



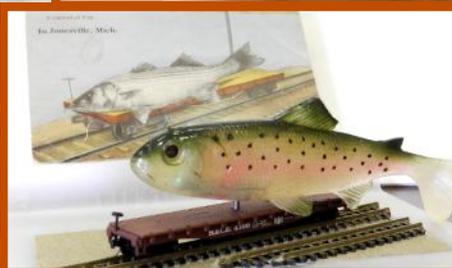
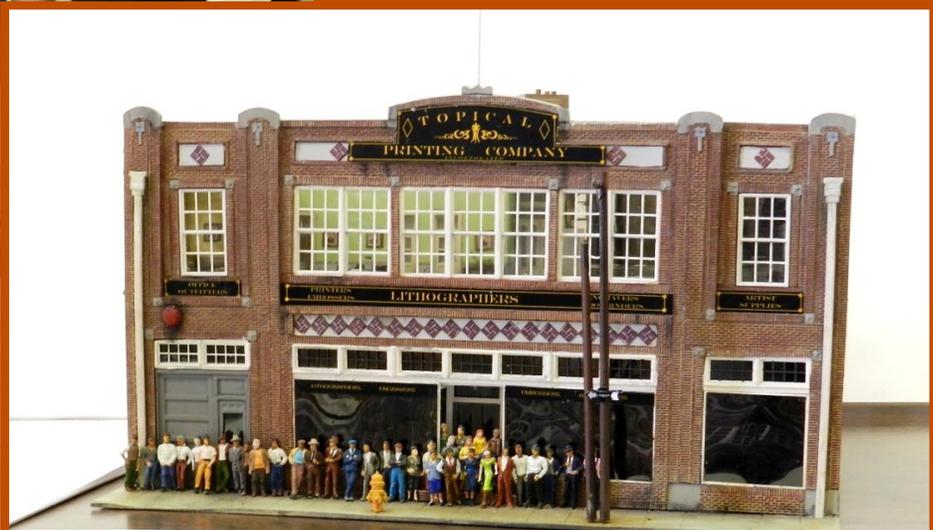
SPUR LINE

Volume 47 Issue 1 February 2013 © Copyright 2013, Arizona Division, PSR, NMRA

SPRING MEET - ARIZONA DIVISION, PSR, NMRA

Saturday, March 9, 2013 - Sun City, Arizona

More info and schedule on page 7 ; map on back page



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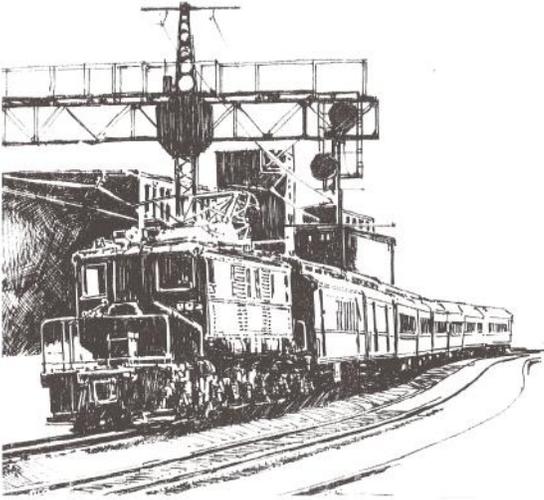
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FROM THE EDITOR - FRANK BAKER



Welcome back to the Spring issue of the Spur Line. If it appears that each issue gets bigger, you are right. There is a lot of railroading activity going on and I hope that you enjoy the recent events.

The Tucson meet, with its new meet venue, was a real treat. I think that everyone enjoyed the larger, brighter space. Attendance was high and the contest room had a lot of great models. It was encouraging to see the quantity and quality of models in the contest room. You'll read more about the contest room from David Irick and Alan Barnes.

Lenny Smith has a cute story to share with everyone.

There are many coming events for you to peruse including the www.DesertOps.org which will be in Tucson on February 22nd, the PSR meet in San Bernardino coming in September, and the **"Rails along the Rio Grande 2013"** in Albuquerque June 6-9, 2013.

We lost two friends this past year: Gary Gelzer and Paul Gosch. See Page 4.

There are several articles on modeling; An open house for the celebration of National Model Railroad Month; A 92 year old model railroader still going strong; How to build a white model; The Amherst Train Show; Four Great Model Railroads and remembering the Pioneer Zephyr.

The March meet is back in the Sun City facility and I look forward to seeing everyone there. Remember to bring your models for the contest room. Dave Irick has instituted a change in the clinic agenda. The last clinic will be an open meeting in the contest room where you can meet and talk with the modelers about their model and the techniques that they used in creating their model. This should be a very interesting session in the contest room.

I have also added another feature starting in this issue called Trackside Photos. This is a chance for you to submit photos of your layout and share with everyone in the division. Send me an email with a few photos of your layout, module, model, engine or car and share them with the rest of the division membership.

Remember that this is your newsletter and I welcome your comments. Enjoy the issue and if you have any ideas that you would like to add or discuss, send me an email @ SpurLine@Azdiv-nmra.org

Enjoy the issue.



GONE BUT NOT FORGOTTEN

Model railroading has lost a friend and so have I. **Gary Gelzer** was well known to many OpSig folks for his attendance at operating weekends throughout the country, his articles in the **Dispatcher's Office** and his multiple versions of the Great Northwester Coastline Railway and Navigation Company (GNC).

In mid August, returning from a cruise with his wife, Charlotte, he complained about the food on the ship not agreeing with him, such that he lost 10 pounds in 5 weeks. Two months later, he is dead of pancreatic cancer. To his friends, this seems like a whirlwind. We can only speculate on what it feels like to Charlotte.

Folks who listened to Gary talk about the GNC or were able to operate on it, probably share his enthusiasm for it. You can visit the GNC on our club web site (<http://pcmrc.org/gnc.html>). The layout is built on commercial benchwork parts and could be moved relatively in tact. Gary has donated the layout to our club. If you are interested in relocating the GNC, contact us (<http://pcmrc.org>).

Coincidentally, my wife, Linda, and I just finished an article to be published in the November issue of **Model Railroad Hobbyist** magazine about preparation for issues, including estate planning. The on-line magazine is free to readers (<http://model-railroad-hobbyist.com/>). Seeing how quickly Gary was stricken down, gives us all a reminder of the need for preparation.

I met Gary shortly after he moved to PebbleCreek (a development within the city of Goodyear, a suburb on the western edge of the Phoenix metro area) about 13 years ago. I, like many in the model railroading world, will miss him. **Bruce Petraca**

The official obituary follows:

Gary Gelzer, age 63, of Goodyear, Arizona, passed away October 13, 2012. He is survived by his wife, Charlotte Kafitz, and two sisters. Gary's interests were wide and varied. He was active in the PebbleCreek's Model Railroad Club and softball program, a sitting Goodyear City Councilman, former chair of the Goodyear Planning and Zoning Committee, an avid soccer fan and world traveler. He served in the US Navy during the Vietnam War, leaving the Service as a Lieutenant Commander, USNR. He held multiple academic degrees: a BA in History, an MBA and a MS in Geographic Systems.

Sadly we lost a long time member of our model railroading community recently when Paul Gosch passed away after a brief illness. Paul was the owner of "An Affair with Trains" for 36 years, having started the business in the 70's/ He will be greatly missed.



SPUR LINE NEWSLETTER

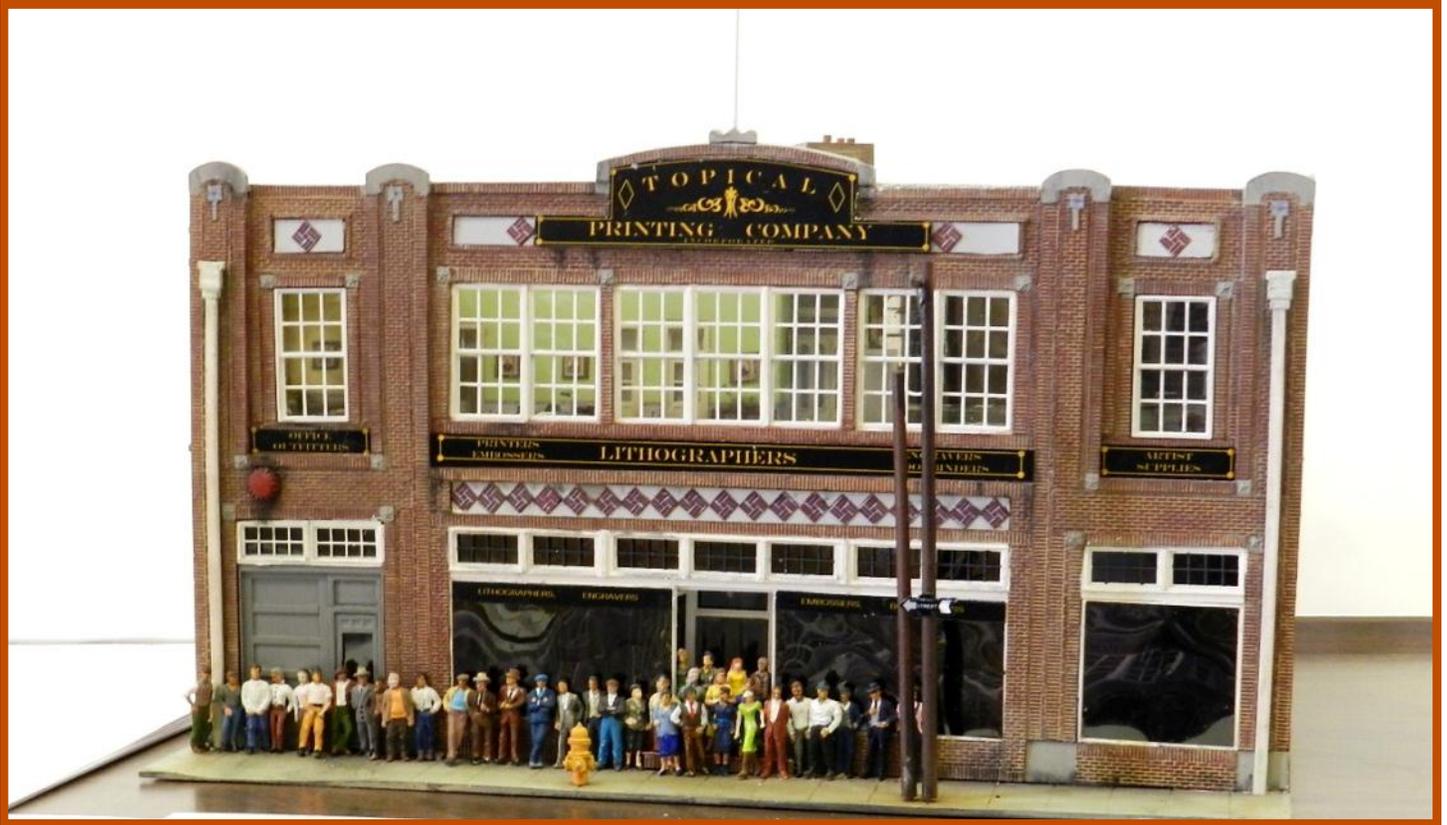
The “SPUR LINE” is the official publication of the Arizona Division, Pacific Southwest Region , National Model Railroad Association (NMRA), and is published three times a year in Scottsdale, Arizona. The “SPUR LINE’ is available to all members of the NMRA who live in Arizona.

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.**





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ARIZONA DIVISION WEBSITE: www.AzDiv-nmra.org

SPRING MEET - ARIZONA DIVISION, PSR, NMRA

Saturday, March 9, 2013 - Sun City, Arizona

NEW DEPOT

Sun City Model Railroad Club @ Recreation Center
NE. corner of 107th Ave and Peoria Ave. (map on last page)
 Meet Contact: Alan Vincent (480) 406-3034

REGISTRATION

Bring your membership card
 \$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.)
 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.
 10:00 am - Meet Begins with Welcome and Introductions
 10:05 am - CLINIC: "Realistic Operations for Model Railroaders" R.B. Trombley MMR
 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: "Reefer operations: Packing sheds, Icing and Car Handling" A. Vincent
 2:00 pm - CLINIC: "Meet the Modelers"
 3:15 pm - Announce contest winners, door prize drawings.
 4:00 pm - 6:00 Layout tours

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 PASSENGER TRAIN with a maximum of ten cars / locomotives,. The Levity category will be BEAR CAR. 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. AZ Division Swap Tables are free for members with a quality donation to the door prize collection. Swap Tables for non-members is \$10.00 with a quality donation of a door prize.

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!

**** WANTED ****

**GOOD QUALITY MODEL KITS, TOOLS, RR EQUIPMENT, ETC.
 FOR DOOR PRIZES AT THE MARCH 9TH MEET IN PHOENIX.**

DIRECT FROM THE DIRECTOR — DAVID IRICK

With the end of 2012 year behind us, did you finish all of those projects that you had promised yourself to complete? Well I did not get my list finished, but there is always this year and a model railroad layout is never really finished. It's also time to start thinking about our lineup of meetings for 2013. We will be in Sun City in March, Flagstaff in June and Tucson in November. Watch the Spur Line and our webpage for additional details on dates and times.

We just held the last of the 2012 meets on November 10, 2012 in Tucson. For those not able to attend, our new facilities at St Odelia Catholic Church, 7570 N. Paseo Del Norte in Tucson is a great location. Due to road construction on the North side of Oro Valley it was a bit of a challenge getting around, but we all made it there OK, I think. I was luckier than most because my daughter lives close to the church and she could guide me around, but it was still a challenge negotiating the construction.

I am sure that we will be happy with this new venue and will continue using it in the future if permitted. Several of us held an after meet discussion in the parking lot and several changes were suggested and will be implemented next year.

We decided to get a microphone for the clinics, switch the contest room to the North room and the swap meet to the South room. We will need to enter both of those rooms from the West side of the building. We then will extend the swap meet area into the west entry hallway if needed. If we keep the two sliding doors between these rooms and the clinic room closed we can lessen the sound distraction. We will open the doors during clinics if the people in those rooms cooperate and keep the distractive sound to a minimum. If you have a suggestion on this venue or any of our other venues please E-mail or call me with your suggestions. Remember we are trying to bring the best one day meet for you that we can and your suggestions are important in achieving that end.

Our next meet will be Saturday, March 9th in Sun City. Planning has just begun on that meet, so I really have nothing to report at this time. The March meet is always our largest meet so make plans to attend and bring lots of models to the contest room.

The annual PSR meet was held in Ventura, Ca. and Wednesday, September 5, 2012. Nothing earth shattering came out of the meeting, just the usual presentation of reports by all of the Division Directors and Staff members. One thing that I can tell you is that the Region is on a sound fiscal standing and the current leadership is working hard for you to make your Region the best Region around. Over the weekend we held several impromptu discussions on how to improve the Region and bring more opportunities to the membership. We need to encourage more members to attend in order for us offer more. It's discouraging to report that our Spring meet in Sun City can draw as many people as we see at a Region meeting and our contest room at Tucson and Phoenix always have more models than the Region contest room. I encourage all of our members to consider the Region meeting on Sept 25 thru Sept 29 in San Bernardino, California. Please take a look at what we will be offering and consider attending. You can check out the Pacific Southwest Region website or on this issue of the **Spur Line** for a complete listing of dates and activities.

DIRECT FROM THE DIRECTOR – (CONT.)

We have never held it in this area and our last convention was in Flagstaff and four years before that it was in Tucson. Every time we have hosted it in the Phoenix area it has been on the west side of town. So is there anyone out there who would consider looking at hosting the convention in the east side of Phoenix? I will need to secure a hotel next year so let me know if you are interested. Arizona will be hosting the Region convention in 2015 and I am suggesting that we host the Meet in the East Phoenix area.

Election of Officers

The current terms of the Arizona Divisions Superintendent and Chief Clerk & Paymaster are coming to an end in November at the Division Tucson Meet. If you know of someone who is interested in either of these positions, or are interested yourself, please contact.

Lenny Smith – Nominations Chairman at nomchair@AzDiv-NMRA.org

The current term of the Arizona Division Director is also coming to an end in September at the Annual Membership Meeting during the 2013 PSR Convention in Riverside, CA. If you know of someone who is interested in this position, or are interested yourself, please contact.

Tom Draper prior to the Mid-Year BOD meeting on March 23, 2013 at TCDRaid-er@aol.com





FROM THE SUPERINTENDENT—ALAN VINCENT

Greetings Fellow Division Members and Modelers!

It's that time again, a New Year, a New Start, and of course those New Resolutions! I know we all have a list of 'Projects' that collected dust as the months of 2012 rolled by like a 'Red Ball' Freight, but now we all have the opportunity and challenge to make 2013 a great year to finish and share those labors of love with our fellow Division Members! We have such a diverse and very talented group of modelers in this Division, I know we will have some spectacular models displayed at the upcoming meets this year. If you haven't ever entered a model in the contest room, I want to encourage you to take the plunge and share your work.

There are so many categories available to fit what you are working on, your labors will find a home to be shared and enjoyed by the rest of the Division. Just want to display something, or show an unfinished work 'in progress', we have you covered there too with a special category called 'Lenny's Challenge'. Simply put, the challenge is to show us yours, and we'll show you ours!

I want to thank the many members who work tirelessly to bring you these meets, from our Executive Director Dave Irick (who doubles as the power behind the contest room, to Jim Tuck our Chief Clerk and Paymaster who greets you at the door! All the members who donate their time and skills to be judges in the contest room, to Frank Baker who publishes, in my opinion, the best Division Newsletter out there! We have a fantastic set of resources available, from Don Stewart as our Achievement Chair, to Lee Stoermer who keeps the Division Web Site humming. Janet Spooner who Chairs the Railette's, and keeps the wives and sweethearts busy while we enjoy the day at the Meet.

These are just a few of the people who give of themselves, their talent, and most importantly, their time to help our Division run smoothly, and bring you an enjoyable day in this great passion we all share! There are so many others who also deserve our thanks, and just because you weren't mentioned by name, your contribution is no less valued! I look forward to seeing you at the Spring meet in Sun City, so bring yourself, bring a friend, a model and let's start the year off with a bang!



CHIEF CLERK & PAYMASTER REPORT

By: JIM TUCK



99 attended the November meet in Tucson—at the new venue—St. Odilia’s Catholic Church. The group included 93 NMRA members, 2 visitors, 1 guest, and 3 new NMRA members.

One guest was brought by an Arizona Division member under Alan’s competition. Each of the following division members has credit for one guest:

- March: Alan Barnes, Vernal Fosnight and Matt Furze
- June: Barry Bertani, Art Carlton and Alan Vincent
- November: Richard Dick

So, we’re looking at a 7-way tie, Mr. Superintendent

We sold two of the boxes of 12 of the 2007 regional convention car kits, leaving only 205 individual kits! I’ve listed a box of 12 on eBay—first at a \$30 starting price with no bidders, and now at a \$20 starting price (sorry to those who paid \$50 at the meet—pending approval from *management*, I’ll refund the difference between what you paid and the eBay sales price).

I received a suggestion that we should have NMRA membership information at Arizona clubs and hobby shops. The national office sent two boxes of propaganda, so please come to Sun City prepared to take a handful. We’ll have a sign-up so we don’t duplicate.

Account balance January 1, 2012	\$5,102.07
INCOME	
Meet Registration	\$1,869.00
NMRA Member Registration	\$316.00
Company Store Sales	\$411.00
Swap Meet Table Sales	\$50.00
Spur Line Support	\$10.00
Donations	\$8.00
TOTAL INCOME	\$2,664.00
EXPENSES	
Spur Line Distribution & Printing	\$1,443.10
Meet Locations	\$251.00
Meet Expenses	\$411.23
Raillette Expenses	\$215.56
NMRA Member Registration	\$315.85
Meet Equipment (projector)	\$492.51
Miscellaneous	\$130.25
TOTAL EXPENSES	\$3,272.95
Account Balance November 13, 2012	\$4,493.12

FROM THE CONTEST ROOM / TUCSON / DAVE IRICK



Well, Tucson 2012 is now history. The contest room was a great success. We had 14 models entered in the judging contest, 11 photographs, 3 favorite trains, 1 levity entry and 2 entered under favorite model which were not judged.

Our new room was large, spacious, well lit and for once close to the clinic room so that we could stick our heads in and listen to parts of the clinics. Usually those in the contest room get to see very little of the rest of the meet because we are off in another room away from the action. It's our choice to be there, but it is nice to see other parts of the meeting.

All of the models in the room were of high quality. The modelers entering in the Arizona Division contest are getting better every meet; many modelers are honing and improving their skills, partially due to the feedback given by our judges. The models that we see today in the contest room are superior, as a group, to the models entered in the contest five years ago. I attribute this in some part to the judges that we have today. Our judges take their job very seriously; they put a lot of effort into evaluating each model. For instance in Tucson it took them 2 hours to judge 14 models, that is a lot of time put into each model.

A meeting is held before the start of the judging and each crew has a sheet of guidelines that they must follow when judging and we make sure that everyone reads the guidelines and understands them. We then divide up into teams and each team judges only one aspect of the total scoring sheet such as one crew does only construction and another does painting and finishing. One team does not evaluate the entire model and one person does not evaluate a section by themselves, it's a group effort. We had 12 people judging in Tucson and they had to really hustle to get finished in the time allotted for judging. Some of the scored were close and some models had to be judged a second time for ranking.

I have noted in the past few contests, the models are improving, judges are getting better and the judging is getting harder. Fortunate we have a core of judges that show up every time and in my opinion they are getting quite good at their job. I usually do not judge myself because I have so much paperwork to get finished, but I do roam around the room and look over the shoulders of the judges and make comments. But as I said our judges are getting so proficient that they rarely make errors in their evaluations.

If you would like to see and understand how we judge a model; join us in the contest room in Sun City in March. Judging definitely helps you improve your own modeling skills.

Take a few minutes and read the names of the 12 judges that evaluated your models at the bottom of the contest results section. Thank them for the time and effort that they put into improving your Division meets. If you have a question of how to build those special models ask one of these gentlemen for guidance or suggestions because they have seen it all.

FROM THE CONTEST ROOM / TUCSON / ALAN BARNES

The contest room was blessed with 14 models in the judged contest. All of these models were of excellent quality as noted by the many merit awards documented elsewhere in this issue. This continues a string of excellent participation. Thank you to all who participated. The Arizona Division contest room has recently had more models in quantity, and a higher quality than recent PSR regional contests. So when the next regional meet is sponsored by the Arizona Division, I would like to see all of you great modelers participate and really show those poor folks in the other divisions what they miss by not being here. It is also encouraging to see many new names in the contest room.

The Best of Show model was an incredible effort to exactly duplicate a historic photograph by Jesse Poole. When the black and white model photo was placed next to the original photo it was almost impossible to distinguish the difference. An interior with a mirror was also well done. This model would probably take first place in photo match at a NMRA national convention.

Frank Baker thrilled us again with his model of the Aurora Foundry from a classic 1980 issue of Model Railroad Craftsman magazine. The original article and drawings were done in "O" scale by Wayne Wesolowski of Tucson. Frank also displayed his "Best of Show" model from the September PSR regional convention in Ventura. Thanks Frank. Frank has just recently started participating in the contest room and has earned Merit Awards for all of his entries. Maybe some of the rest of you closet modelers should take the plunge.

This meet had some very nice "N" scale models for a change. The Bay Area Mass Transit bridge by Wayne Wood had some of the best construction techniques I have seen. The joints between pieces were incredibly tight. I don't believe I have seen this gentleman's work before. He also did lots of field research to create a very unique model. A photograph of the model installed in the scenery for a future meet would be nice. Congratulations on your Merit Award, and I look forward to seeing more of your models. There was also a well done "N" scale model of a small cabin. Simple models with few details have a hard time qualifying for a Merit Award, but this model was still notable.

Many thanks go to the judging staff, who completed this difficult task in the time allowed. Many of these judges have just started recently, and I hope that they are learning much from the techniques shared in the written documentation provided by the entrants. Please feel free to volunteer to judge. Young judges are paired with more experienced judges, so don't fear that first time.

Now for the education section. The most common question I fielded this time from the judges was along the lines of, "I don't think that this item in this model is correct, or I think this model needed such and such". My answer was did you note it on the Contest Judges Comment Sheet? One judge discussing a structure said "I don't think this roofing is prototypical.....", and I said "did you note it on the Comment Sheet?" One of the benefits of entering a model in the judged contest is the comments the entrant receives back from the judges. Do some follow up research and either do the feature different next time, or include the research in your conformity documentation. If the judges thought a certain detail was missing from the model, consider adding this detail in your next entry.

FROM THE CONTEST ROOM / TUCSON / ALAN BARNES (CONT.)

Structural interiors, and shipping items on loading docks are easy ways to increase your detail score. In rolling stock; boxcars with open doors and loads, flat cars, hoppers, and gondolas with load remnants and tie down materials, or stock cars with hay on the floor, as Don Stewart did in his stock car model, all increase the detail score, and if these items are also mentioned in the conformity section, may increase your score there as well. If the items are scratchbuilt, it can be a triple win. Shipping labels on crates and rolling stock tack boards are often overlooked details. Duane Buck modeled crushed ice in the ice bunker on a reefer model.

I displayed some gondola cars that I detailed from some early crude brass bodies I purchased at a swap meet many years ago. To start the rebuild I got out my books, and checked the photo archives now being posted on the NMRA web site, to see if ladders or grab irons were most appropriate for the ends. My research said either was appropriate for this style of gondola car. The internet is a great place to check for conformity before you spend hours on a model doing something that is unusual. Unusual, like purple automobiles in the 1940's, may be attention getting, but will make a scene on your layout appear strange. Check out the newly digitized photographs on the NMRA web site – more are being added all the time. The zoom feature is great. Consider printing your web discoveries and including them in your documentation.

In one low scratchbuilding model score I reviewed, the documentation only mentioned two items. I had a hard time believing that was all that the modeler created. An entrant may use additional pages to mention work which cannot be addressed on the few lines on the form. A simple list is better than nothing (refer back to the Fall 2012 issue of the Spurline for my example of this). Small details like lightning rods, may be otherwise missed by the judges. Details and scratchbuilding categories are quantity based so consider parts counts. Individual board siding and individual /roll singles earn higher scores than using sheet materials.

Sometimes construction notes, or construction photos, made while building the model will jog your memory when filling out the forms. I keep a simple diary where I note the work accomplished and the materials used. The diary is very helpful when in the future I want to make another model or part of a model. How long will it take me to make another? What materials do I need---do I have to visit the store before I start? Was that box car red or red oxide paint I used on that model when it comes time to touch up paint those metal grab irons?

One person I talked to mentioned that he was working on his MMR, but was going to have all his models judged by the Achievement program judges rather than enter the contests. That is a perfectly legitimate method, but I suggest the modeler to consider displaying his merit award winning models in the non-judged portion of the contest room for others to enjoy, or have his models judged for merit award only at a meet.

Since Frank is kind enough to publish my words, I wish to thank the anonymous donor of the AT&SF standards book I selected as a door prize. Donors, please attach a small card with your name, if you wish to receive some acknowledgement from the recipients. — Alan



DERAILED

As many of you know, I've been labeled 'The Casa Grande Trader' because I love buying, selling and trading at train swap meets.

Several years ago, a very close friend, Carroll Powell (now residing in the Great Model RR in the sky), used to enjoy going to yard sales where he always managed to find HO trains. Some of my prize Shays and articulates were pieces he found and sold to me. His prices seemed good to me, but he always came out ahead; such as the time he bought a brass Shay for \$25. and sold it to me for \$125. But I never complained about his profit because I was still getting a super bargain.

One day he phoned and I rushed down to see him in Tucson. What a collection of brass he had! I bought three locomotives. Then, wow! I saw a very old and rare U.P. Challenger in its original wooden box! Well, I made the mistake of showing my great interest. "No," he said. "Not for sale." And he knew he had me HOOKED! Then Carroll asked me what I had to trade, and since I had two Westside 2-8-8-4 D.M.I.R. Yellowstones, I offered him one. That engine was worth three times what the old, early brass U.P. Challenger was worth.

Well, Carroll held out and said "no", unless I gave him the engine and an additional \$100. Stupidly, I made the trade and gave him the engine and the cash.

I brought the U.P. Challenger home and was excited to run it, but, as most very early brass, it ran poorly and I was very disappointed. The following week, I phoned Carroll and asked to trade back. He agreed to trade back, but he not only insisted on keeping the \$100, he wanted another \$50. I'd been burned, but I decided to minimize my losses and made the trade back.

What I found out later, if I'd only held out a little longer, was that he actually wanted to trade back with me, including my cash, because the D.M.I.R. 2-8-4-4 wouldn't run on his layout due to tunnel clearance!

Oh well, I still have my two D.M.I.R. engines and love them. And, I did get even with my friend, Carroll, in a later purchase, but that's a story for another article!

Lenny Smith.....The Casa Grande Trader

CONTEST RESULTS - TUCSON DIVISION MEET*NOVEMBER 10, 2012***Best In Show****Topical Printing** — *Jesse Poole* — *Merit Award winner****Structures — Open***1st Place - Aurora Foundry*—*Frank Baker* — *Merit Award winner***2nd Place*—**Bay Area Rapid Transit** —*Wayne Wood* — *Merit Award winner***3rd Place*—**Water Tank**—*Bruce Coolman***Rolling Stock — Kit***1st Place - D&RGW Stock Car #5637* —*Don Stewart* — *Merit Award winner***2nd Place*—**D&RGW Reefer # 56** —*Don Stewart* — *Merit Award winner***3rd Place*—**SP Box Car #20095**—*Paul Chandler*—*Merit Award winner****Structures — Kit***1st Place - Queen Anne Building*—*Alan Olson**2nd Place*—**Railway Express** —*Don Vest***Display — Kit***1st Place - Main Street*—*Stephen Drees* — *Merit Award winner***2nd Place*—**Yehudah's Heating Company** —*Stephen Drees* — *Merit Award winner****Favorite Train***1st Place* – **AT&SF Tank Car Train**—*Tim Koch**2nd Place* —**Lehigh Valley Milk Tank Train** — *Lenny Smith**3rd Place*—**BN Tank Train** — *Don Stewart***Levity***1st Place* – **Carload of Fish**—*Jim Tuck*

Favorite Model

1st Place – Rainbow Beverages—Frank Baker

2nd Place - Aurora Foundry - Frank Baker

3rd Place – Topical printing—Jesse Poole

Photography

Prototype - Color

1st Place – Working on the Railroad - Jim Tuck

2nd Place – Pre UPS— Allen Greger

3rd Place – BNSF Intermodal — Mike Oyaski

Model Construction: (* Indicates Merit Award Winner)

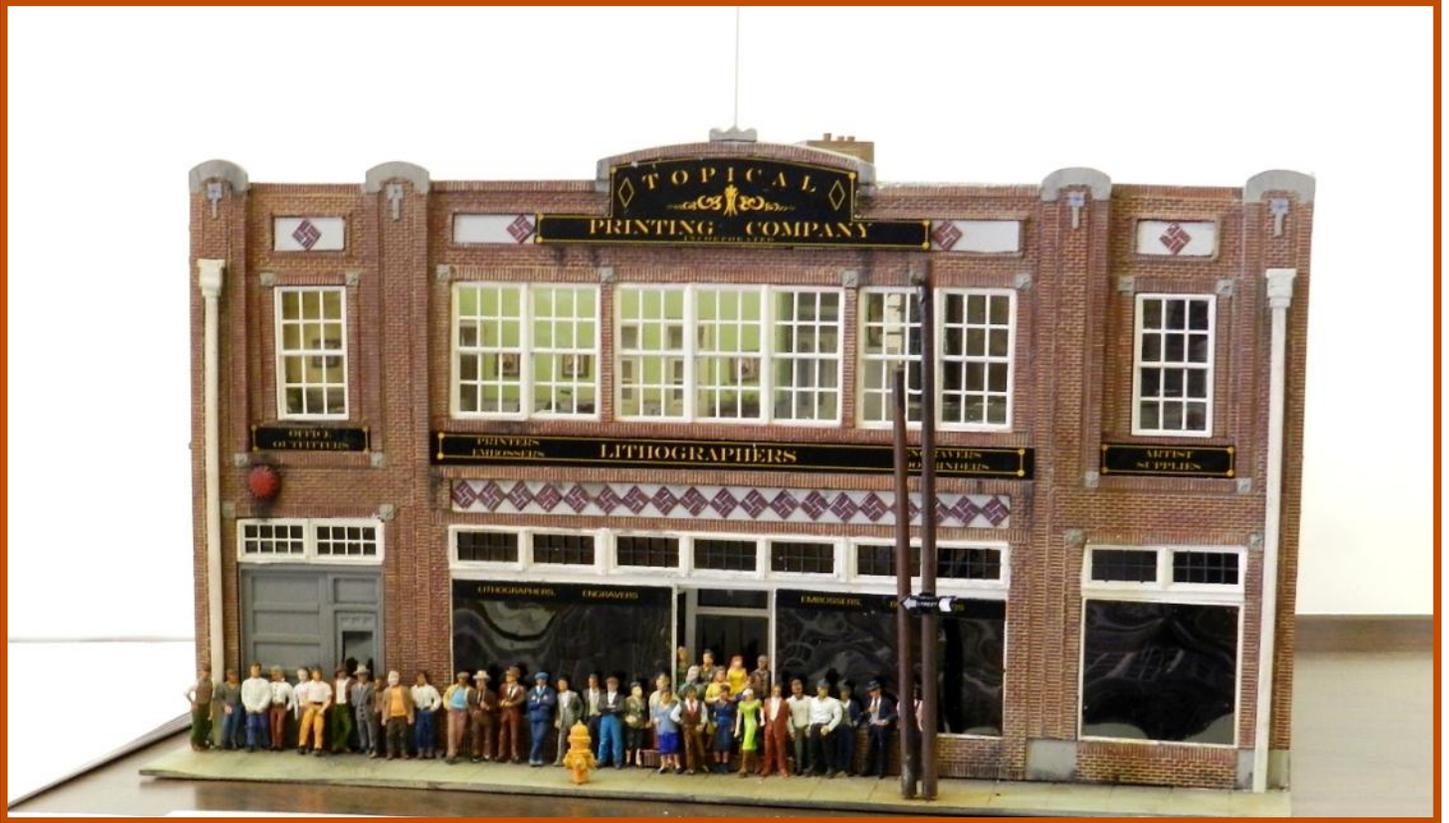
Contest Room Judges: Alan Barnes MMR, Richard Petrina, Bruce Petrarca, Jon Wolfe, Eugene Tencate, Paul Chandler, Don Stewart, Alan Olson, Eric Johnson, Jack Miller, Rick Watson and Frank Baker (taking the picture)



CONGRATULATIONS TO ALL ENTRANTS!

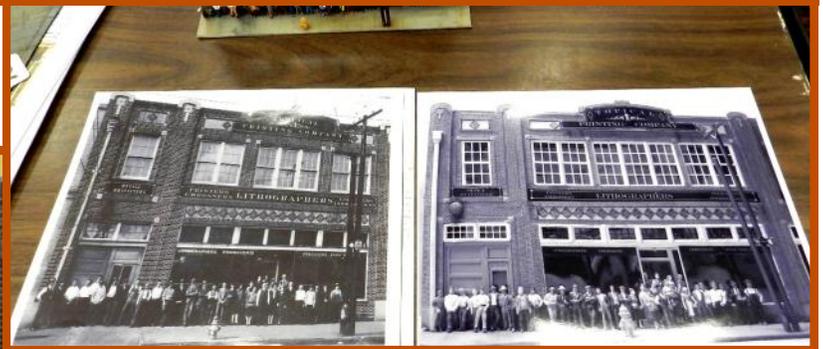
KEEP ON BUILDING THOSE MODELS

***MAKE SURE TO BRING YOUR
MODELS , PHOTOS, AND LENNY'S CHALLENGE ENTRIES
TO SUN CITY ON MARCH 9TH, 2013!!!***



**CONGRATULATIONS!
BEST IN SHOW -
JESSE POOLE
MERIT AWARD
WINNER**





The original picture is on the left, the model picture is on the right. Look how close Jesse Poole recreated the scene.

Absolutely Picture Perfect! Very nice model!!!

STRUCTURES— OPEN



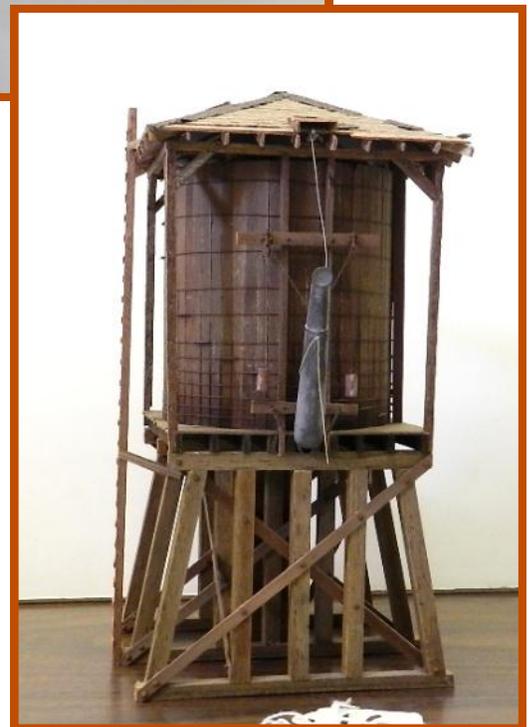
Structures—Open
1st place
Aurora foundry
Frank Baker
Merit Award Winner

STRUCTURES— OPEN (CONT.)



Structures-Open
2nd Place
Bay Area rapid Transit
Wayne Wood
Merit Award Winner

Structures-Open
3rd Place
Water Tank
Bruce Coolman



ROLLING STOCK—KIT



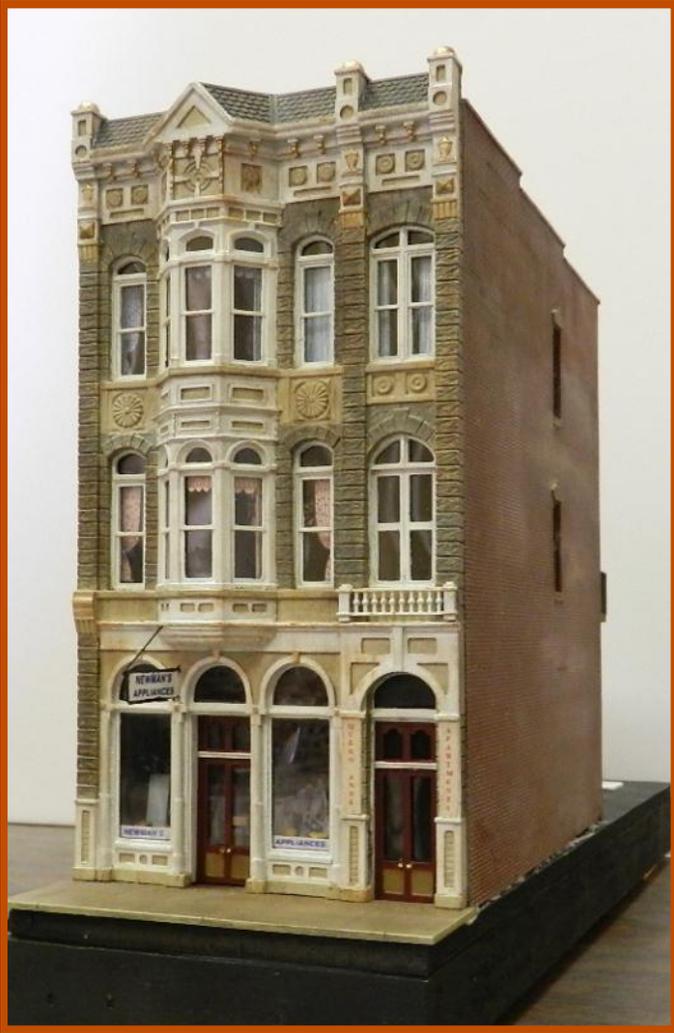
1st Place **Rolling Stock—Kit**
D&RGW Stock Car #5637
Don Stewart—Merit Award Winner

2nd Place—**Rolling Stock—Kit**
D&RGW Reefer #56
Don Stewart—Merit Award Winner



3rd Place—**Rolling Stock—Kit**
SP Box Car #20095
Paul Chandler—Merit Award Winner

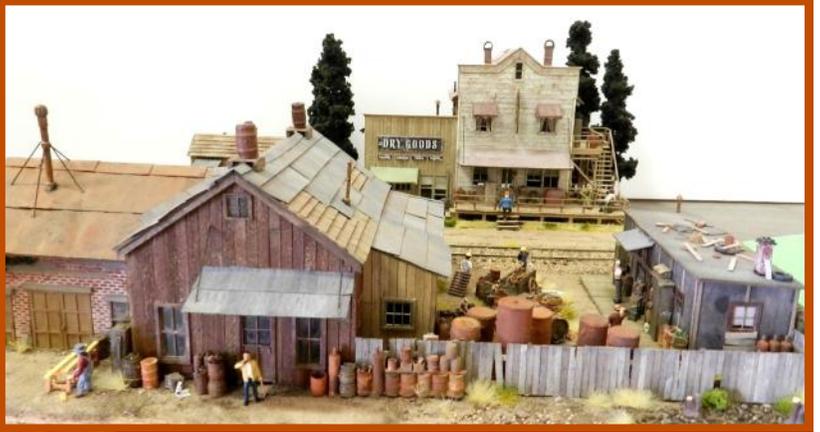




Structures - Kit
1st Place
Queen Anne Building
Alan Olson

Structures-Kit
2nd Place
Railway Express
Don Vest





Display—Kit
1st Place
Main Street
Stephen Drees
Merit award Winner



Display—Kit
2nd Place
**Yehudah's Heating
Company**
Stephen Drees
Merit award Winner



FAVORITE TRAIN

1st Place **ATSF Tank Car Train-**
Tim Koch

2nd Place **Lehigh Valley Milk Tank Train**
Lenny Smith

3rd Place **BN Tank Train**
Don Stewart





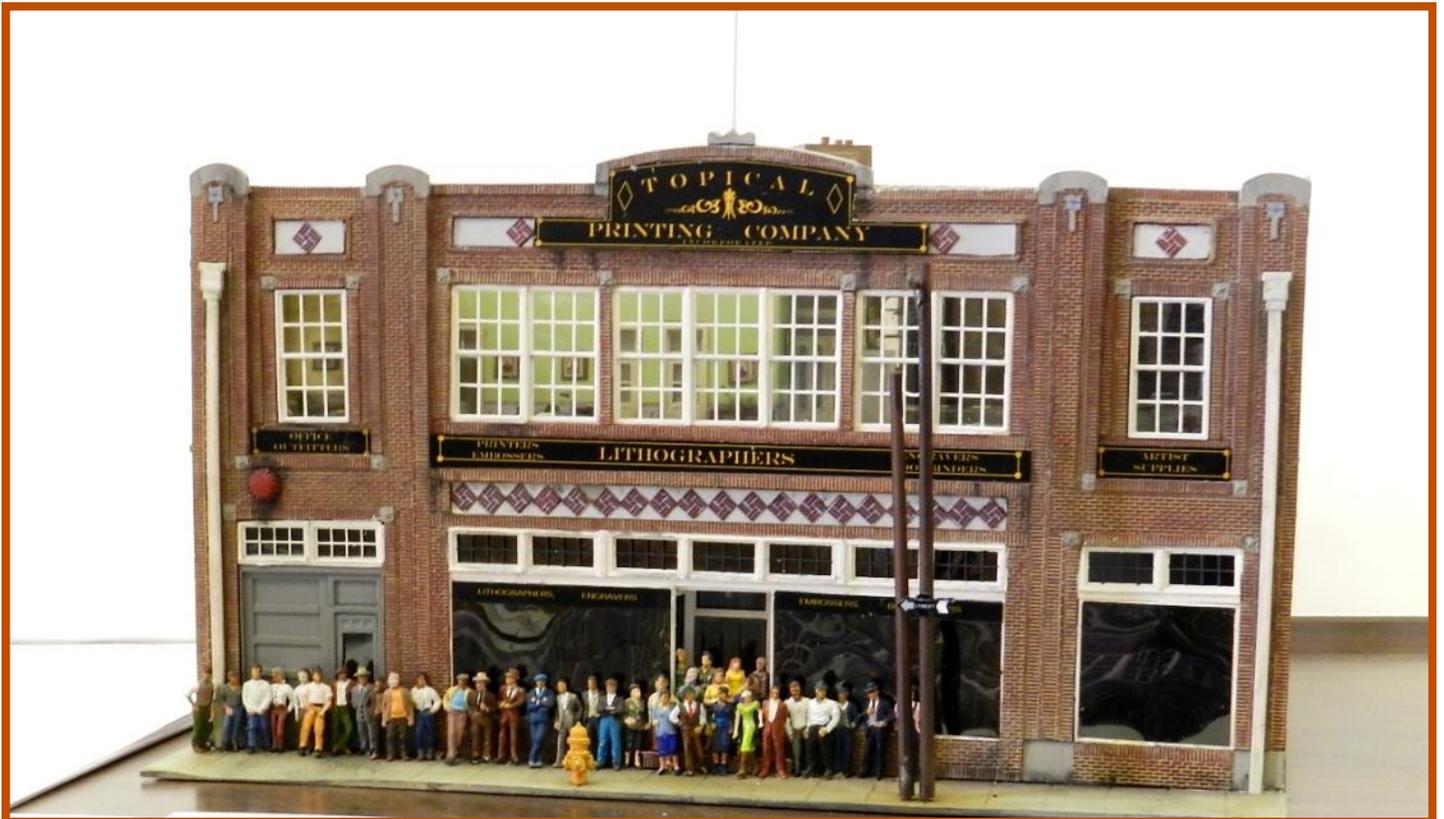
Favorite Model
1st place
Rainbow Beverages
Frank Baker



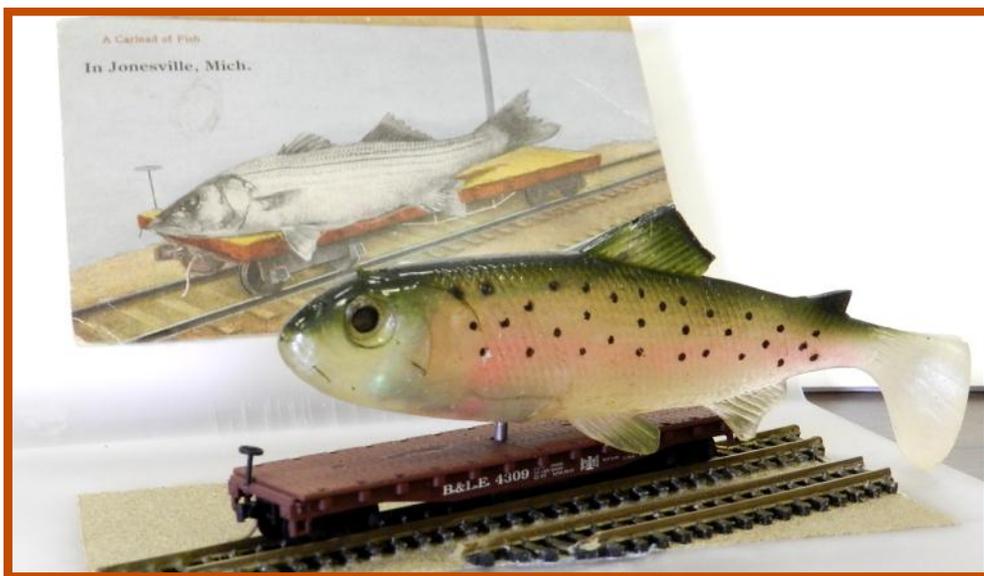
Favorite Model
2nd place
Aurora foundry
Frank Baker



Favorite Model
3rd place
Topical Printing
Jesse Poole



LEVITY



Levity

1st Place

Carload of Fish - Jim Tuck

PHOTOGRAPHY—PROTOTYPE COLOR



1st Place

**Working on the
Railroad**

Jim Tuck

PHOTOGRAPHY – PROTOTYPE COLOR-CONT.



2nd Place
Pre UPS
Allen Greger

3rd Place
BNSF Intermodal
Mike Oyaski



FROM THE AP CHAIRMAN—DON STEWART



Five Merit Awards from the June 2012 Meet were presented (four to David Irick and one to Frank Baker). An AP Certificate was presented to Gordon Geiger.

Of the fourteen models entered in the contest, eight earned Merit Awards.

These were:

- Jesse Poole Topical Printing building (**Best of Show**)
- Don Stewart D&RGW Narrow Gauge Stock Car 5637
- Don Stewart D&RGW Narrow Gauge Refrigerator Car 65
- Frank Baker Aurora Foundry
- Wayne Wood Bay Area Rapid Transit (BART) Bridge
- Paul Chandler Southern Pacific B50-15 Boxcar 20095
- Stephen Drees Main Street Display
- Stephen Drees Yehudah’s Heating Company Display

Everyone who entered a model did a good job on the model. The judges fill out comment sheets to tell the modelers what was good about the model and what needs improvement. After updating or correcting parts of the models, adding details or otherwise improving the models you may reenter them in a Division or Regional contest. If you want to know how your models were evaluated, come help judge. It is an educational experience. If nothing else you will learn how to build better models. There is a lot of satisfaction to that!

A young modeler (Chase Montgomery, 12) and his grandfather (Art Montgomery) brought some models and photographs of some work they have accomplished. After some discussion, Chase submitted his Golden Spike Award Application Form. It has been approved and notification has been sent to National for announcement in the NMRA Magazine. Congratulations Chase!

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

RAILETTES *BY: JANET SPOONER*

Hi Ladies,

Sorry we did not get to gossip...er chat in Tucson but, an emergency forced us to go home early. But all is well now. Hope you enjoyed making the Ribbon Christmas trees. They take time but are fairly easy to do. Thanks to all who took over and and got the extra supplies back to me. Glad to see so many of you down there and hopefully you will be up here to the Spring Meet in Sun City. The facilities are wonderful and we can really have a great time. See you then.

**TUCSON DIVISION MEET WRAPUP** by RICHARD DICK

The week before the Division Meet brought a couple surprises; two of the clinicians were not able to attend due to personal matters. Thanks to Rick and Jim for filling in for the canceled clinics; there were two other members who volunteered to be on standby if needed.

The meet was certainly well attended (99 at the end). The new facility worked out well. There have been a few suggestions related to the swap meet. One is that a bit more area is needed; we could possibly expand into the entryway (where the restroom entrances were located). The other is to close the movable curtain (to keep the chatter in the swap meet room) and use the outside door as an entrance. The Swap Meet Room is a place for people to visit and catch up on things. If we use the same facility next year, we'll take these two things into consideration. Any other suggestions?

Thanks for the donations for the coffee and donuts! They covered the cost of the donuts and needed coffee supplies. It really helps when the members step up and help with these things. And this was the first time in several years that it was necessary to make a second pot of coffee; I imagine the weather had something to do with that!

Look forward to seeing everyone in Sun City in March!

COMING EVENTS



**SAN DIEGO DIVISION
WINTER MEET AND SWAP MEET**

Saturday, February 16th, 8:30 AM until
11:30 Swap meet, events till 3 PM

Clairemont Christian Fellowship Church
4570 Mt. Herbert Ave. San Diego, CA 92117

CLINICS!;MODEL JUDGING; DOOR PRIZES, INTERESTING DISCUSSIONS AND
GREAT PEOPLE



Church is aside Genesee, approx. Halfway between Clairemont Mesa Blvd. and Balboa Ave.

Directions: **I-5:** I-5 to 52 east. Exit south on Genesee, cross Clairemont Mesa Blvd. Right on Mt. Herbert at top of hill. **I-15:** to 52 west. Exit Genesee south as above.

Swapmeet admission \$2 member, \$3 non NMRA, Tables \$5 (provided) setup 7:30 down by 12

Lunch: Subway Box Lunch \$6. Contact bdeck@ucsd.edu or sandiegodivision.org website
for more information

COMING EVENTS (CONT.)



**Gateway to Cajon Pass
2013 PSR Convention**

Sponsored by the Cajon Division

September 25th ~ 29th, 2013

Hilton Hotel

Very Special Convention Rate

\$89.95 per night

San Bernardino, California

Convention Highlights

Prototype & Bus Tours

CEMEX Plant, Victorville

Barstow Engine Facilities

UP Hump Yard Tower & Operations

**Throttle a Locomotive at the
Orange Empire Railway Museum**

<http://www.psrconvention.org/sb13/index.html>

Welcome BBQ ~ Live Steamers Park

Operation Sessions

Outstanding Clinicians

Modeling with a Master Builder/Mfg.

Our Famous Chinese Auction, 200+ Items

Bingo for Trains, Tuesday Night the 24th

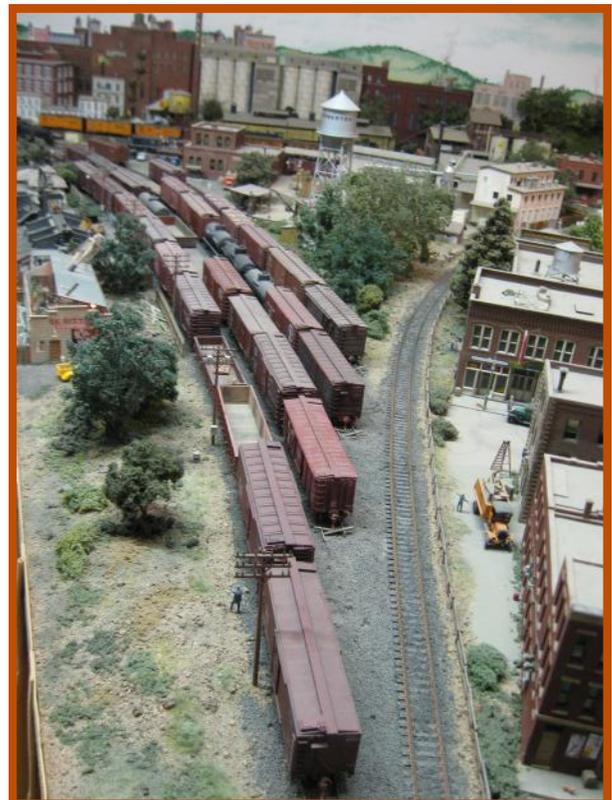
**Visit our Display at the 2012 Ventura Flyer Convention
and Receive the Unbelievable**

**Special Registration Rate of only
\$65 (Includes the Banquet)**

Register at this Convention

or Use PayPal Online at

**[http://www.PSRConvention.org/
SB13/index.html](http://www.PSRConvention.org/SB13/index.html)**





Gateway to Cajon Pass 2013 PSR Convention

Sponsored by the Cajon Division September 25th ~
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Hilton Hotel Very Special Convention Rate **\$89.95 per night**

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Operation Sessions / Outstanding Clinicians

Modeling with a Master Builder/Mfg

Our Famous Chinese Auction, 200+ Items

Bingo for Trains, Tuesday Night the 24th

Special Registration Rate of only \$65 (Includes the Banquet)

Register Online with PayPal at <http://www.psrconvention.org/sb13/>

website: www.psrconvention.org



Gateway to Cajon Pass 2013 PSR Convention

2013 PSR Registration Form ~ San Bernardino, California ~ Hilton Hotel				
Name(s):				
Address & Phone:				
E-Mail Address:				
Item	Price	Quantity	Total	
Full Registration Includes Banquet Meal Choices Please Select				
Chicken Parmigiana	\$65.00	0	\$0.00	
Tri-Tip Steak	\$65.00	0	\$0.00	
Vegetarian	\$65.00	0	\$0.00	
Single Day Registration No Banquet	\$30.00	0	\$0.00	
Non-Member Rail Pass, Includes 6 Month NMRA Trial Membership	\$9.95	0	\$0.00	
Raillette Luncheon	\$20.00	0	\$0.00	
Banquet Only ~ Spouse & Children	\$45.00	0	\$0.00	
HO Scale Kadee Convention Car	\$24.95	0	\$0.00	
N Scale Convention Car	\$18.00	0	\$0.00	
Convention Pin	\$5.00	0	\$0.00	
Convention Patch	\$6.00	0	\$0.00	
Convention Shirt No Pockets Avail Sizes S,M,L,XL,2X,3X,4X	\$28.00	0	\$0.00	Enter Shirt Size(s)
Convention Shirt with Pockets Avail Sizes S,M,L,XL,2X,3X,4X	\$30.00	0	\$0.00	Enter Shirt Size(s)
UP Hump Yard Bus Tour Thur 9:00 am until about 1:00 pm	\$35.00	0	\$0.00	
Live Steamers Park Welcome BBQ Thur Evening Starting at 5:00 pm	\$25.00	0	\$0.00	
CEMEX Bus Tour Fri. 9:00 am until about 2:30 pm	\$35.00	0	\$0.00	
Run-1 Engineer @ Orange Empire Railway Museum in Perris Pricing is per Person	\$45.00	0	\$0.00	
Manufacture's Clinic w/Joe Warren Owner ~ Showcase Miniatures	\$45.00	0	\$0.00	
Total Amount of Enclosed Check			\$0.00	
Make Check Payable to:		The Cajon Division, Inc.		
Mail Check and Copy of this Form to:		Charles Abbott		
Web Address for Your Reference:		8224 Impatiens Ave		
http://www.psrconvention.org		Las Vegas, Nevada, 89131-4634		

COMING EVENTS (CONT.)



your schedule!

Rails along the Rio Grande 2013 CONVENTION & TRAIN SHOW



Hosted by Rio Grande Division #6,
Rocky Mountain Region,
National Model Railroad Association



June 6-9, 2013
Albuquerque Marriott Pyramid North

OPSIG LAYOUTS CLINICS SPEAKER TOURS
VENDORS-MODEL CONTESTS-REGISTRATION-HOTEL-ALBUQUERQUE-UP NIGHT-BNSF NIGHT

www.RARG2013.org
contact AlHovey@comcast.net

Photo courtesy of MRCOG/NMRX

COMING EVENTS (CONT)

RARG 2013 Pre-Convention Operating Sessions

June 4- 6, 2013

The purpose of a railroad is to move cars and trains loaded with commodities from point A to point B and make a profit.

Model railroaders enjoy emulating the prototype railroads using operating sessions to move cars and trains from point A to point B for fun. Would you like to participate in an operating session? If yes, you can join us as a complete beginner or an operator being somewhat familiar with Sequential Running, Timetable-Train Orders, Track warrants and Train Control Systems.

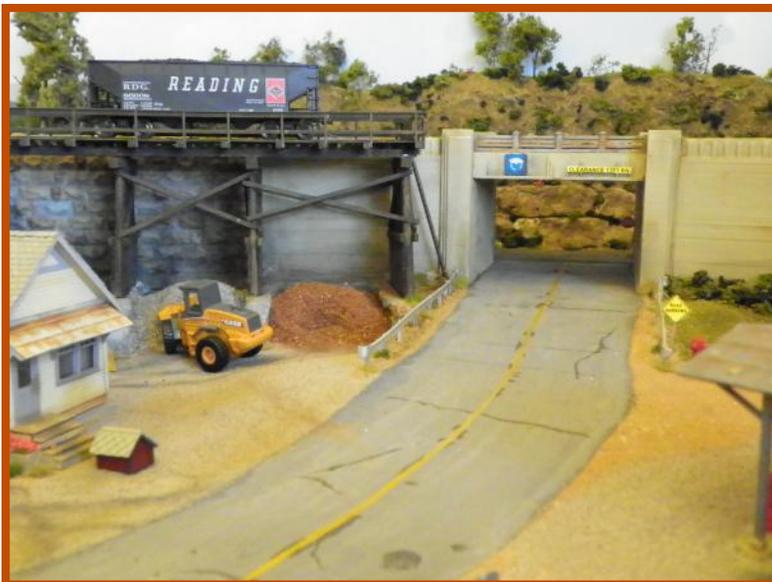
All layout operating sessions will be defined by your level of experience and the number one goal is having fun operating. Layout operating sessions will be limited to a certain number of engineer/conductor crews as requested by the layout host. The operating sessions will be closed to the public; however, most layouts will be open to the public some time during the convention.

Register Now at www.RARG2013.org

You must register for the convention to be able to sign up for the operating sessions. Operating slots will be available on a first come-first served basis. There is a \$10 deposit for each session with the money being refunded to you when you show up at the scheduled operating session. A standby list will be built for each operating session.

Santa Fe & Oklahoma Southern Railroad

Lynn Garrison will host a beginner operating session on her freelanced HO "Santa Fe & Oklahoma Southern Railroad" layout set from Oklahoma City south to Ardmore, OK. Her layout features a mid sized yard with a 4 stall roundhouse and turntable. Industries includes a flour mill, rock crusher, food warehouse, farmer's co-op, warehouse for mixed goods and an oil delivery spot. The layout features exceptional painted backdrops and scenery that she did herself. Lynn will host 4 engineer/conductor teams using a car card system and Digitrax simplex system. Some throttles available, bring your own if you can.

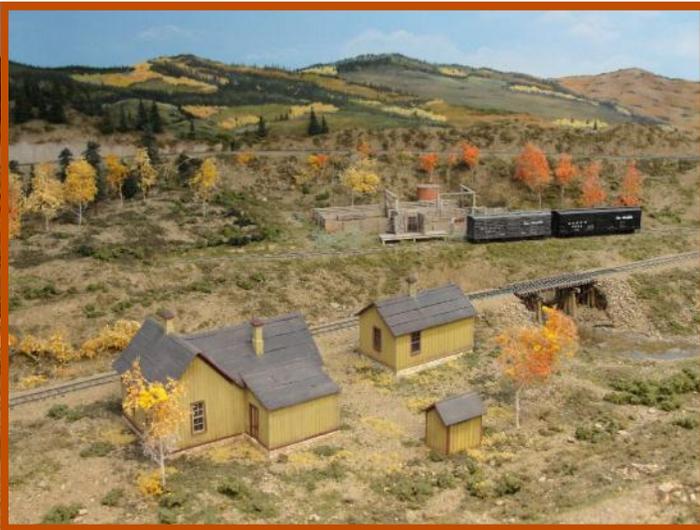


Missouri Pacific Coffeyville Subdivision

Joe Rogers will host a beginner operating session on his freelanced Free-mo HO "Missouri Pacific Coffeyville Subdivision" set in southeastern Kansas. Some of the key industries to be served include an ADM Corn Sweetener plant, 2 elevators, an oil supply company plus two interchanges. Operation is via switch lists and car cards and Joe uses a Digitrax simplex system. Joe will host 4 engineer/conductor crews. Some throttles are available or bring your own if you can.

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COMING EVENTS (CONT)

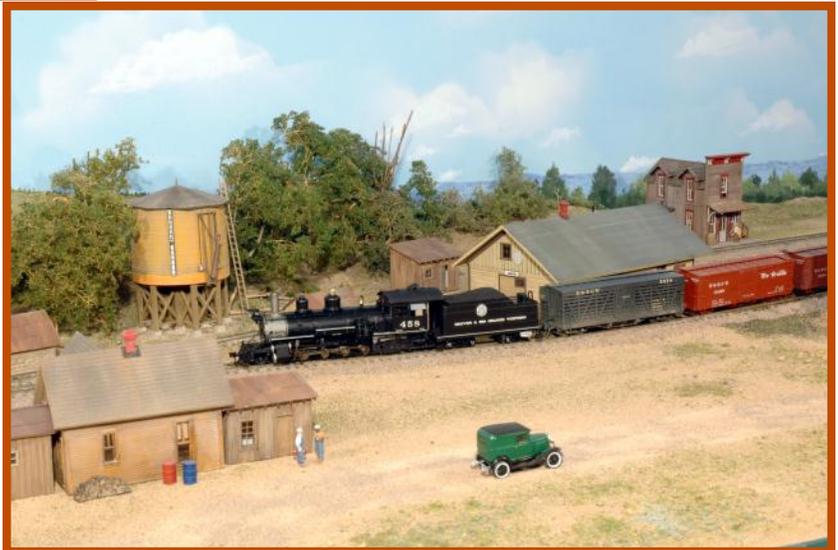


Denver & Rio Grande Narrow Gauge 3rd Division

Art Lorenz will host an intermediate operating session on his "Denver and Rio Grande Narrow Gauge 3rd Division" Sn3 layout running between Salida, Marshall Pass & Gunnison, Colorado. Art has 400+' of mainline and the emphasis will be on the steps it takes to get a steam train out of town and over the line. Art will host 4 engineer/conductor teams. Operation is via car cards and he uses a Digitrax simplex system. Some throttles available or bring your own if you can.

Denver & Rio Grande Alamosa Division

Bob DuBois will host an intermediate to advanced operations on his D&RGW Alamosa Division featuring his standard gauge La Veta Pass route and narrow gauge San Juan Route. Power includes steam and early standard gauge diesel. Operation is via car cards and waybills with a sequence based operating scheme. Bob will host 6 engineer/ conductor crews. Bob uses a Digitrax system using both simplex and duplex throttles. Some throttles available or bring your own if you can.

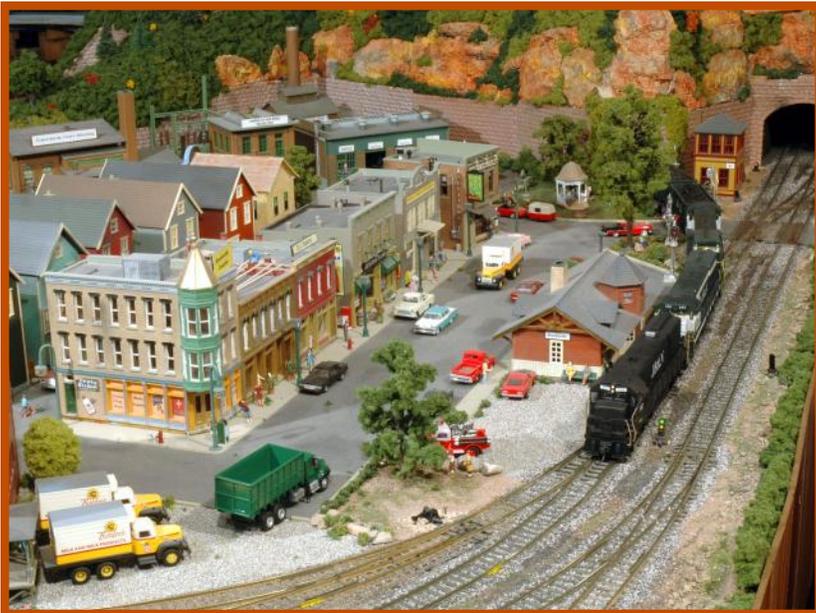


Oklahoma Belt Line

John Moore will host an advanced session on his "Oklahoma Belt Line" including the Santa Fe and Rock Island Lines. The Belt line is an HO industrial switching railroad which is loosely based on operations in Oklahoma City during the late 1940's and early 1950's. John runs his layout using a modified car card system and operators must be able to read train orders, messages and instructions. John will host up to 6 engineer/ conductor teams. DCC is Digitrax simplex. Some throttles available or bring your own if you can.

....continued on next page

COMING EVENTS (CONT)



JB & N “The Empire” Railroad

Bill Sedivec will host an advanced operating session for modelers who have experience operating on layouts. Bill uses “Ship It” and car cards on his JB & N. The locals call Bill’s layout “The Empire”. The setting for his freelance railroad is southern New York state and the multilevel features 385’ of main line connected by two helices. Over 100

engines are used to shuttle 600+ cars on his layout. Bill runs his layout with a CTC system, the layout is fully signaled and uses a Digitrax simplex system. 9 engineer/ conductor teams are needed to run a session. Some throttles are provided or bring your own if you can.

**Register Now at
www.RARG2013.org**



your schedule!

**Rails along the Rio Grande
2013
CONVENTION & TRAIN SHOW**



Hosted by Rio Grande Division #6,
Rocky Mountain Region,
National Model Railroad Association



June 6-9, 2013
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OPSIG LAYOUTS CLINICS SPEAKER TOURS
VENDORS-MODEL CONTESTS-REGISTRATION-HOTEL-ALBUQUERQUE-UP NIGHT-BNSF NIGHT

www.RARG2013.org
contact AlHovey@comcast.net

Photo courtesy of MRCOG/NMRX

...continued on next page

COMING EVENTS (CONT)
Rails Along the Rio Grande 2013
Pelle Soeborg
Guest Speaker and Clinician



Website: <http://www.soeeborg.dk/hobbyeng.html>

Pelle K. Soeborg is a graphic designer in Farum, Denmark. In the early 1990s, several *Model Railroader* magazines caught his attention, and he has been a model railroader ever since. A trip to the United States in 1992 added to his

interest in modeling United States prototypes.

Pelle has written a number of articles for *Model Railroader*. His images have been featured in MR calendars in addition to Woodland Scenics and Walthers catalogs. He is the author and photographer of the book, *Mountain to Desert: Building the HO Scale Daneville & Donner River*, by Kalmbach Books, which demonstrates modeling techniques through the construction of his home layout. In addition to model railroading, Pelle enjoys slot car racing, oil painting, and photography.

Books by Pelle:

Essential Model Railroad Scenery Techniques

Mountain to Desert: Building the HO Scale_Daneville and Donner River

Rebuilding a Layout_From A -Z

Done in a Day

Pre Convention Operating Sessions June 4-6, 2013

RARG 2013 Convention June 6-9, 2013

Train Show Friday and Saturday, June 7-8, 2013

www.RARG2013.org

Sponsored by the Rio Grande Division 6, RMR, NMRA

Arizona Chapter NMRA Summer meet will be June 8th, 2013. The meet will be held in a new location: SECHRIST ELEMENTARY SCHOOL, FLAGSTAFF. More about this in the summer edition of The Spur Line.

REMEMBERING THE PIONEER ZEPHYR

By

**R. B. Trombley, Ph.D., MMR
NMRA - PSR – AZ Div.**

The pioneer Zephyr left Denver, Colorado on the morning of May 26th, 1934 and 13 hours and 5 minutes later arrived in Chicago, Illinois. That simple non-stop dash of 1,015 miles, at a record smashing average of 77.6 miles per hour, changed the course of railroading and of land transportation forever.



Fig. 1. The Pioneer Zephyr as it appeared in 1934.

No train anywhere, or under any condition, had traveled as far as 775 miles without stopping for fuel and water. Yet, this was no ordinary technological advance ! This was the world's first all stainless steel, streamlined, diesel-powered train. Its journey on that historical day spelled the demise and eventual doom of the mighty steam-powered locomotive behemoths.



Fig. 2. The engine in the Pioneer the Pioneer Zephyr.



Fig. 3. Pioneer Zephyr cab with controls.



Fig. 4. The RPO section of Zephyr.

REMEMBERING THE PIONEER ZEPHYR (cont.)

The Pioneer Zephyr, together with the aluminum alloy “City of Salina” which was put into service between Kansas City, Missouri and Salina, Kansas in January 1935, ushered in an era of passenger service and travel that was a far cry from the open, toy-like cars that followed the “Best Friend” out of Charleston on its first trip more than a century and a quarter ago. In 1952 it could be said, perhaps for the first time, that the use of diesel power for the first time exceeded that of steam power on the American railroad system.



Fig. 5 Burlington Zephyr passenger train approaching station and waiting passengers at East Dubuque, Illinois.

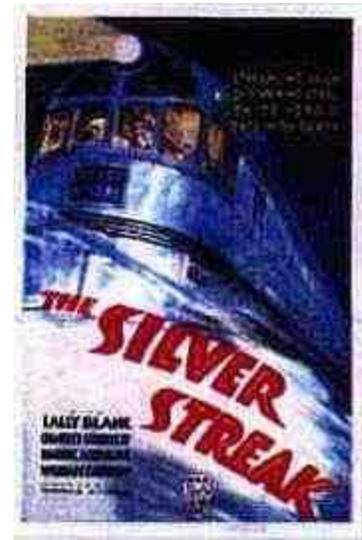


Fig. 6. The advertising poster for the 1934 film

On May 26th, 1960, twenty-six years after that historical run by the Pioneer Zephyr, it became part of the permanent collection at the Museum of Science and Industry in Chicago, Illinois. It was also featured in a movie, “*The Silver Streak*” in 1934. Certainly, without question, a unique and fascinating place to visit with their many locomotive and railroad exhibits in addition to the Pioneer Zephyr.



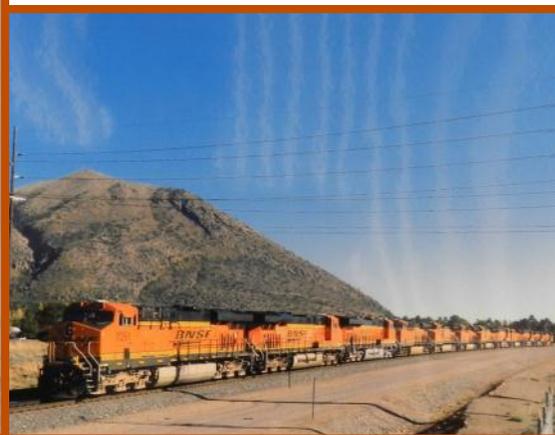
Fig. 7. The observation car (rear) end of the Pioneer Zephyr as seen at the Chicago Museum of Science and Industry.

REMEMBERING THE PIONEER ZEPHYR (cont.)

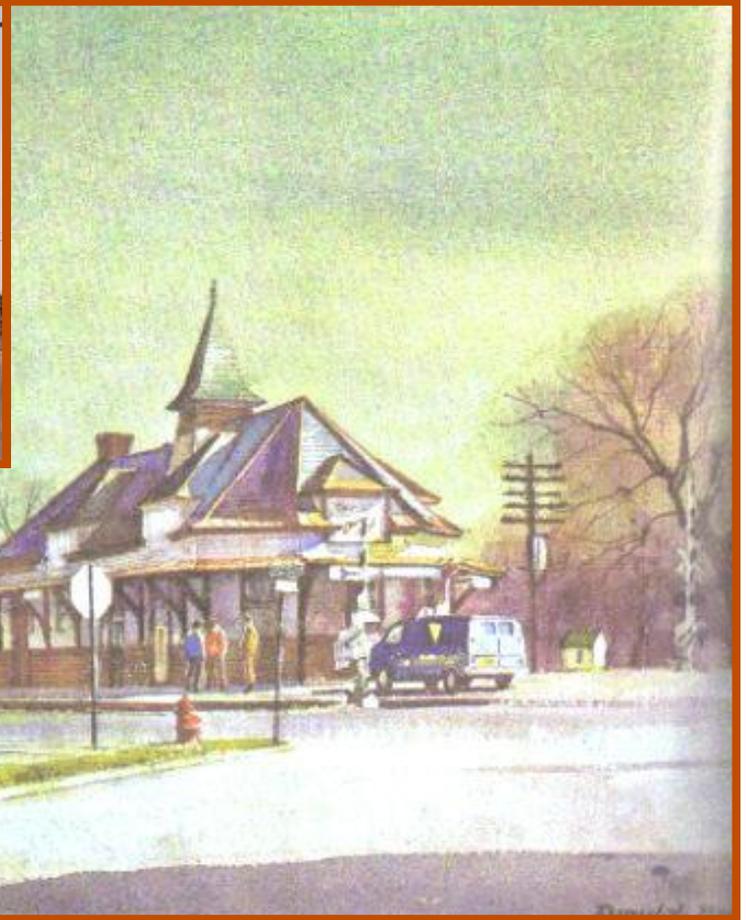
In the observation car shown above, exterior projectors display moving images on the now frosted windows.

Viewers inside the car see the rapid motion of passing landscapes and grade crossings and view simulated passengers displayed as talking animated mannequins.

And so, as with many of the other truly great and wonderful special trains and historic locomotives, the Pioneer Zephyr travels no more on the ribbons of steel that traverse our nation, but is resigned to live on in the memories of those who traveled on her, and to those who have a special place in their hearts for the grand old trains of the past. Happy Railroading !



MAKING A WHITE STUDY MODEL—FRANK BAKER



I have been looking for a kit from **South River Model Works** called

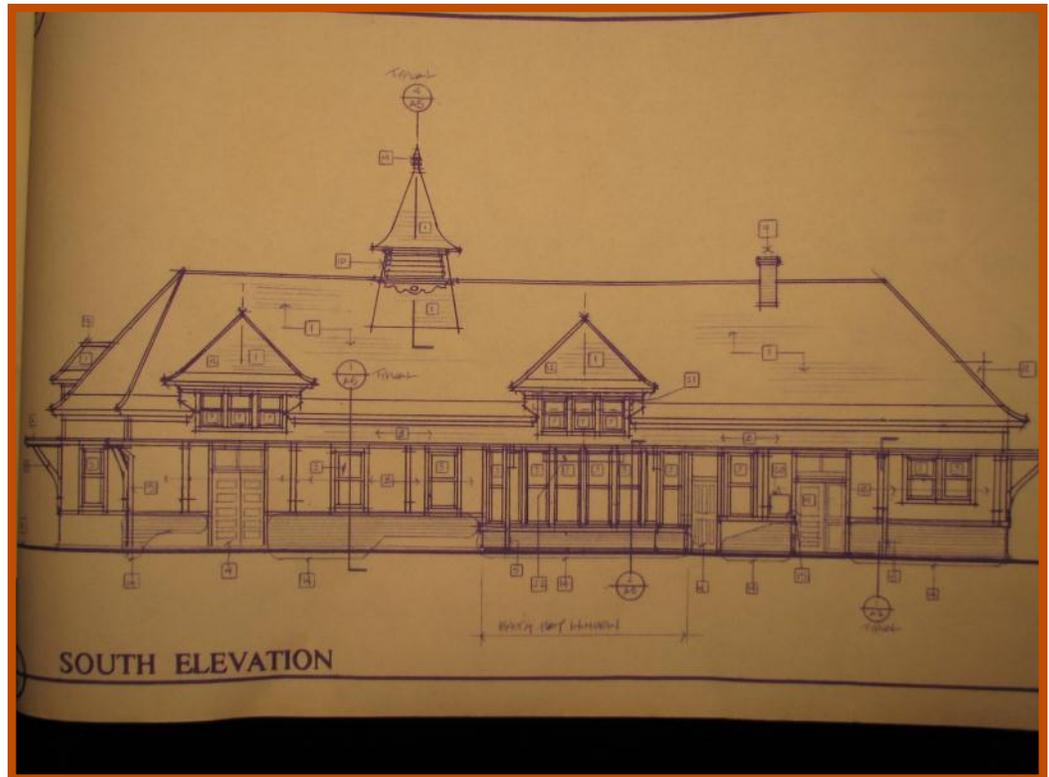
“**Cambridge Crossing**” that is no longer made. As we all know, once a model has been totally sold out, the price of the kit goes up exponentially, depending on the caliber and quantity of the kit. In a conversation with a friend back on the East Coast, I mentioned of my desire to find one of these kits without paying the exorbitant price. Well, as luck would have it, Robert had the kit. He had made the hotel, but not the station which is what I was looking for. We discussed a deal. I first offered to make him a model of the “Aurora Foundry”. While Robert thought the foundry was marvelous, (his words, not mine) it did not fit into his layout design.

I then mentioned that there was a station in a watercolor book that I have that was on the D&H railroad in Ft. Edwards, New York.

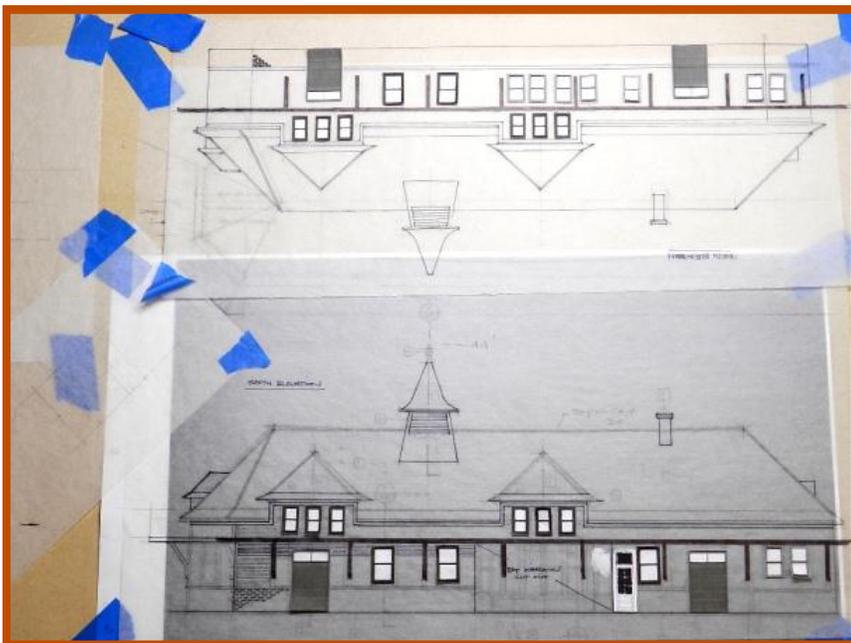
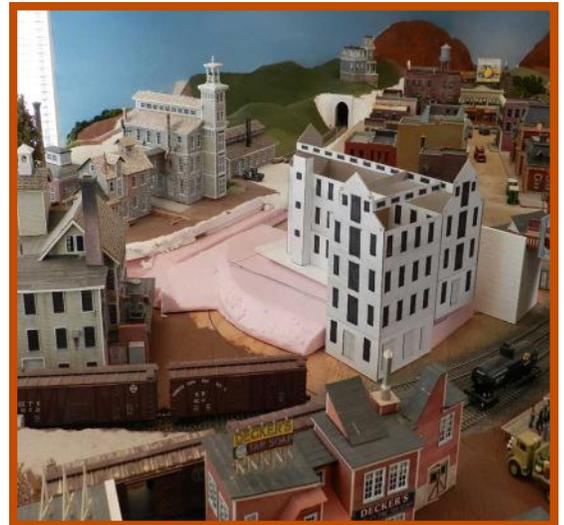
Well, that is the railroad that he is modeling and we struck the deal. I would build him the Ft. Edwards Station and he would save the SRMW Cambridge Crossing station for me to pick up at a later date. He mentioned that he had a friend that was on the historical board for the D&H and could possibly get me the drawings of the station. Well, that was a great relief.

MAKING A WHITE MODEL—FRANK BAKER (CONT.)

The drawings arrived and I started to sweat. They were distorted and it required redrawing the station. After a couple of false starts, I finally finished the station drawing of all four sides of the station. The drawing is the beginning of the white model. A white model is a preliminary scratch built model that allows you (the builder) to visualize the design of a structure quickly and inexpensively prior to building a scratch built structure which can hundreds of hours.



I do not know why they call it a white model other than to say that it is constructed out of white board. Changes are quick and easy. Details can be added as required. I have built or modified several kits using this technique. If you recall my model of Sayles Mills (another South River Model Works kit), I designed and built a white model of the building addition prior to starting right in with the kit. Here is a photo of the Sayles Mills white model.



After completing the white model drawing, I took it to have a copy made. There are several places to have this done. I used Kinko's because of its close location. With the copies in hand, I used 3M spray cement to bond the drawings onto a white board material. A quick trip to Michaels or hobby Lobby is where you can find the board.

MAKING A WHITE STUDY MODEL—FRANK BAKER (CONT.)



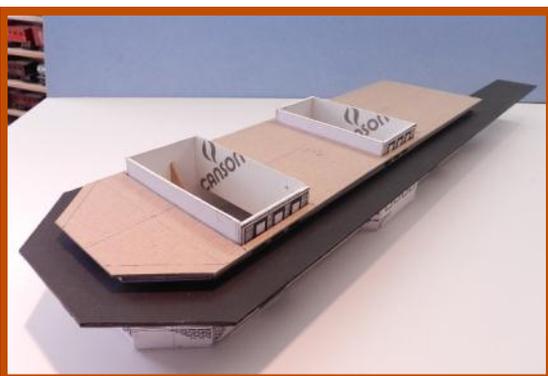
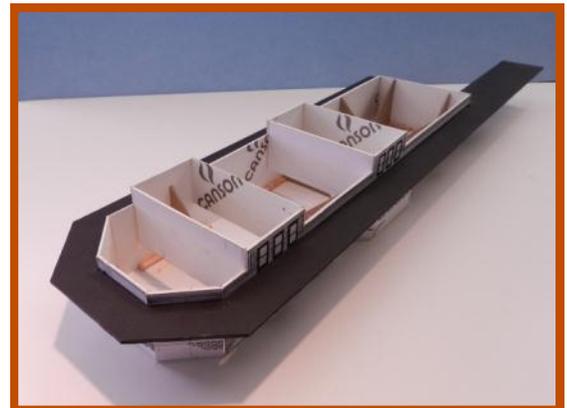
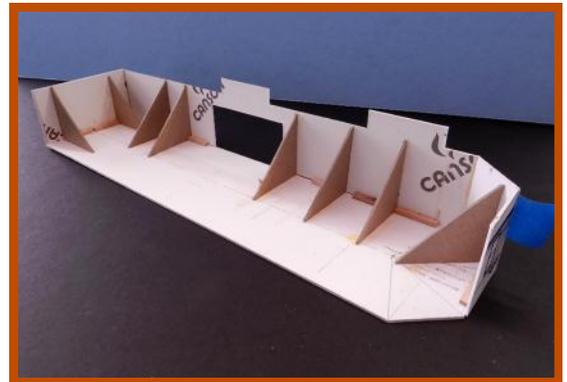
Cut any excess edges of the drawing off. Spray the back of the drawing and apply the drawing to the white board. There are some hazards to look out for. Start with applying one edge, working the paper onto the board and insuring that you are working out any air bubbles. By spraying the back of the drawing, you can apply all the pieces to the white board. Next, cut out all the sides of the building.

Once that they are all cut out, I then make cardboard corner braces. These are important to keep the building from warping in either the horizontal or vertical position.

The drawing shows the corner braces in place.

Assemble all the walls and remember to use the corner braces both vertically and horizontally. The card stock has a tendency to warp. Once the walls are assembled, I cut out the canopy roof in one piece and slid it down over the walls. My intention was to have the canopy supports cut with a laser instead of using a knife. As you can see, I am still going to have them made.

The next step is the roof which comprised of many pieces. The first level was a piece of cardstock that would become the support for the roof. again I cut it out so I could just insert it around the station body. If you look at the photographs of the station you will see that it has a very unusual roof line. The roof has a curved tapered end at the base of the roof. The roofing material appears to be a metal flashing that is also curved. It has a ribbed seam. (more about this later) After determining the size of the roof panels, I scored the back of the cardstock to get the curved appearance. This was pretty easy to do and I liked the effect. I made the roof in a couple of pieces so I could take it apart.



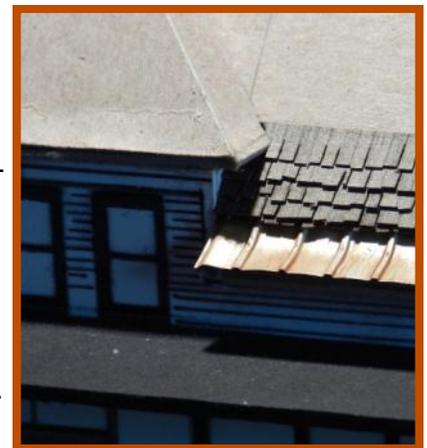
MAKING A WHITE STUDY MODEL—FRANK BAKER (CONT.)

The dormers were next. A little dimensional exercise in geometry and Voila, I had dormers. Well, maybe not that fast, but somewhat easier than I thought that it was going to be.

The cupola was the last item for the building. I scored the backs of the cardstock to achieve the curved base, and I was done. Whew. The white model was photographed and emailed to my friend Back East. His comments were “ I am one lucky guy” and I responded with “ and don’t you forget it”



I have subsequently used the model for evaluation of the standing rib material for the roof flashing and shingles. The good news is that it looked good. The bad news is that the manufacturer of the shingles “ Paper Creek” is no longer in business. Back up the creek I went again. I am currently evaluating other shingle manufacturers to see how close I can achieve the visual look that I want.



Well , that is the story of building a white model. While this is a quite a complex model, you can try this on any size of building once you determine the final materials. This model will use clapboard over laser cut brick.

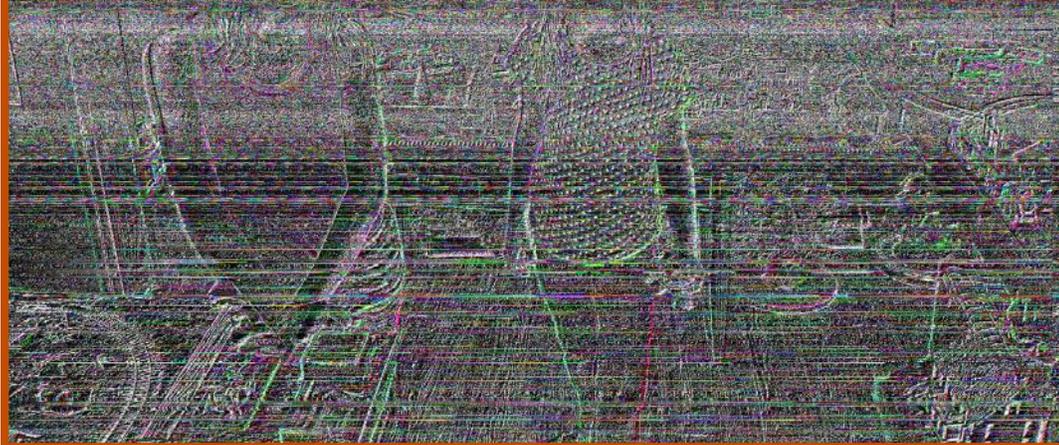
In the next issue, I will chronicle the construction of the actual model. Well actually, three station models, but that is another story.



DAVID HALL'S NATIONAL MODEL RAILROAD MONTH CELEBRATION

For those of you that either forgot about or weren't able to visit David Hall's Open House on December 1st to celebrate the beginning of National Model Railroad Month, you missed a wonderful individual's celebration of this hobby. Over the years, David has purchased, constructed and built the scenery for ten layouts of varying scales. Housed in his garage and house are N scale, HO scale, G scale and S scale layouts of varying sizes for all to view and run, especially the young ones. Several of the layouts were at children's' viewing point so that they could enjoy running or watching trains run, make sound, or puff smoke. The three hour open house was open to everyone of all ages. Watching the little ones was pure pleasure. Here are a few photographs of kids and adults playing with trains.





**THANK YOU
David Hall**

Harris Blomeyer—Playing Trains at 92

By Russ Henzel & Frank Baker

Introduction

Harris Blomeyer has railroading in his family lineage. His grandfather, who grew up in Missouri, left school at an early age to seek his fame and fortune. Over time he became the Station Master for a station on what was to become the Missouri Pacific Railroad. Later he moved to the Midwest to become the Vice President of the Pierre Marquette Steamship line and Railroad. His next railroad job was working for the Tennessee, Alabama and Georgia Railroad. His final assignment with the railroads was as President of the Ann Arbor Railroad. Harris has fond memories of riding on trains as a young boy.



Fast Forward

This project started when I (Russ) got a call from Harris, an acquaintance, who said that he was interested in model railroading. I invited him over to see my layout (in progress) and during that visit, I became more familiar with him and what he was looking for. He wanted his own model railroad. The most unusual aspect was that he was 90 years old, had a little arthritis and some macular degeneration. However, he still wanted to be able to run some trains. He has never built a layout but always had wanted one.

I enlisted the help of my friend and modeling partner Frank Baker and we met with Harris. He had an 8 by 14 foot storage room in his garage that he had air-conditioned (we're in Arizona; there are few basements and you don't dare have a room without A/C). Previously, Harris had contracted with an individual to design a railroad for him. The result was a walk-in dog bone design. The basic configuration was good because there was no way that Harris could deal with a duck-under resulting from a round-the-room design. However, the design was entirely inappropriate for Harris. It was on the complex side and more significantly, had turnouts located at the back of the layout; a long crawl for a younger person, impossible for Harris. If there was going to be a derailment, it would probably be at a turnout, moreover, turnouts occasionally require maintenance.

The individual who created the design had talked to Harris on the phone but had never met him. The layout designer had received the requirements and the constraints from Harris. We had the advantage of meeting Harris several times, observing his manual dexterity and the extent of his sight impairment. We agreed to work up a suitable plan.

Requirements and design

Harris wanted a realistic railroad and tinplating was not realistic enough. He wanted some elevation, specifically a bridge where the train would cross over a lower track. He wanted steam era motive power and continuous running. He was biased toward HO scale and had a few pieces of rolling stock acquired over the years, models of locomotives from different roads and cars of different eras lacking a central theme. He initially wanted a Midwestern look based on his background. His clarity on his musts and wants helped us make design decisions quickly. We felt that HO was entirely too small for him to deal with and O scale steam was out of the question for the space he had available. We showed him some On30 rolling stock that Frank had, what was available, and after he did some research himself, agreed to On30. Once he agreed, Frank modified a design he found in the Model Railroader. It, too, was a folded dog bone, but he located all of the turnouts on the front of the layout.

Harris Blowmeyer—Playing Trains at 92 (cont.)

The design has a small town area, several sidings and the grades and bridge that Harris wanted.

The design has a minimum of straight track. As a side note; Frank and I visited Howard Zane's railroad when we were at the Philadelphia NMRA convention in 2006. We also bought his book. One of his design principles is the elimination of straight track (no matter how gentle the curve) because trains going through a gentle curve look better. Not a little bit better, a lot better. We've used that principle on my layout with great success.

Harris loved the plan and agreed to a more western look based on the models available in that scale, but it was clear that he had some trouble visualizing what the resulting layout would look like.

We looked around for someone local to build the railroad but found no one. At this point, Frank and I were persuaded or talked ourselves into building the railroad. Harris does not lack in persuasion.

Building the layout

We built the railroad in my garage. The benchwork was designed in three pieces each of which would fit into Frank's Expedition and clamped together during the construction. The benchwork was constructed entirely of plywood because of dimensional stability. Plywood will warp in the planar direction but will not warp in the cross section direction, whereas conventional dimensional lumber will warp in both directions. In other words, a piece of plywood will warp so that it does not lay flat on the floor, but it will not warp such that the edge is no longer straight.



Harris Blowmeyer—Playing Trains at 92 (cont.)

We ripped 7-layer veneered plywood into 4" strips and made L girders by gluing 2" strips using 2x2 blocks to screw into. This resulted in a very rigid framework sufficient to withstand the disassembly and transport to Harris's place.

We used Styrofoam for the planar surfaces of the layout and to support the trackbed whether level or on a grade. The home supply store had only 1" thick of foam, so we used two layers to get the rigidity we wanted. The foam was glued together and to the plywood benchwork using foam-safe construction cement. We also used foam risers to support the grades.



Provisions were made at the turnouts to provide mounting switch motors. Given Harris's manual dexterity, ground throws were out and even if he could operate them (or a manual cable system), it was not clear that he could visualize the route the train would take based on the position of the turnout points. This was especially true where several turnouts formed a compound throat.

For switch motor mounting, a 3" square was cut from the lower layer of foam and a 4" square was cut in the upper layer. We glued a 4" square piece of plywood in the upper layer. The switch motors were later mounted from the bottom by screwing into the plywood square. The 3" square cutout gave access to the plywood.

Midwest cork was used for the trackbed. We glued it to the foam with yellow carpenter's glue. We used Micro Engineering's code 83 On30 flex track and turnouts glued to the cork also with yellow glue. Yellow glue has a long open time allowing us to work the alignment of the track for smooth and attractive running. We held the track in alignment with stick pins and weighted the track with bricks until the glue set. Electrical feed wires were soldered to the bottom of the rails before gluing.



Harris Blowmeyer—Playing Trains at 92 (cont.)

There are three curved turnouts in the plan which are not available commercially that I hand built using a Fasttrack's HO curved turnout jig with an inside radius of 22" and an outside radius of 30". On30 track standards (rail gauge, guard rail clearance, frog dimensions, etc.) are the same as for HO track, the difference being the size and spacing of the ties. The Fasttrack jig has slots holding the rail in the exact right spot and slots for 6 printed circuit board ties. The rails are then soldered to the ties. Of course the PC ties are too narrow and too short for On30, but we felt that they were not objectionable. The remaining ties on the curved turnouts are cut from bass wood to the proper length and spacing and were glued to the turnout rails with Plyobond.



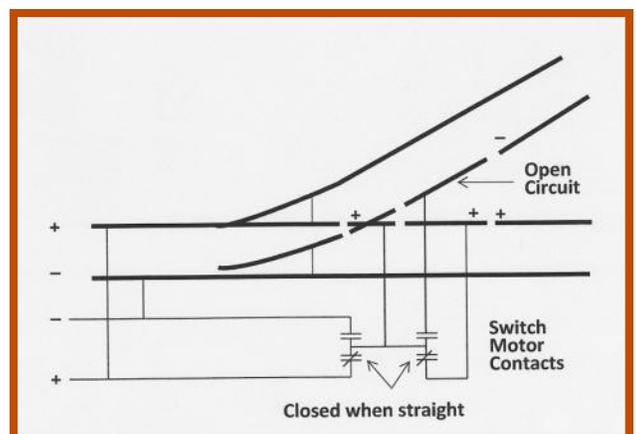
Control panels and DCC system

Because of our concern with Harris's ability to correlate toggle switch positions to train route, I decided to use rotary switches to control the switch motors. Diode steering was used to drive the several switch motors in the area of compound turnouts, and the indicator on the rotary knob indicated the resulting direction. In addition I installed LEDs to indicate the route the train would take.

Harris wanted DCC and sound in his locomotives (he also was leaning toward smoke, but we advised against it because of the small room size). Although we could have provided sound with DC control, we felt that the benefits of DCC such as back emf speed control were worth the money. The Micro Engineering turnouts were already gapped for DCC (isolated frog, point closure rails connected to the adjacent stock rail).

I also implemented a stopping block on the frog side of each turnout. I wired the frog to one set of contacts in the switch motor so that the frog carried the same power as the points and adjacent rail. This provides continuous power for the locomotive and is especially valuable in short wheel base locos. The only downside of this arrangement is that if the locomotive is driven into a turnout that is thrown for the other direction, there is a momentary short circuit when a wheel bridges the gap between the rail and the frog. While brief, the short circuit trips the protection in the DCC power station. For Harris this might be a source of confusion. Not only would he have to correct the turnout position, but also reset the power station.

The stopping block uses a second set of contacts in the switch motor to provide power to an isolated section of rail between the frog and the track. . If the turnout is positioned properly, the stopping block has the same power as the frog and the adjacent track, and the train will enter the turnout without a problem. If, however, the turnout is thrown the wrong way, the stopping block rail is unpowered and the train stops without tripping the power station. This means that Harris has only to diagnose the switch position problem to get running again. I have implemented stopping blocks on my layout in the staging area in case an engineer is not paying attention to the train he is parking in staging.



Harris Blowmeyer—Playing Trains at 92 (cont.)

We decided to use the Lenz DCC system and in particular the DH90 hand controller. That unit has a knob for speed control rather than the increase or decrease speed buttons found on many controllers. Harris confessed to having some difficulty with the TV remote, so the prospect of providing him with a controller bristling with buttons seemed wrong. The DH90 has a stack of 8 possible locomotive addresses and he has two locomotives, so I programmed the controller to have the address of each loco in alternate stack positions. To operate the other locomotive, all he has to do is push one button; he does not have to enter the address.

Rolling Stock

We selected the Bachmann line of ready to run On30 models. Harris bought a ten wheeler and a Forney and a number of passenger and freight cars. The performance of the models has been very good; our only complaint is that the Forney has a ridge frame and while it goes around our very sharp curves, the coupler swings so wide that it pulls following car off the rails.

Scenery

Harris wanted to depict an era with horse & buggy. He liked the mountains of Colorado. Lots of trees & bushes. We settled on a high desert area with large mountains, trees and a green landscape. Earth shapes were formed by both layers of the construction foam and cardboard strips. Both were covered with plaster impregnated scenery cloth and then lots of Sculpta mold. We painted everything dirt brown, and flocked the grass using a variety of colors. Trees were made from armatures from Sweetwater Scenery, covered with ploy fiber, and then Noch leaves were applied using spray glue. Bushes were constructed in the same way, but without the armatures. The scale and texture of the trees are fantastic. Roads were made from sand and glued using Elmers glue. The edges of the table kept simple to prevent damage. We used ballast from Arizona Rock.

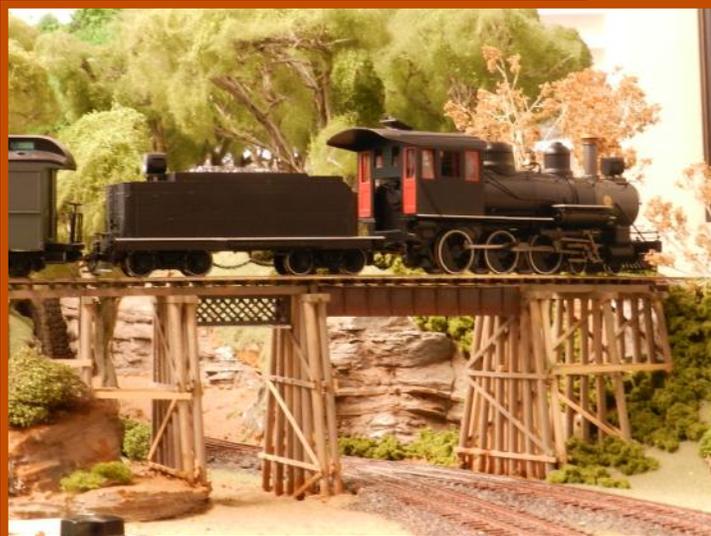
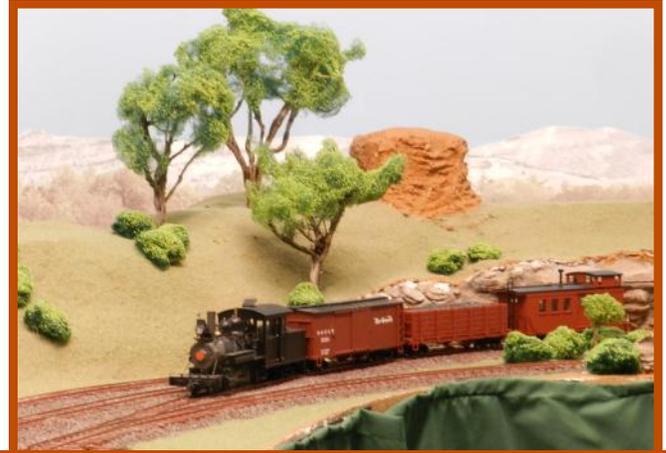
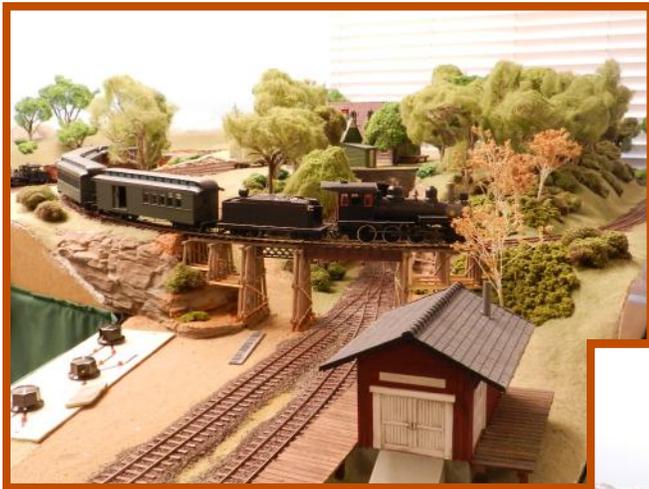
Flocking the grass and making trees took quite a bit of time, but once installed, Harris was a very happy person. Scenery makes the layout. We just had to make sure that the edges had a lot of glue. We purchased rubber rocks from Cripplebush Valley Models. The make rubber castings of rocks that you cut, glue and paint.

Harris had several buildings that we weath-ered with dilute India ink and then incorporated into the scene.



Harris Blowmeyer—Playing Trains at 92 (cont.)

We still need to find a couple of horse and buggies and add more people.

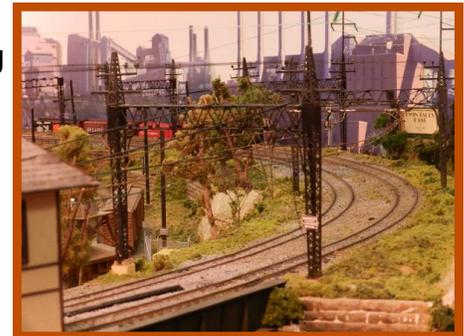


FOUR GREAT MODEL RAILROAD LAYOUTS by Frank Baker

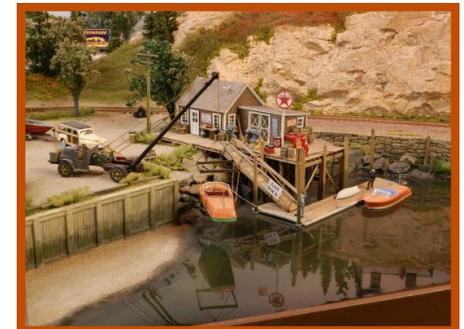
Over the past ten years or so, I have often made the winter trek to the West Springfield Amherst Train Show the last weekend of January. For a desert dweller, this has to be a really good show to travel East into a snowy and cold place. Part of my planning for the Amherst Train Show is getting to see several layouts prior to the show. Layouts at the show are typically modular layouts. Not that there is anything wrong with modular layouts, but there are many, many great home layouts back East. Remember, they don't have the nice weather like we have here in Arizona, so they spend a lot of time in their basement. Over the years, prior to going to the show, I have had the pleasure of seeing the layouts of George Sellios, Bob Van Gelder and Dick Elwell and others.



Joining me on this trip was Rick Watson. Knowing that I was going East, I contacted John Grosner, asking for some help on seeing a couple of layouts prior to the show. He arranged for us to see four layouts Friday prior to the Train Show. Train layout overload! Well, John really came thru. What a way to get pumped up prior to the train show by getting to see some of the premier layouts of the Northeast.



The layouts included Bob Collett's Huntington & Hartford Railroad; John Elwood's Olympic & Puget Sound Railroad, Rick Abramson's New Haven Railroad and John Grosner's New Haven & Derby Junction Railroad. I had met John a couple of years ago thru another friend. John has a beautiful layout in his basement. His structure work is fantastic. First up was Bob Collett. Some of you may have seen Bob's layout in the recent issue of Model Railroader 2013 Great Model Railroads. Pictures are great, but seeing a layout in person is much, much better. And you can ask questions.



The layout tour was awesome. All four layouts hold operating sessions on a frequent basis. They not only look good, they operate well. What a treat.

So enjoy the pictures of these wonderful layouts. As you all know, seeing the layout first hand gives you a real feel for the time and love that each individual has put into his model railroad.

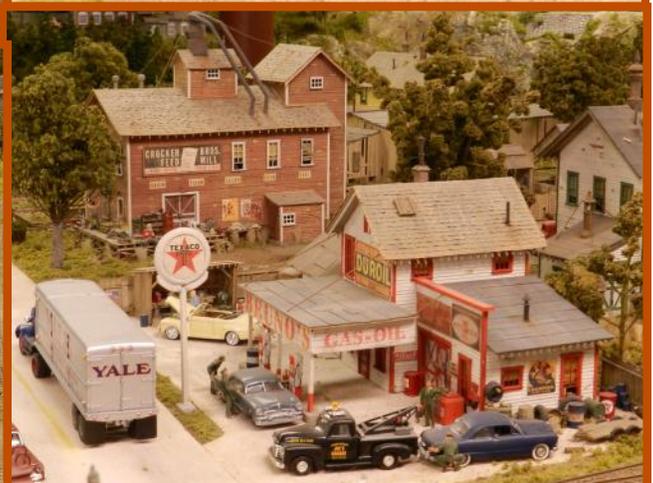
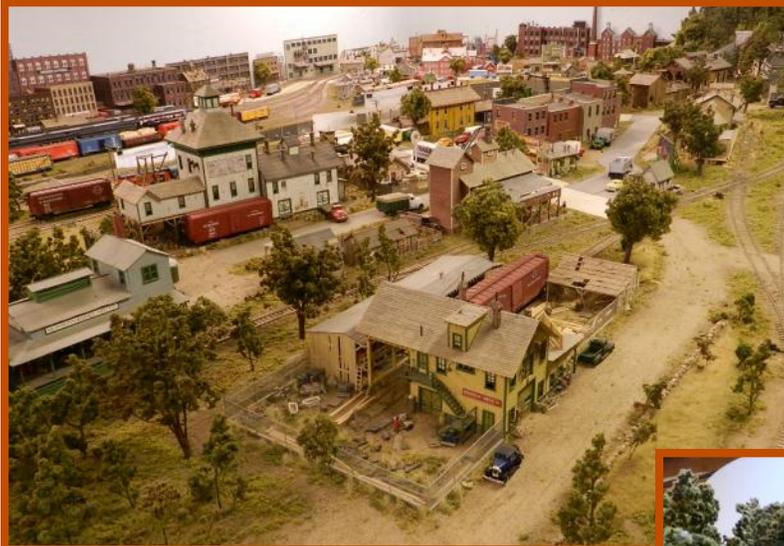
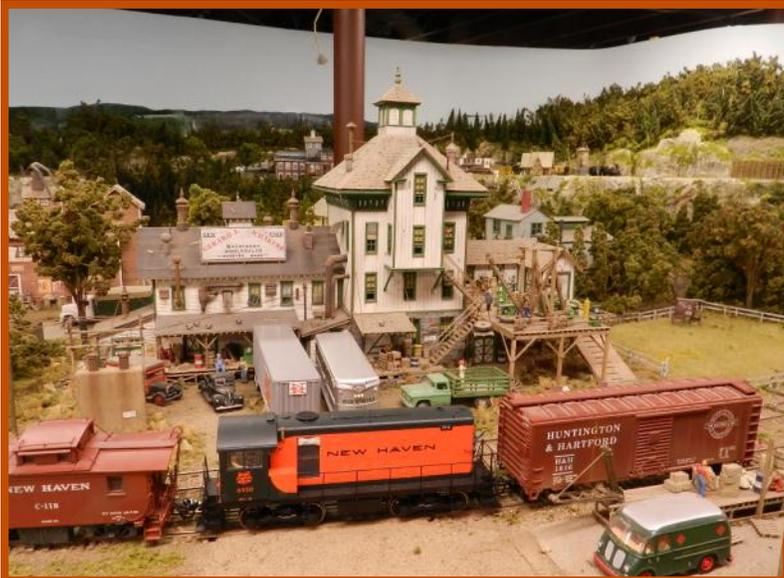
I would like to extend a special thanks to John Grosner for all his time and effort showing us around and sharing his layout; to Bob Collett, Rick Abramson and John Elwood for sharing their wonderful layouts.



Enjoy the pictures.

Four great Train Layouts (cont.)

Bob Collett's - Huntington & Hartford Railroad



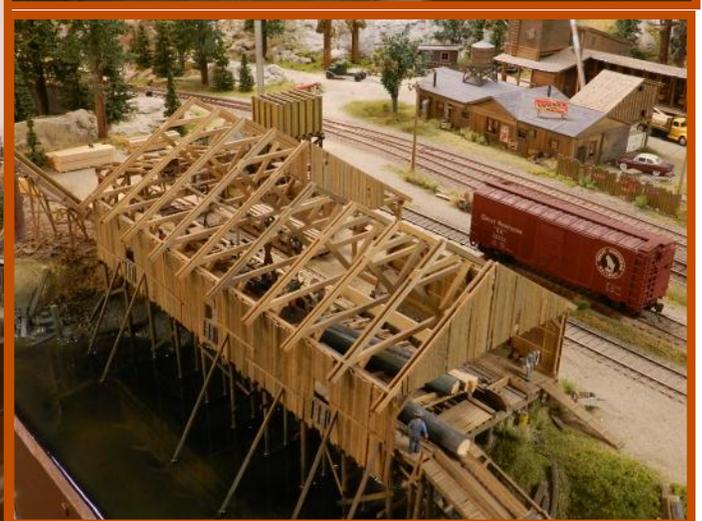
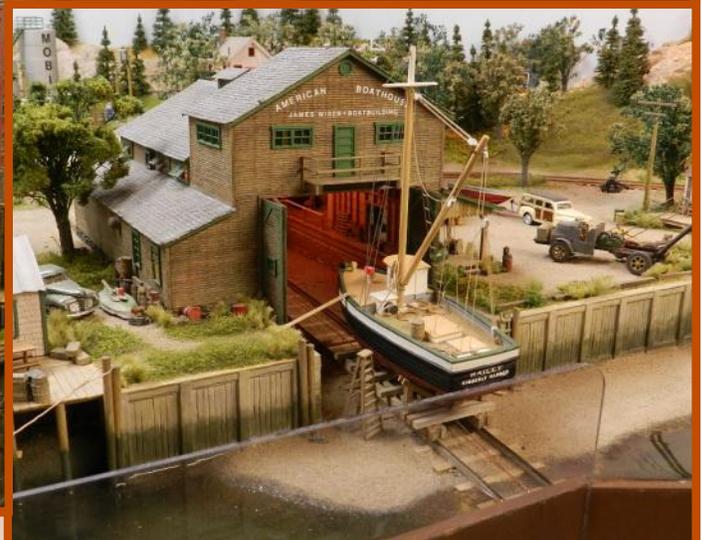
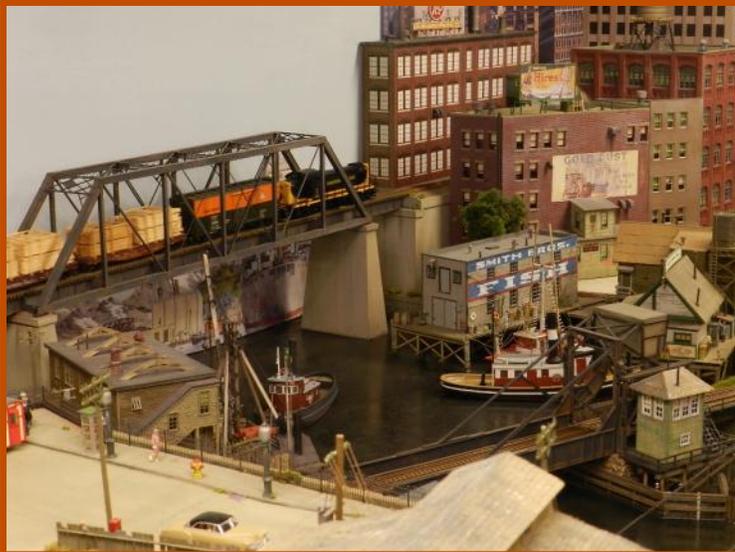
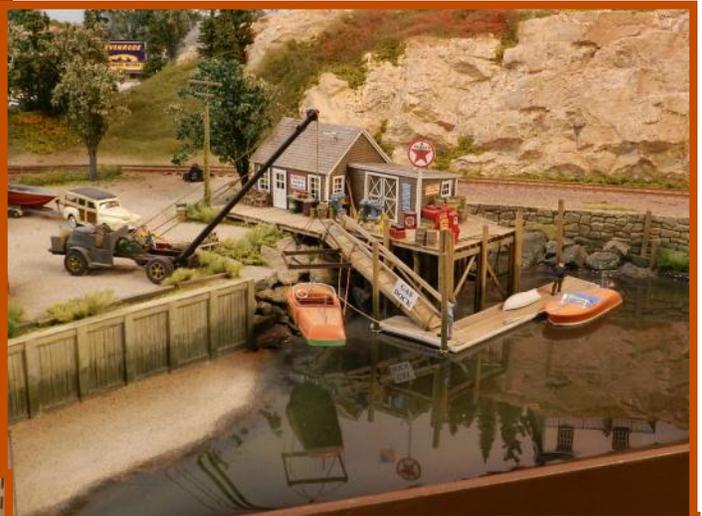
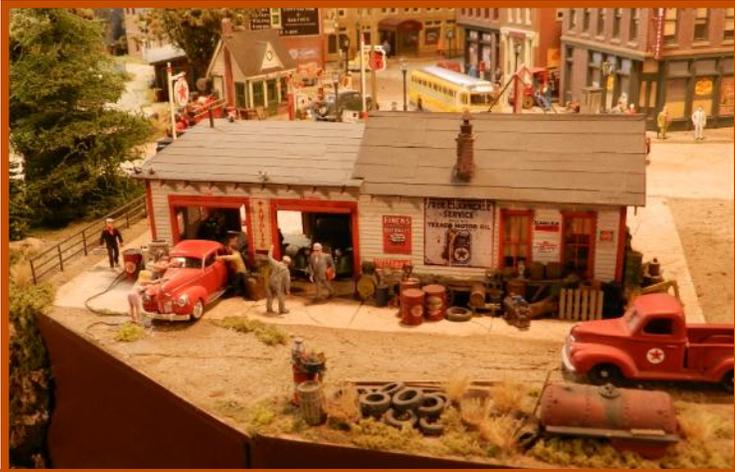
Four great Train Layouts (cont.)

Rick Abramson's - New Haven Railroad



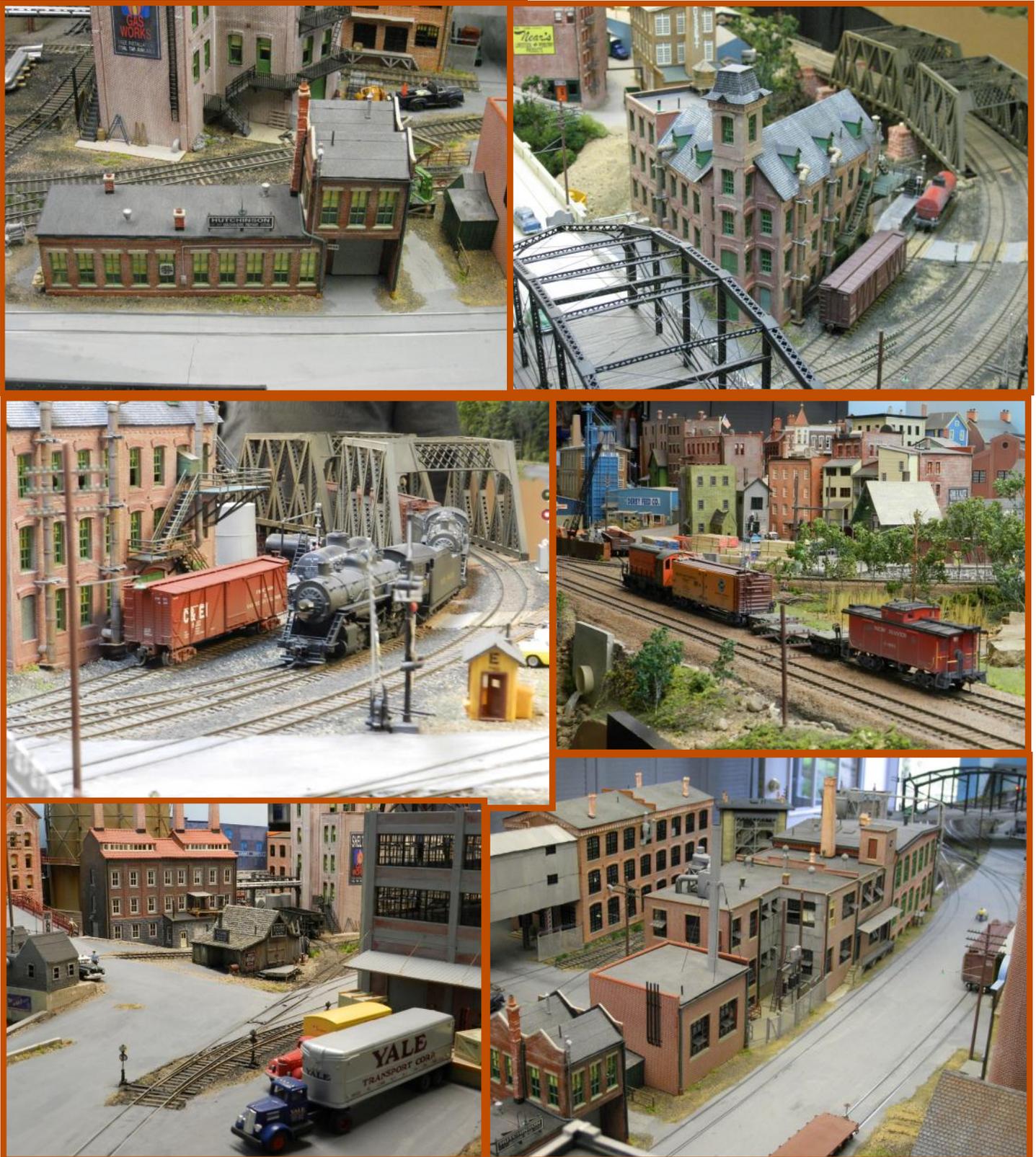
Four great Train Layouts (cont.)

John Elwood's - Olympic & Puget Sound Railroad



Four great Train Layouts (cont.)

John Grosner's— New Haven & Derby Junction Railroad



The Amherst Train Show by Frank Baker

Every January, the Amherst Model Railroad club puts on one of the biggest train Shows on the East coast – West Springfield, Massachusetts to be exact. They have been having this show since 1982 and every year it seems grow just a little more. Almost everything from full size to “Z” scale has one or more layouts, manufacturers and hobbyist selling something related to model trains. Now when I say this is a big show, I really mean a big show. I attended my first show many years ago and have been back several times since. This was my fourth trip. Now you are probably wondering why a desert dweller would get on a plane and travel 2000 plus miles to attend a train show in the dead of winter. Well, let me tell you. Yes, it has been cold and yes it has been snowing. All that aside, this is about the largest train show that I have ever attended. Housed in four building totalling 340,000 sq. ft. were 450 exhibitors peddling their wares and many club layouts. If you are into HO scale, there are many, many vendors. If you are into “N” scale, more of the same. And the same goes for almost every scale you can imagine.



Many years ago, Jim Sacco, a friend and owner on City Classics Structures had, on several occasions, mentioned this show to me. He said that if there is one show that he would not want to miss, this was it. Well, he was right. This is like one really, really big train store. It just happens to be in a cold and snowy place and time. Are there bargains? Well, let me tell you of one. A couple of years ago, my neighbor and train buddy, Russ Henzel and I were browsing around prior to the show opening (that is another story) and I spied a PRR E7 sitting on a table. No box, no price. It had been used. When we asked the price, \$25 was the response. Now this was a Broadway Limited with sound!!! We were told that the engine did not work. For \$25, it could sit on the siding and look pretty. Besides, Broadway Limited charges \$35 to fix any engine into working order. Faster than you can say “Jumpin Jack flash”, the engine was purchased. Upon returning home, I did a little “ under the hood” survey and found that there were two minor problems. A quick trip to Florida to Broadway Limited’s headquarters, a couple of weeks and the \$35, and my neighbor had a good as new engine. The other half of the E7 was purchased later in the day at the show for ‘ in the box” price. That was one of many finds that day.

There are layouts galore of every scale, Suppliers from all over the country, collectors and hobbyists selling extras or collections, clothing, etc. You name it and it is there.

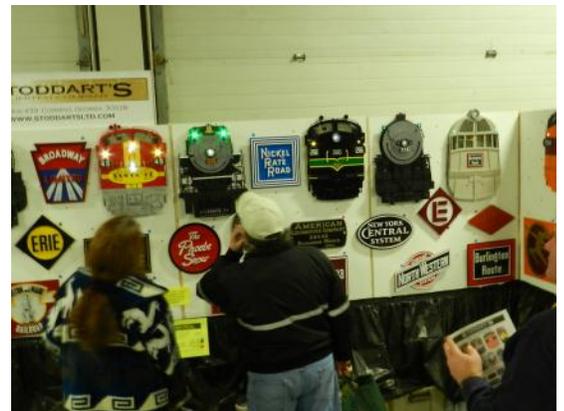
The last time I attended the show was 2010 so I decided to go this year. Rick Watson joined me on this trip. I had my list of vendors, my map of the buildings and noted which booths I had friends to visit with. It is always good to have a friend or two at these shows, especially ones that have had time to browse around and seek out some bargains before you get there. I slung a good size bag over my shoulder and entered the building.

The Amherst Train Show (cont.)

This is a jaw dropping train show by any stretch of the imagination. You forget about the cold outside (until you have to walk from one building to another (there are four) because there are trains everywhere you look. Big trains, small trains, you get the idea. Most of the major suppliers and small mom & pop suppliers are here. Many names will immediately recall. Your eyes cannot take it all in at one time. You find yourself walking, looking and walking again. One thing is for sure. If you see something, you must buy it immediately, because it will not be there later. We have all made that mistake. Here is a sea of blue boxes, yellow boxes, red boxes, orange boxes and no boxes. Scales from "Z" to full size (exhibit only).

Manufacturers, hobby shops and folks cleaning out their garages. There are also many, many modular layouts for your viewing pleasure. The Amherst Club also has a clinic area. Four buildings, 300,000 plus sq. ft. of display space and 20-25,000 train enthusiasts crowd the floors over a two day period. All your senses are stimulated to the max. Is it worth it?

So-o-o, if you ever get the urge to go to the Amherst Show; bundle up, put on good walking shoes, plan who you want to see, allow a lot of time, have a large shopping bag and brings lots of money! This year attendance for the two days was 20,000 people. Some 400 plus vendors and a little over 300,000 sq. feet of floor space crammed full of our favorite hobby!



The Amherst Train Show (cont.)



The Amherst Train Show (cont.)



TRACKSIDE PHOTOS

Arizona Chapter members can post pictures of their layout photos to show other members what they have been working on. Post a scene, a structure or rolling stock. Send your photos to: Spur-Line@Azdiv-nmra.org Here are some examples:

Member: Russ Henzel

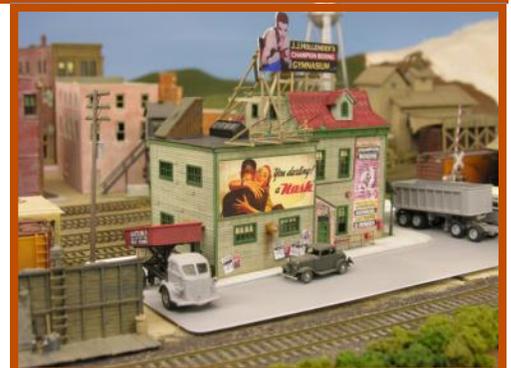
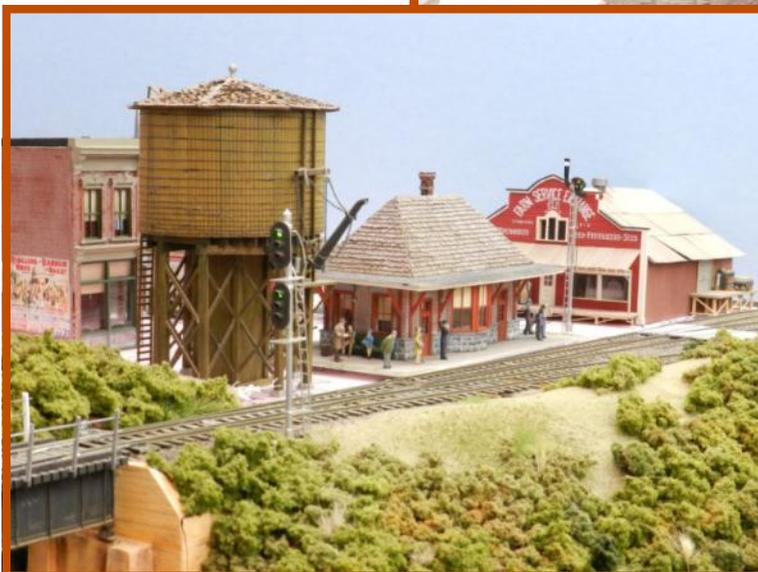
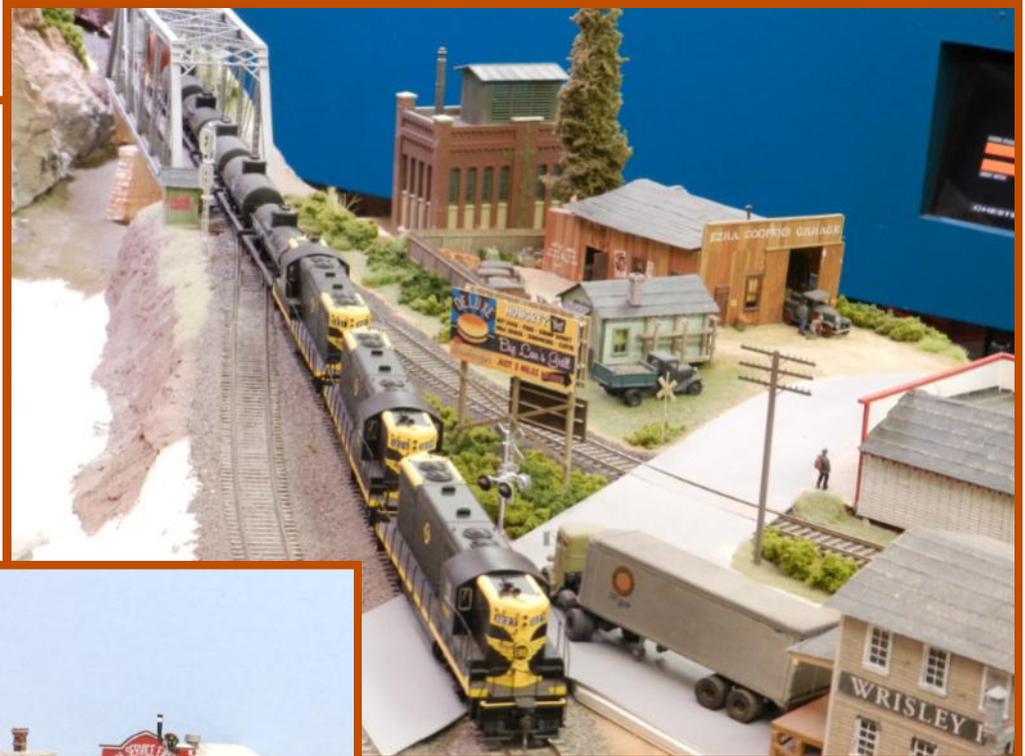
Railroad: Pennsylvania Railroad,
Philadelphia Terminal Div.



TRACKSIDE PHOTOS (cont.)

Member: Frank Baker

Railroad: Morristown & Erie Railroad—Western Division



ARIZONA CLUBS**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) 626-5289

On the web: www.gmrctrains.com

Goodyear**Pebble Creek Model Railroad Club**

Scales: HO and G

Contact: Bruce Petrarca (623) 935-4837

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.bccraz.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

Website is: www.thunderbirdmodelrrclub.com

Prescott**Central Arizona Model Railroad Club**

Scales: Multiple

Contact: Steve Bumgardner (928) 775-3184

On the web: www.camrrc.com

....continued on next page

ARIZONA CLUBS**Scottsdale****Scottsdale Model Railroad Historical Society**

Scales: HO and HOn3

Contact: contact@scottsdalemrhs.orgOn the web: www.scottsdalemrhs.org**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

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**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

Sun Lakes

Short Line Model Railroad Club

Scales: Open to all scales

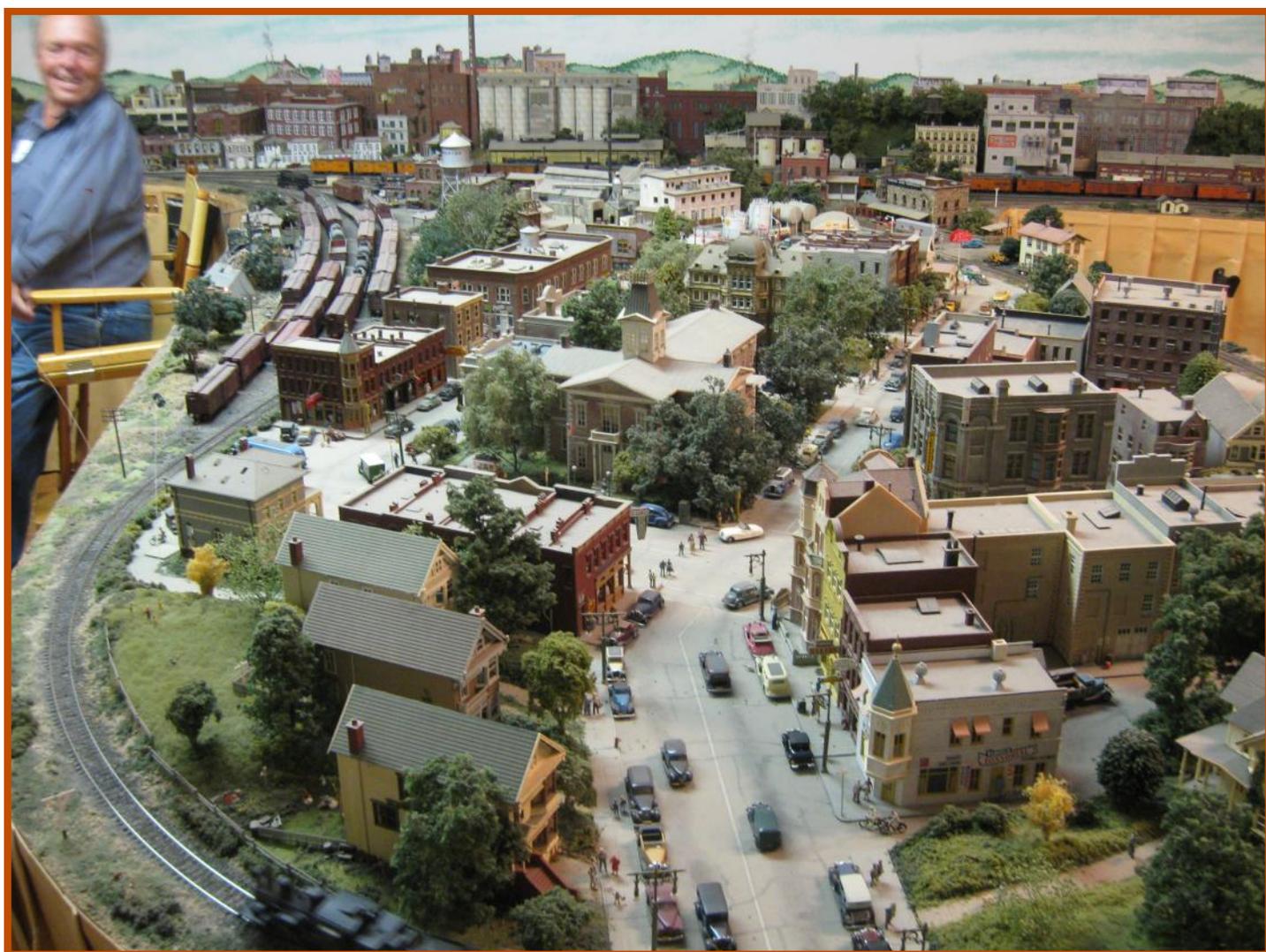
Contact: Dave Olson (480) 895-7411

Show Low (**NEW**)

Silver Creek Railroaders

Scale:HO

Contact: John Rowlinson (602) 908-9962



Who's layout is Lenny Smith visiting now?

Answer on page 77

BUY, SELL OR TRADE

Wanted:

Athearn SP Express Box Car #5777.

Gary Gutierrez 520-247-6777



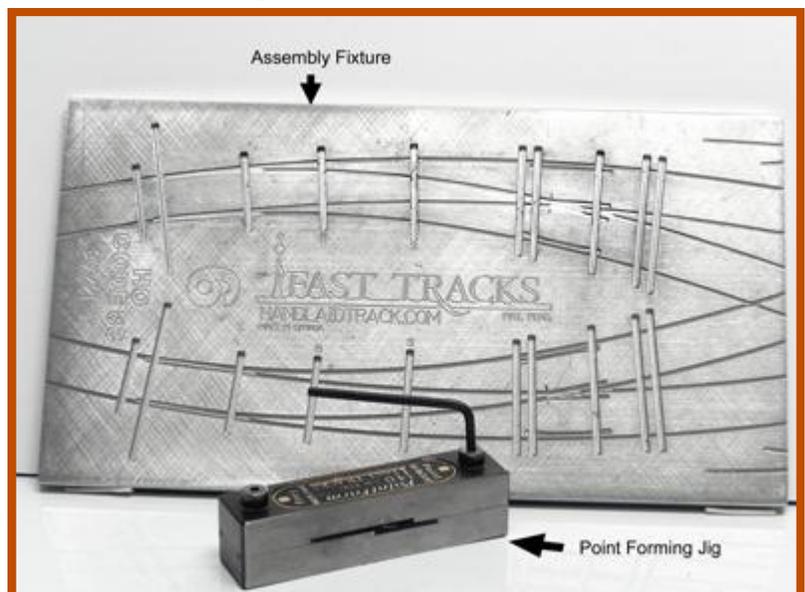
FOR SALE:

Used HO scale turnout assembly fixtures and jigs from **FastTracks**. Easily make your own high quality turnouts that look better and perform better than commercial turnouts. Point forming jig holds the rail so you can file point and frog rails at the perfect angle. The assembly fixture holds the rails for soldering to printed circuit ties. Buy supplies and additional turnout building kits (if needed) from Fast Tracks at handlaidtrack.com; also download paper templates and instructions. Assembly fixtures make both right and left hand turnouts.

- #10 code 70 assembly fixture for straight turnouts \$50
- #10 code 70 curved turnout assembly fixture 36"/30" radius \$50
- #10 code 70 curved turnout assembly fixture 60"/46" radius \$50
- #8 code 83 curved turnout assembly fixture 30"/21" radius \$50
- #10 code 70 point and frog forming tool \$30
- #8 code 70 double slip switch fixture and point forming tool \$75

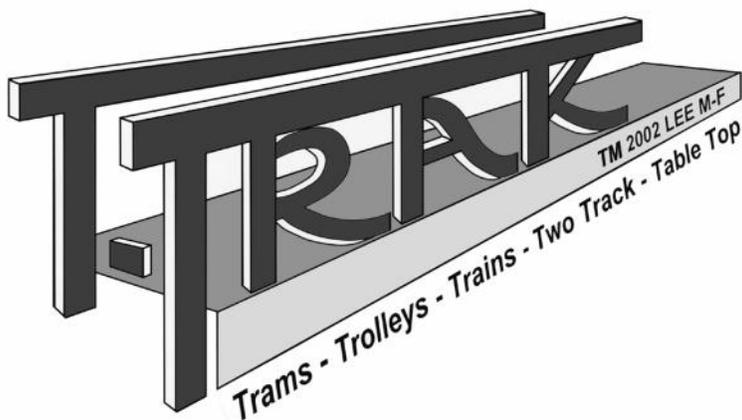
Call **Russ Henzel** for details.

(cell phone) 602-463-3678



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Contact:

Jim Tuck - 928-773-9194 - jimtuck@aol.com

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10 to 12 foot lengths



Finished road bed for HO & HOOn3

**Flexible poplar lumber cut to 0.22 inch width.
(0.22in. x 0.75in. x 10 to 12 feet in length)**

**6 strips required for HO, 4.5 for HOOn3 or N scale
(Including spacer blocks)**

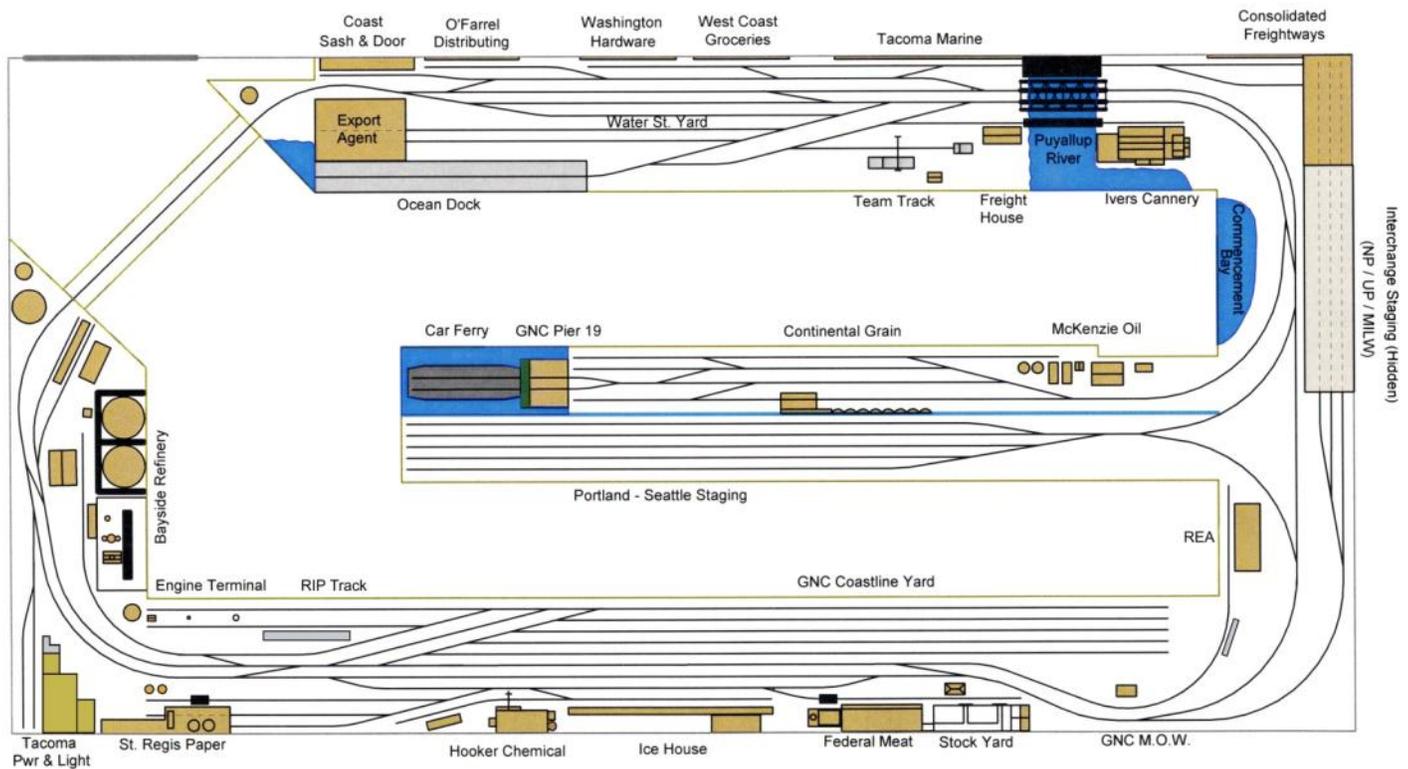
Ideal for large layouts with broad curves.

\$2.00 per strip. Quantity discounts available.

**Contact Scottsdale Model Railroad Historical
Society at contact@scottsdalemrhs.org or visit us at
McCormick-Stillman Railroad Park in Scottsdale.**

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- Full skirting

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- MODULAR LAYOUT THAT FITS A ONE CAR GARAGE LOOKING FOR A NEW HOME.
- CORK ROADBED, PRIOR CODE 70 TRACK WAS REMOVED. LAYOUT WAS NOT FINISHED DUE TO DEATH IN FAMILY
- LOCATED IN SCOTTSDALE.
- CALL FRANK @ (602) 672-6336



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FOR SALE—The Arizona Division has a large stock of PSR items which may be of interest to PSR members. Contact: Jim Tuck, Arizona Division Chief Clerk / Paymaster, 2829 North Fremont Boulevard, Flagstaff, AZ 86001-0712, jimtuck@aol.com, 928-773-9194.

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

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- 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,
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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
Email: coronadoscalemod@aol.com
- ROY'S TRAIN WORLD** 1033 S. Country Club Drive, Mesa, Az. 85210
(480) 833-4353
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Thurs., 9:00 to 8:00, Sat., 9:00 to 5:00
Email: trains@roystrainworld.com
- HOBBY DEPOT** 216 w. Southern Ave, Tempe, Az. 85282
(480) 968-1880
Mon., Tues., Thurs 10:00 to 6:00 Wed., 10:00 to 8:00
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
Hours: Mon thru Fri: 9:30 to 8:00
Sat., 9:30 to 6:00 Sun., 11:00 to 5:00
- BURLING'S TON OF TRAINS** 16939 East Colony Drive, Suite 2 Fountain Hills Az.
(480) 816-6501
Hours: Mon thru Fri: 11:00 to 5:00
Email: tonsoftrains@cox.net

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(480) 833-9486

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Email: www.arizonatraindepot.com

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(928) 505-4044

Hours: Mon thru Sat. 10:00 to 4:00; 9:00 to 12:00 on Sat..

LITCHFIELD STATION

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(623) 298-7355

Hours: Mon thru Fri. 10:00 to 5:00

JACKS TRAINS

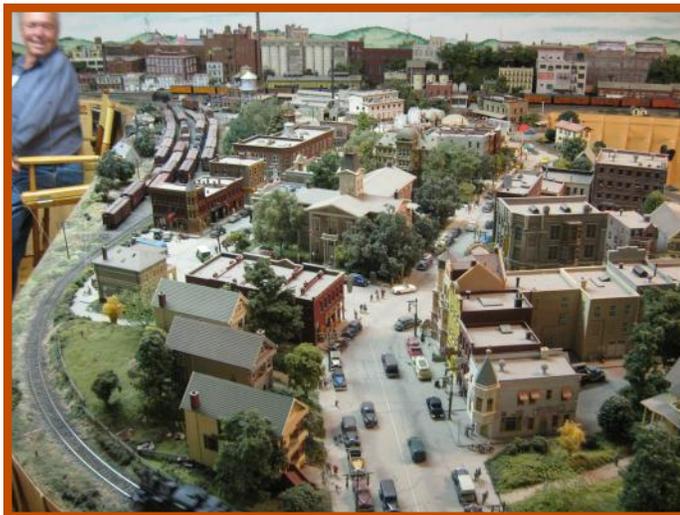
7021 N. 57th Ave., Glendale, Az.. 85301

(623) 930-5596

Hours: Tues thru Sat. 10:00 to 5:00; 10:00 to 6:00 on Sat.

Email: www.Jacks-trains.web.com.

Lennie Smith is visiting the layout of Ron Kuykendall. Very nice layout indeed. Thank you to Ron and Lennie.



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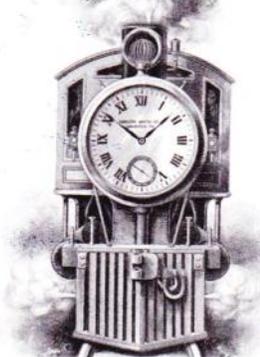
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The answer to "Who's layout is Lenny Smith visiting now is:

Ron Kuykendall



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SPUR LINE

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Frank Baker, Editor

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