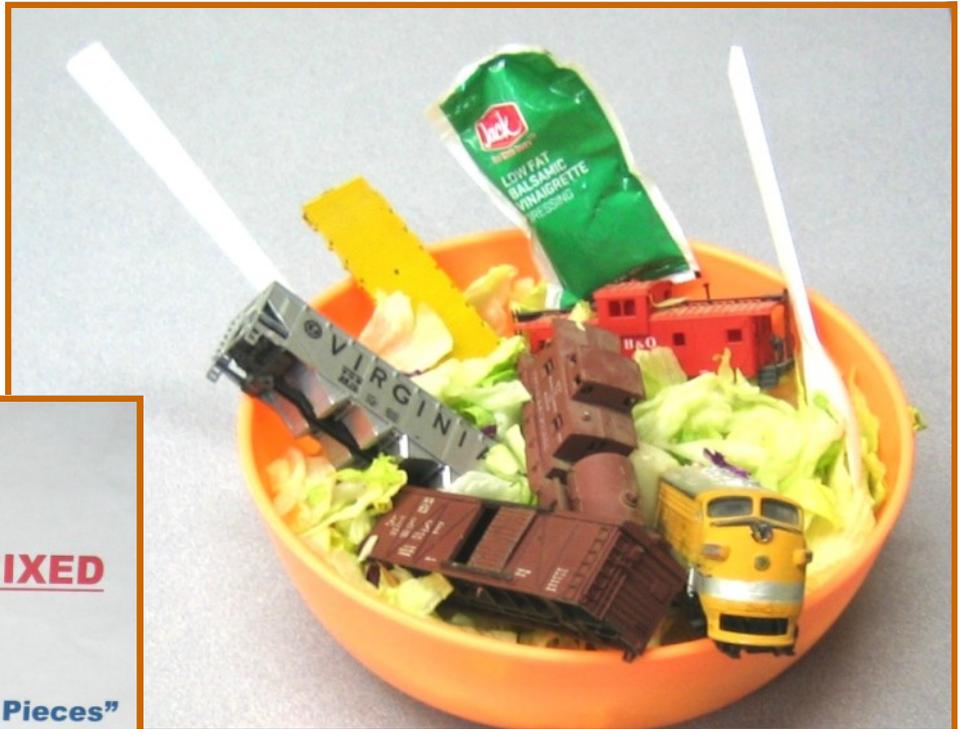
Favorite Trains
1st place - Lenny Smith
2nd place - Nelson Steinmetz
3rd place - Roger von Seeburg



LENNY'S CHALLENGE



Levity!!!



LET'S PLAY

"NAME THAT MIXED LOAD"

1. Parts of a Puzzle = "Bits & Pieces"
2. Hold it Together = "Nuts & Bolts"
3. For Security = "Locks & Keys"
4. Have Everything = "Soup to Nuts"
5. Dining Out = "Surf & Turf"
6. Cloud Burst = "Rain Cats & Dogs"
7. An English Meal = "Fish & Chips"
8. Anxious/Nervous="Pins & Needles"
9. Swimmers @ Beach = "Shark Bait"
10. You Name This One
(OH, You ARE NAUGHTY !!)



LET'S PLAY

"NAME THAT MIXED LOAD"

1. Parts of a Puzzle = "Bits & Pieces"
2. Hold it Together = "Nuts & Bolts"
3. For Security = "Locks & Keys"
4. Have Everything = "Soup to Nuts"
5. Dining Out = "Surf & Turf"
6. Cloud Burst = "Rain Cats & Dogs"
7. An English Meal = "Fish & Chips"
8. Anxious/Nervous="Pins & Needles"
9. Swimmers @ Beach = "Shark Bait"
10. You Name This One
(OH, You ARE NAUGHTY !!)





ACHIEVEMENT PROGRAM

BY: DON STEWART

Gordon Geiger was presented his Chief Dispatcher Certificate at the November 2010 Division Meet. He also has his Electrical Certificate at National for final approval.

Several others are working on Certificates, which is good. If you need some assistance preparing for your application, please contact me.

There were several articles in the NMRA Magazine a couple of years ago. They have good ideas for getting your certificates. The NMRA Web Site has the forms you need for submission and some helpful answers to your questions.

**FOR MORE INFORMATION ON THE ACHIEVEMENT PROGRAM
CHECK THE NMRA WEBSITE AT: WWW.NMRA.ORG/ACHIEVEMENT**

COMING EVENTS

<i>March 12, 2011</i>	Arizona Division Spring Meet - Phoenix, AZ
<i>March 19, 2011</i>	Adobe Mountain Swap Meet - Phoenix, AZ
<i>April 14 - 17, 2011</i>	Winslow Railroad Days - Winslow, AZ
<i>June 12, 2011</i>	Arizona Division Summer Meet - Flagstaff, AZ
<i>July 3-11, 2011</i>	NMRA National Convention - Sacramento, CA
<i>July 23, 2011</i>	In The Heat Swap Meet - Phoenix, Az.
<i>September 21-25</i>	PSR Annual Convention - Flagstaff, Az
<i>November 2011</i>	Arizona Division Fall Meet - Tucson, AZ
<i>March, 2012</i>	Arizona Division Spring Meet - Phoenix, AZ

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RAILETTES

BY: JANET SPOONER

Hi Railettes,

Well here we are in a New Year. I wonder how long it is going to take me to write 2011 without actually thinking to myself, "What year is it?"

If you did not make it to the November meet in Tucson, you missed a fun time. Those of us who were there were able to make some adorable clay pot snowflake angels and a Christmas tree pendant and earring set. Everything really turned well, especially the Christmas tree set. In addition to making some really neat things, we had fun as always. If you ever need to find the Railette room, just follow the sound of the laughter.

Our next meet is in Phoenix, in March. The exact date and times are in this Spur Line, usually on the front page. Hope to see you there. We will be doing something with a Spring or Easter theme. It will be fun and, hopefully, easy.

Come September the PSR Convention will be held in Flagstaff, AZ. Since September can still be warm, it will be nice to really cool off in the Arizona pine country. Kim Fowler, Diane Forbes, and Linda Irick have agreed to give clinics for us ladies. Knowing how talented these three ladies are, I know we will have clinics that are interesting, fun, and educational. What more can you ask for. The plans for the Ladies Luncheon are really exciting. If everything works out and Mother Nature cooperates, it could be one of the best luncheons ever. But no more will be said, come up to Flagstaff and find out what the committee has in store for us.

Hope to see some of you at the March Meet and more of you in September in Flagstaff at the convention. See you in Phoenix in March!





WEBMASTER'S UPDATE

Hey there again from Yuma!

In talking with Rick Watson awhile back I told him that I would be interested in helping out with the NMRA in our region but since I am in the far corner of the state it would have to be something that I can do from here. With my work schedule and family I can not make all the meets across the state, try as I might. So when the web page came up I thought that would be something I could do. And actually, I am going to hijack one of my friends and fellow Yuma Model Railroaders club and NMRA member, John Dye, into helping me with as well. I think I have already spoke to him about this, if not.. or he has conveniently forgotten.... surprise!!!

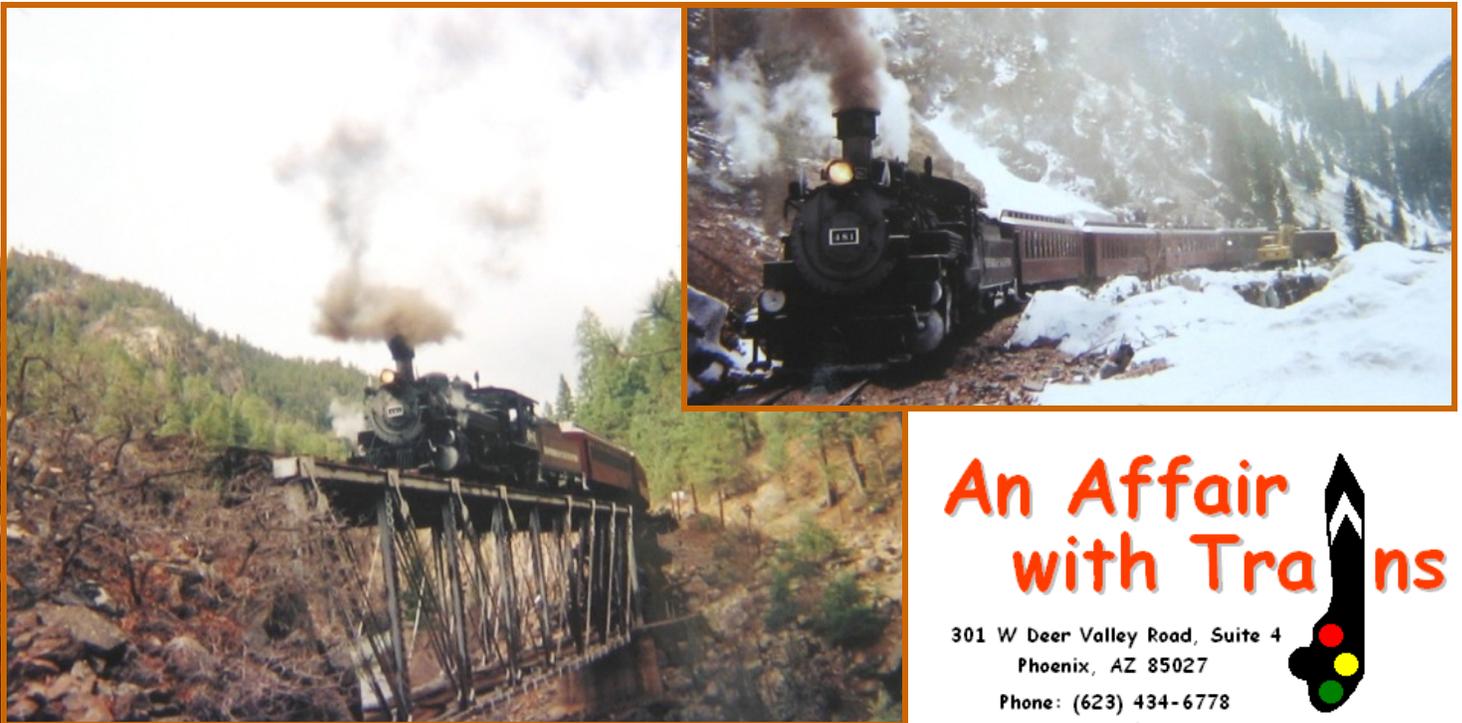
So the first order of business is to find out what you, the members, want to see in your web site. Fine as it is now, what else do you all want to showcase on it? I expect you want it to grow and highlight more and more of our members and their fine skills and great personalities. Ther are many great web sites out there, you should check out some of the other divisions' web pages and what they offer as a reference point.

With that I am making an open call for pictures and ideas of articles, web page links of particular interest for improving your skills, knowledge and of NMRA and other events. I can find all kind of stuff but then it becomes "Lee's model railroading web page on the Arizona NMRA site". As fine and interesting as it could be :) , we need your input. So as you come across something of interest, a great new web page and so forth, please email them to me.

I am not sure just yet when this will take effect as we have not yet set the date of transfer so be on the look out for it in the near future.

Looking forward to seeing your contributions!!

Lee (and John)



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ARIZONA CLUBS**Flagstaff****Flagstaff Model Railroad Club**

Scales: HO, HOn3, and N

Contact: Larry Gibbs (928) 779-2282

On the web: <http://ucc.nau.edu/~twp/railclub>

Goodyear**PebbleCreek Model Railroad Club**

Scales: HO and G

Contact: Gary Gelzer (623) 935-4870

On the web: www.pcmrc.org

Phoenix**Black Canyon Model Railroad Club**

Scale: HO

Contact: Harold Shelton (602) 242-0751

On the web: <http://www.bczraz.net/>

Grand Canyon State Model Railroaders

Scale: HO modular

Contact: Bob Gibbs (480) 968-1760

On the web: www.GCSMR.org

Ponderosa North

Scales: Round Robin

Contact: Matt Furze - mattfurze@cox.net

On the web: www.arizonarails.com/pncpage

Thunderbird Model Railroad Club

Scale: HO

Contact: Larry Platt

On the web: www.trainweb.org/tbird

Prescott**Central Arizona Model Railroad Club**

Scales: Multiple

Contact: Brent Schnitzius (928) 445-6560

On the web: www.camrrc.com

Scottsdale**Scottsdale Model Railroad Club**

Scales: HO and HOn3

Contact: SMRC01C@ScottsdaleModelRRClub.org

On the web: www.scottsdalemodelrrclub.org

....continued on next page

ARIZONA CLUBS**Scottsdale****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*On the web:* <http://hometown.aol.com/newriverwestern/NRNW.htm>**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 HO_{n3}*Contact:* Richard Dick (520) 790-5356*On the web:* www.sasme.org**Yuma****Yuma Model Railroaders**

Scales: Multiple

Contact: Lee Stoermer (928) 344-9417*On the web:* www.yumamodelrailroaders.org

To have your club added to the list, please email your club info to SpurLine@AzDiv-NMRA.org

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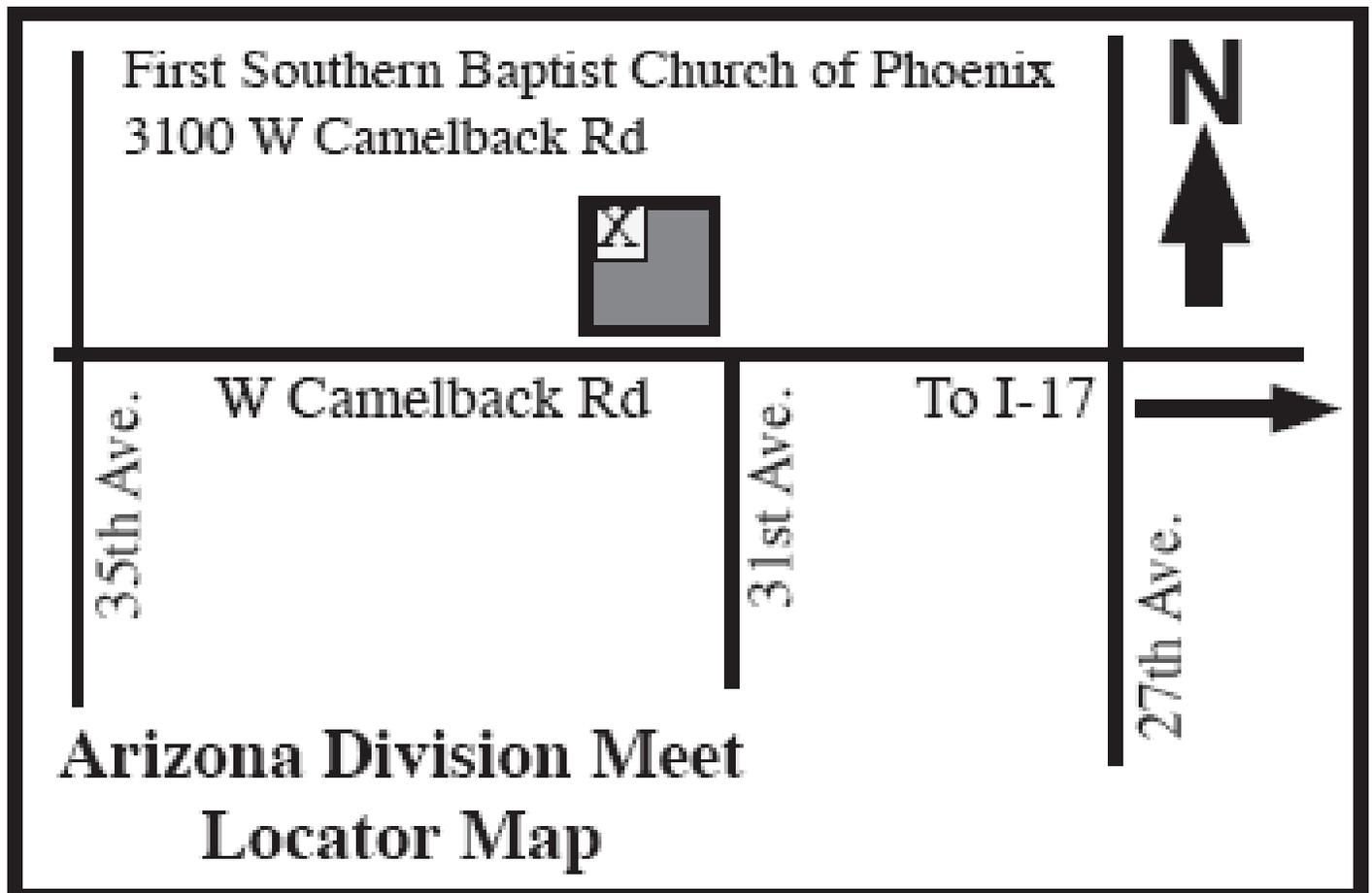
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Please park in the rear.



Join us in Phoenix—Bring your models!