



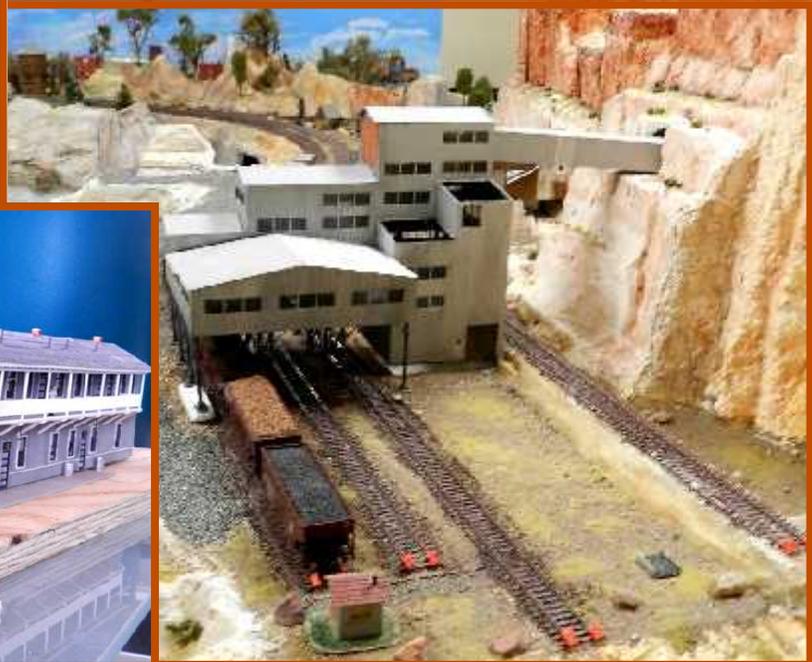
SPUR LINE

Volume 46, Issue 2

May 2012

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SUMMER MEET - ARIZONA DIVISION, PSR, NMRA
Saturday, June 23, 2012 - Flagstaff, Arizona
More info and schedule on page



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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.



ARIZONA DIVISION ROSTER

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SUMMER MEET - ARIZONA DIVISION, PSR, NMRA

Saturday, June 23, 2012 - Flagstaff, Arizona

DEPOT **Flagstaff Federated Community Church**
400 West Aspen Avenue, Corner of Aspen & Sitgreaves
(Map on last page) Meet Contact: Jim Tuck (928) 773-9194

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
 10:15 am - CLINIC: *"Railroading and the Bomb" Nuclear trains at the Hanford Engineering Works—Ted Ferkenhoff*
 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: *"European Train Travels with John"*- John Lovely
 1:45 pm - CLINIC: *"Scenery of the Mesa & Mountains"* - Dave Nash
 2:30 pm - CLINIC: *Trackside Scenes to Modeling*" - Al Hovey
 3:15 pm - Announce contest winners, door prize drawings.
 5:00 pm - 7:00 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 "My Favorite Train" with a maximum of ten cars/locomotives,. The Levity category will be "Modelers Choice". 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!

SPEND THE NIGHT IN FLAGSTAFF: The Radisson Hotel has made rooms available for the weekend. They have 15 rooms available at \$109/night for Friday and/or Saturday versus the regular rate of \$159/night. Must be reserved by 5/15 under AZ Division/PSR group at (800) 333-3333.

DIRECT FROM THE DIRECTOR

BY: DAVID IRICK



Summer is just around the corner and here in Southern Arizona that means that the temperatures will be over 100 degrees. Well, I have good news for you. You can spend a day in the cool air north in Flagstaff attending the Arizona NMRA Division Summer meet. For those of you who might be new to the NMRA or the Arizona Division, we hold three major meets a year, the first in March is in the Phoenix area, the second in Flagstaff in June and the third in Tucson in November. We are also looking at hosting additional events in other areas providing the interest is there. But in general we are offering our members in Arizona a superior product compared to what you might see in other Divisions. You can be justly proud of yourselves for the quality of service and meets that are hosted in our Division.

The Arizona Division hosted two very successful meets in the last 6 months first at Tucson in November and then Sun City in March, with large crowds and fun packed events, let's keep up the momentum, and attend our Flagstaff meet in June. Our members in Flagstaff have been planning a busy and fun packed day for us. Take your family and enjoy the North Country, watching trains at the depot, enjoying a meal at one of the many restaurants and of course attend all of the events planned for the Division meet.

March 31st was the Pacific Southwest Region Board meeting in Temecula, Ca. I was not able to attend the meeting due to the death of a close friend in Illinois. I apologize to all of you for missing the meeting; this was the first time that I had missed a meeting in 9 years. I'm currently in communications with Don Fowler; President of the Southwest Region, on points covered during the meeting and will have a recap of the Board Meeting in my next column. I have been in touch with the other Board members and will ensure that the Arizona Division is properly represented on issues discussed. The PSR Secretary – Bob Libbey will give you a recap of the minutes of the meeting in his report.

This brings me to a point that I would like to discuss. We are all going to pass on to that big engine house in the sky some day. Have you made arrangements?

My friend, Bob Turek of Quincy, Illinois passed away on March 25, 2012. Bob was the person most instrumental in my interest with this hobby. Bob was an avid modeler and promoter of the hobby, he taught me how to become a modeler, drug me all around the mid-west to watch trains or attend railroad events. He encouraged me to join my first club, The Quincy Society of Model Engineers, and of course the NMRA. Bob believed in sharing our hobby with the community and never missed an opportunity to host school classes and Cub Scouts groups for visits to our club layout, set up tables in the local malls introducing others to our hobby, or getting publicity on the local radio and TV stations. Let's all remember Bob's legacy by doing the same, bring our hobby out of the layout room into our communities. When Bob passed he had written down instructions on how to split up his vast collection of trains. Do you have a plan? It's never too early to think about death. Don't burden your family, have a list or designate a friend or club to handle the transfer of your trains.

Most of all, cherish your friends and share our love of all things trains with everyone in our communities in Arizona.



FROM THE SUPERINTENDENT -ALAN VINCENT

Allen was out of town at his son's graduation from Basic Training and his son's marriage at the same time. Look for his report in the next issue

PSR AZ DIV SPRING REPORT—BOB LIBBEY



Where does the time go? After months of planning for a Division Meet, it's over before you know it. I have to say though that the wait was worth it as the PSR, AZ Division, Spring Meet, March 10, 2012 was a great one. My hats off to Bob Batt and Bob Holstein with the Sun City Model Railroad Club as they were well prepared, well organized and gave us a great place to have our Spring Meet. To say that the facility was top notch is an understatement. The Fairway Recreation Center that houses the Sun City Model Railroad Club is a new building and it has everything. To be able to have a layout space as big as you do would be a dream come true for many of us model railroaders.

It was very nice not having to go too far for lunch. Having so many restaurants close by made life so much easier. Many comments were made about being able to go, eat and then get back in a reasonable time. We are usually so rushed during the lunch break. Mapping out the restaurants for us was a nice touch, too.

Just a couple days out from the meet and we are already hearing positive feedback from many of the people in attendance on everything from the comfortable chairs, the amount of leg room and well placed signage to the size of the rooms and ease of getting around. Parking was abundant and close and the room temperatures were remarkably pleasant all day; a huge plus for us. I believe I heard a deal being struck to have the 2013 Spring Meet in the same location. The Sun City Model Railroad Club and the Fairway Recreation Center has my vote. I'm keeping my fingers crossed it will happen.

As our Director, Dave Irick, explained at the beginning of the meet, we were extremely shorthanded in the set-up of the event and really all day long but everything went off without a hitch and it seems a good time was had by all. You would never have known that Jim Tuck is new to the Chief Clerk and Paymaster duties as he was well organized and on top of things all day, ushering in and taking money from the 128 entrants in an orderly fashion. Thanks, too, to Chuck Hammond who managed all the IT duties for the day. Chuck is new to the NMRA and this was his first Division Meet and his services were greatly appreciated. Welcome aboard. Thanks to Jon Wolfe for arriving extra early to help with the set-up of the contest room. Those photos easels assemble much faster with two people putting them together. I'm not sure how you managed to slice open your finger assembling them but it did make for some great photos. Thanks for working through the pain.

Being shorthanded, Dave Irick was not able to attend to his first love, the Contest Room, but was able to convince Alan Barnes to change his plans and run it for him. I'm sure at first, Alan, thought this would be an easy day in the park but that changed quickly as more and more contest entries kept coming in. If you missed the contest room this time you missed the opportunity to see some amazing work and a lot of it.

It was amazing the quality of the structures and rolling stock that was entered. The only disappointing thing about the contest room was how few photos there were. What was there was good. There just weren't many of them.

Thankfully there were 14 judges to judge the models. We knew going in that with the sheer numbers of models to judge it was going to be a long day but everyone hung in there and got it done. It did take longer than was allotted but with the numbers of models to judge this couldn't be helped.

If you arrived with a Division Meet flier you noticed immediately that there were some slight changes to the scheduling of clinics and even the clinics themselves. With our Superintendent, Alan Vincent, not able to attend due to his son getting married and graduating from Basic Training, he was forced to postpone his, "PFE Reefer" clinic and I agreed to give my "Weathering with Bragdon's Weathering Systems Powders" clinic. Dave Irick was gracious enough to let me present my clinic first, thus allowing me time to get home and get ready for my home layout open house.

All of the clinics were met with great enthusiasm and seemed to be enjoyed by all. The sheer number of old photos in Dave's, "What is the Q in CB&Q" is amazing and I have to admit after Ed Urmstron's, "Magnetic Flat Car & Gondola Loads" was over I was ready to go home and make some. Frank Baker's, "Trains Around the World" showed some unique trains in Africa, Australia and other interesting places. Having a hands-on clinic, you never know how many people are actually going to want to be hands-on so I was ecstatic to have so many modelers trying their hand at Weathering with Bragdon's Weathering System Weathering Powders. Thanks to Bragdon Enterprises, Jack's Trains in Glendale and Scale Detail we had some great give-a-ways and everyone that tried their hand at weathering got to keep what they weathered for their own layout.

Speaking of layouts, there were 11 layout tour options after the meet. Home Layouts, Club Layouts, HO Scale, N Scale, and Garden Scale; there were lots of choices. The downside to the meet running late was that Layout Tour times had to be adjusted a bit but no one seemed to mind. Many of the 28 people who visited my GM&O West End layout after the meet stated they still had time to take in more than one layout despite getting a late start.

It takes an incredible amount of time and effort to host an open house so thank you to all those that took the time to volunteer. Checking out other layouts has always been a big part of our division meets and many people look forward to them each year so please keep up the good work.

It was good to see Janet Spooner and the Railettes laughing and carrying on as always. Having such a nice area to craft in had to make it all that much more enjoyable to be...well crafty. Good job on the jewelry too.

A big thanks to everyone who attended the PSR, AZ Division, Spring Meet and a big thanks again to the Sun City Model Railroad Club for hosting. Thanks, too, to those that helped set up and tear down everything too. It was a job well done.

If you would like to volunteer to help at any Division meet please contact our Superintendent - Alan Vincent or our Director- Dave Irick.

See you at the Summer Meet in Flagstaff, June 23rd.

Bob Libbey



**** WANTED ****

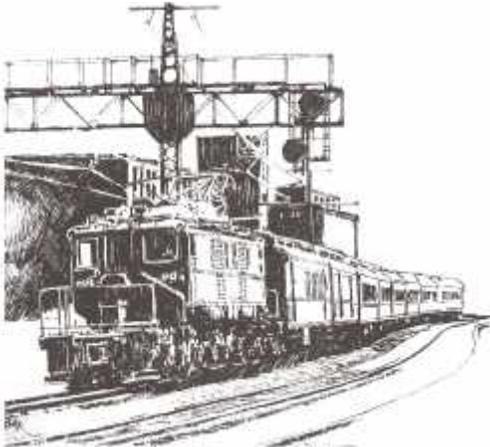
VOLUNTEERS TO CONDUCT CLINICS FOR THE FALL MEET.

30-45-60 MINUTES SLOTS AVAILABLE.

CONTACT ALLEN VINCENT AT (623) 249-7553

FROM THE EDITOR

BY: FRANK BAKER



First, I would like to extend a huge thanks to everyone in the Sun City Model Railroad Club for their hospitality and use of their beautiful facility. Everyone in the club should be proud of the capabilities that are built into the building. Most importantly, every club member that I met was an ambassador of their club. Kudo's to the Sun City Club and we look forward to being there in 2013.



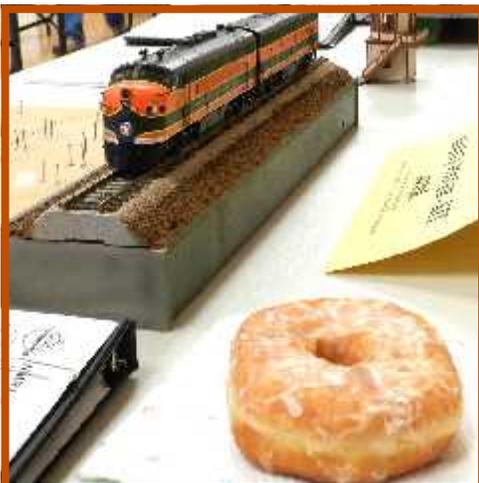
A special thanks to Bob Libbey for his report and pictures from the PSR Regional Convention in California and the Model Railroad University.

A new layout is under construction in Cornville. It is the dream of Verryl Fosnight of Sedona. Some of you may have attended the open house in March. Many of you may have met Verryl at the NMRA meet in Sun City in March. In any case, he is building an empire of the Union Pacific, and I do mean empire. I will have more on this passion along with progress photos in the next Spurline Edition.

We all have a portion of this hobby that we enjoy. Some like to kitbash, others have layouts at home. I would like to hear from you and put together a series of articles of the many talent people of our Arizona Chapter. Don't be bashful. A few words and a picture or two would be great. If you don't have a digital camera, call me and I will see if I can arrange to visit or have another member visit to include you in this column. It is one thing to have a social time at the meets and it another thing to see the diversity of the talent in Arizona. Call me or send me an email. Again, don't be bashful. This is your newsletter.

Check out the Open House at the new Club "**SILVER CREEK RAILROADERS**" in Show Low. See Club page for details.

Congratulations to Gordon Geiger for his fine article in the April issue of Railroad Model Craftsman on Electric furnace and steel mill details. Gordon showed many unique features to the business of making steel and details of the equipment. All those years in the business continue to pay off in the hobby of model trains. Very nice indeed.



CHIEF CLERK & PAYMASTER REPORT

By: JIM TUCK



First—Many thanks to Richard for turning over the files and supplies in a well-organized, if not compact, fashion. I’ve added a second floor to our home for the boxes of past convention cars!

125 attended the March meet, including 116 division members, 3 *Guests of Members*, 2 visitors, and 4 new NMRA members. Two new members took advantage of the NMRA Rail Pass program, receiving their first six months of membership for \$9.95!

Three division members brought non-member guests under Alan’s new program. Alas, folks, spouses are not your guest under this program, so they must also pay.

As Richard mentioned in the last *Spur Line*, we have lots of cars from prior meets, and plan to put very affordable prices on some. This will make it easy to develop a unit train by just altering car numbers and/or changing logos, especially if your goal is coal (we have 256 - 2007 Tucson 3 Bay Hopper kits !#\$%^&*).

I look forward to serving you all. Here is my first financial report:

Account balance January 1, 2012	\$5,102.07	
EXPENSES		
Spur Line Distribution	\$37.00	
Spur Line Printing	\$432.83	
March 10, 2012 Meet		
Railette Expenses (2 meets)	\$70.54	
Print Signs *	\$7.88	
Cut Ballots	\$4.90	
Laminate Signs *	\$21.89	
Nametags (multiple meets) *	\$67.30	
Print Ballots	\$10.94	
Bulletin Boards *	\$19.48	
NMRA Member Registration	\$73.95	(* = will serve multiple meets)
<hr/>		
TOTAL MEET EXPENSES	\$276.88	
TOTAL EXPENSES	\$746.71	
INCOME		
Company Store Prior to Meet	\$88.00	
March 10, 2012 Meet		
Swap Meet Tables	\$20.00	
Donations	\$3.00	
Company Store at Meet	\$63.00	
Meet Registration	\$798.00	
NMRA Member Registration (Pass through)	\$74.00	
TOTAL MEET INCOME	\$958.00	
TOTAL INCOME	\$1,046.00	
Account Balance March 13, 2012	\$5,388.86	

THE FUTURE OF SCRATCHBUILDING

KEVIN LOOFF



Imagine that any three dimensional object that could be drawn on a computer could then be “printed” in plastic. All of a sudden that one of a kind freight car, locomotive shell, or other part would not be out of reach or impossible for the modelers that would want one.

If you made it into the Contest Room at the recent Phoenix Division Meet, you might have seen me sitting in the back of the room at a small table with my laptop computer and a small bright orange machine. Several people came to see what it was and what I was doing. If you couldn’t make it to the meet or didn’t stop by the contest room, here is what you missed. I was demonstrating what is known as a 3D printer or a rapid prototyping machine. Below I will go over several of the questions I received during my demonstration.

What is it?

Technically it is a Fused Deposition Modeling (FDM) machine. It takes a model drawn in a three dimensional computer aided drafting program (3D CAD) and makes a three dimensional plastic part. The raw material is ABS plastic that looks like the line from a weed whacker, melts it, squeezes it out of a nozzle, and builds a part layer by layer. There is no special skill required to operate the printer. The software built into the printer figures out how to slice the model into layers and where to add support for overhanging areas after some basic inputs from the operator. The only skill required the creation of the computer model in the first place.

What kind of software do I need and how expensive is it?

Any 3D printer or rapid prototype machine requires a stereo lithography file (.stl) to work. Almost any program that can produce a 3D CAD model will have the option to create a .stl file. I use a program called SolidWorks, but there are several cheaper or even free programs that will work. Google’s SketchUp program and Autodesk (the maker of AutoCAD) AutoCAD123D are both free. TurboCAD 3D and Alibre are two of the lesser expensive programs that will work. There are many other options available. The most difficult part of the process of creating parts is learning how to use the software. Fortunately, there are many tutorials and even YouTube videos that help you with the learning process.

What does it cost and where can I find more information?

My machine is called the UP! from a company called PP3DP (Personal, Portable 3D Printer). Their website is pp3dp.com. This particular machine currently sells for around \$1500. This is only one of several hobby 3D printers to hit the market. There are others such as Makerbot, Cupcake, Replicator, RepRap, Bits From Bytes, and Cube. A Google search for “hobby 3D printer” will provide lots of information. The pp3dp site has a user’s forum where people post questions, pictures of things they have made, and suggestions for improvements to the machine and software. The plastic for my machine comes in rolls of 700 grams for \$35. With all of the parts I have created with this machine over the last year and a half, both useful and scrap, I am only on my second roll of plastic.

Can it print a freight car with all of the detail such as rivets?

Right now the answer is no, but the machines are constantly evolving and improving. The UP! builds up a part in layers from 0.2mm to 0.4mm thick. This tends to leave ridges on the part, but I have found that they can easily be sanded smooth. I try to print flat shapes that can be sanded and additional details glued on. Because the parts are ABS plastic, they are compatible with the hobby cements we already use. The functional size of the machine I was using is 5" X 5" X 5". In the demonstration, I had the beginnings of a refrigerated liquid argon tank car. In HO these have only been available in brass. I have created about a dozen different parts that make up the bulk of the tank car. Next, I will add the details that can't be printed such as ladders, platforms, and handrails. After some paint and homemade custom decals I hope to have a merit award winning piece of unique rolling stock.

Is this really scratchbuilding?

The truth is, no one asked this question, but it needs to be addressed especially for those who choose to participate in the Achievement Program. According to the NMRA, the answer can be either yes or no depending on the circumstances. To count as scratchbuilt, the modeler must create the computer file and operate the printing device. That means a modeler would have to own a 3D printer or know someone who does that would let them operate it.

I really like this, but do I have to buy one of these machines to have a custom part?

You may not want to spend the money on a machine like this for how much use you think you would get out of it or may not be able to afford one on your model railroad budget. That does not mean you can't take advantage of the technology. There are companies that you can send your computer model to and they will quote you a price to make 1, 10, or 100 in any of several materials. They have several types of printers (higher quality and better resolution than the hobby machines) and many types of material. Once you agree to the price, they will make your parts and mail them to you within a couple of weeks. Shapeways (www.shapeways.com) is probably the biggest and best. A search for 3D Print Services will yield others. As mentioned above, parts made this way would not count as scratchbuilt in the contest room or in the Achievement Program. Downloading one of the free 3D CAD drawing programs and learning to use it is the only real investment that you would have to make. The price to print from a company like Shapeways is based on the volume of material to make your part and the cost of the type of material you choose.

One day we might have the replicators from the science fiction shows like Star Trek that can make a perfect duplicate of anything that we desire of any type of material. The machines that are available today are just the beginning. They will continually go up in quality and come down in price. It wasn't too many years ago that laser printers could only be found in offices and not in homes as they were thousands of dollars. Now you can buy a color laser printer for a few hundred. The hobby 3D printers are going through changes constantly. Different materials and colors are becoming available as the print quality improves. As a model builder and fan of technology, this will be fun to watch as it evolves. I will be waiting for the day we can print a piece of rolling stock complete with rivets and brake wheels.



FROM THE PSR CAJON MEET—TEMECULA 2012

BY BOB LIBBEY



Greetings Fellow Model Railroaders,

So how many of you have been to a Division Meet outside of your own division? Not many? I totally understand given that our Pacific Southwest Region is so spread out. Of the 4 divisions that make up the PSR – AZ, Cajon, LA and San Diego – no two are closer than a 4-5 hour trip one way. That means an overnight stay and more money taken from the train-budget.

In the case of the Cajon Meet, *Temecula 2012*, that took place March 30th and 31st, 2012 then it means two nights spent in a hotel. Don't get me wrong, I'm not complaining. In fact I am so use to the AZ Division having one-day meets that I forgot how much fun a two-day meet can actually be.

First there was the fun of car-pooling. I'm used to being the one to volunteer to drive so being a passenger allowed me to see scenery and take pictures of scenery I rarely get to see. Four people traveling together, all on the PSR BOD, do tend to have extra baggage so having a van was a plus. Having Don Stewart drive....not so much: If there's a jet flying overhead or a train whizzing by you might as well plan on taking up lots of highway room. Thankfully there were no accidents and I'm sure more of those California drivers are used to people driving all over the road. Buy Hey! I'm just kidding about Don's driving. We made it in one piece and had a blast in the process so, again, I'm not complaining.

Secondly it is always fun to see how the other Division's Meets are set up and what activities take place. The Cajon Division surprised me from the get-go as Friday night started with "Cajon Country Bingo." There were 14 Bingo games and train items were the prizes. You'll see from the photos there were a lot of winners. Unfortunately I wasn't one of them. The evening was great way to get caught up with old friends and make new ones without the stress of keeping up with clinics, contest and judging.

The Saturday part of the meet was jam-packed with NINE different clinics. Let me tell you, keeping up with 9, 30 minute clinics is a challenge. Thankfully the Mary Phillip's Senior Center provided plenty of room for the bingo, clinics and the Board of Directors meeting. With the clinics divided in to three rooms you had to pick and choose where to go but all provided ample space.

Room A clinics were on Powder Tip & Techniques by Jimmy Simmons, Hands-On Rock Painting by Carl Heimberger and My Favorite Tricks & Tips by Bob Mitchell. Room B clinics were on Well-Behaved 'S' Curves by Jim Fuhrman, Electronic Frogs by Duncan McRee and "N"Ovations in "N" Scale by Don Fowler. Room C had clinics on Battery Power Your Locomotive by Justin Rasas, Decoder Installation in an SW7 by Joe Villaryo and Stucco & Lighting Made Easy by Doug Archer.

As you can see, if you attended you got to see some great and varied clinics and all of them by noon. If any of these clinics sound like they interest you contact your Division Director and let him know. Another nice surprise was the BBQ lunch that the Cajon Division cooked up for only \$5.00. It included chips and soda and was held right there at the Center so it was very convenient. I'd love to see the AZ Division try something like that only with a grill that cooks more than 6 burgers at a time.

FROM THE PSR CAJON MEET - TEMECULA 2012(CONT.)

The afternoon offered 3 choices: (1) Self-guided layout tours with car-pools leaving at 1pm, (2) A Wine Country Luncheon for those who didn't want to do the layout tours and (3) A self-guided tour through the antique and craft stores in Old Town Temecula, which just happened to be right next to the Center.

Whichever afternoon option you chose, everyone gathered at Pat & Oscar's by the Pond for a catered dinner followed by the award announcements and a Chinese Auction. The salad and choice of pizza, ribs or pasta was good but the brownies made the meal worthwhile. You couldn't eat just one.

The Chinese Auction was very well stocked with many great items for we model railroaders to get excited over. There absolutely was something for everyone. Personally, seeing an InterMountain USRA Alton Gon available made the whole Auction worthwhile. Let's face it, when you model the Gulf, Mobile and Ohio and the Alton AND you live in AZ you don't see a lot of them anywhere. Needless to say most of my tickets went toward that one car. What made the whole weekend worthwhile was actually winning the Alton Gon. I'm glad I did to because I was afraid I was going to have to bribe someone for it if I didn't win it.

You know normally at a Meet like this once the Chinese Auction is over the weekend is over too. Not in this case though. Sunday morning the fun continued with a special layout tour in Corona.

As you can see the Cajon bunch really put forth a great effort to make this a fun-filled, jam-packed weekend. Not only did we get to participate in numerous great activities – along with getting our Mid-Year BOD Meeting out of the way – but we got to spend the weekend visiting a Division Meet other than our own. Living in the AZ Division I know it is challenging to branch out to other areas but it is worth it, especially if you go with a bunch of friends.



FROM THE PSR CAJON MEET-TEMECULA 2012(CONT.)



FROM THE PSR CAJON MEET – TEMECULA 2012(CONT)



FROM THE CONTEST ROOM / SUN CITY*BY: ALAN BARNES*

WELL DONE. The best way to describe the contest room activity for this meet is well done. I arrived at the contest room at 8:10AM and some volunteers who I shall not try to name, but I think I know who all of you were, had already assembled all four of the photo racks---Thanks and well done. The tear down was also done quickly by volunteers—again thanks and well done.

Then the race was on. We had 19 entries in the judged contests, which is the highest number in an Arizona Division meet since I started keeping records in 1993. The quality was also the best that I can remember. There were over ten merit awards, see the listing that follows. There was also a merit award earned for a fourth place entry, which indicates the quality level of these models.

The models which did not earn merit awards (87.5 points) this time were also high quality, and most could be slightly improved and re-judged. The Best of Show entry was packed with interior and exterior detail, I could have spent all day looking at this model and still not seen it all—incredible work and creativity utilizing a kit we have all seen and most of us probably own. Did you see how the doors operated remotely? We also had an entrant from the Rocky Mountain Region on winter visitation who earned a merit award – Don Stewart will mail you your merit award certificate. To all - a big well done.

Volunteers. The contest room work is done by volunteers. Richard Petrina helped all around and especially with a first time member/entrant (who also won a first place and merit award). Dave Irick, popped in when he could and helped out greatly. Past Contest Room Chairman, Kevin Loeff, was a life saver, acting as a specialty judge, and helping in the crunch time as no other could. Kevin also helped me hand out the awards, which sped up this process immensely. Jon Wolfe helped with set up, tear down and supervision. My guest, Matt Martin, helped with the score tabulations. Bob, who I didn't catch his last name – my bad, quickly made us more copies of the judges comment sheets when we ran out. Thanks to all and job well done.

Last mentioned, but most of all, thanks to all the judges including the first timers. These people had an incredibly difficult time differentiating the ranking of the models, and completing their work in the time allowed. For you first time judges I hope we did not scare you too badly. Again, time constraints did not allow us to have a judge's close out discussion, please excuse me for not thanking each of you personally.

I did not get a chance to review all the scores, but I think the ranking was correct. On the re-viewed scores, this is usually done with Don Stewart, a few could have been moved a few points one way or another, but this would not have changed the ranking or the qualification for Merit Award. Judging certificates will be handed out at the next meet. Thanks to all and job well done.

Greatly missed was Don Stewart, after the Honeymoon, he will have lots of work to do.

Finally the education section. The contest room, and AP program, is about education and ideas. How do I change a common kit into a fantastic model? Look at the Best of Show and Great Northern F3 A/B entries. Not being a narrow gauge modeler, I don't know if the D&RGW passenger car was a common kit.

There are two additional education comments/questions to be partially addressed this issue.

First, and Don Stewart may have to add to or correct this, and for the benefit of our winter visitors, Arizona Division Contest room rules and the AP program rules are different. The Arizona Division Contest Rules can be changed locally to fit our needs, but the AP program rules are national and change is more difficult and done by others. In the Arizona division contests we have a reduced set of categories from those used in Regional, National, or other division's contests. The Arizona Division divides each category into two sections, open and kit. This theoretically allows a better chance for a kit based model to win first place. As this meet shows, using some kit parts in a million others will not keep you from winning Best of Show. The definition of an "open" model is somewhat loosely defined. My opinion is that if a kit has been sufficiently changed that its appearance is noticeably different from the original kit it can be entered (not must be) in the open category. Scratchbuilt models must be entered in the open category. The AP program is different. Don Stewart, the division AP Manager, reviews the judge's scores, can add bonus points, and determines the merit awards. Since the Arizona Division follows the AP program's judging guidelines, scores from the Arizona Division which meet the AP required 87.5 point minimum score almost always earn a merit award.

The AP program divides categories differently than contests. The AP program divides models based on scratchbuilt and non-scratchbuilt, which is called super detailed. There are many "quirks" in what is considered scratchbuilt by the AP program.

Review all the appropriate guidelines on the NMRA web site concerning required scratchbuilt components for a model to be considered scratchbuilt by the AP program and which items, such as couplers, are exempt. If the site doesn't answer your questions contact Don Stewart. There are many ongoing discussions caused by the new technology demonstrated by Kevin Looff.

The new judging guidelines established in the 1990's reduced the significance of the scratchbuilding category and increased the significance of the conformity category. The conformity category basically asks how well does the model follow common prototype practice. This causes some problems with kit based models in that kits vary in the level of conformity. Some models decorated for the UP or Santa Fe were never used by these roads. The judges try not to score the kits, but the modeler's work. But let's face facts, some kits are just wrong. A kit based model should include the kit instructions to show that these errors were not caused by the modeler. Some glaring errors should be changed by the entrant to obtain the highest possible conformity score. Those building generic models for private roads and using differing features from multiple photographs, should indicate which features from which photographs apply to the model produced. Explain any differences that you have made for a common appearance across various equipment classes etc. If a prototype photo used for documentation shows Andrews trucks, then the model better have Andrews trucks or points will be subtracted. Make sure your model and the plans or photos match. The judges will be looking for the differences. Minor differences cause minor score changes and major differences cause major score changes. Review common practices and your model. If there is a roof walk on a piece of rolling stock then there should be a way to get there, or the photograph/plans should justify the lack of these features. Remember that the prototype item may have changed over time, and two photographs of the same item taken at different times may show different features. Address this in your text. Also, if your model includes a bent grab iron, sagging roof, etc. because the prototype photo showed this feature, make sure to mention this was done intentionally for prototype reasons in the construction section.

Entrants may use additional sheets to explain the model, but reference the sheets on the main form. Remember that the judges only have about two hours to judge all the entries, so be thorough but concise.

Thanks to all, and job Well Done.- **Alan Barnes**



CONTEST RESULTS - SUN CITY DIVISION MEET*MARCH 10, 2012***Best In Show****RR Shop Building A—Alan Olsen—Merit Award winner*****Rolling Stock—Open***1st Place - Class SM Stock Car #73049—Charles Schwartz—Merit Award winner***2nd Place—Class SF Stock Car #72005—Charles Schwartz—Merit Award winner***3rd Place—Drop Center Flat Car—John Lovely—Merit Award winner***4th Place—Stock Car—John Lovely—Merit Award winner***5th Place—Minneapolis & St. Louis Side Door Caboose #1170—Charles Schwartz—Merit Award winner****Rolling Stock—Kit***1st Place—DG&R Coach #319—Vic Kurlin—Merit Award winner***2nd Place—Logging Caboose—Vic Kurlin***Motive Power—Open***1st Place—Plymouth Loco—Kevin Looff—Merit Award winner****Motive Power—Kit***1st Place—GN F3 A/B #260—Duane Buck—Merit Award winner****Structures – Open***1st Place—Thurmond Station—Frank Baker—Merit Award winner***2nd Place—Snowshed with Shutters—Duane Buck—Merit Award winner***3rd Place—PRR Octagon Switch Tower—Lee Stoermer***Structures – Kit***1st Place—Tecata Depot—Tim Gilliland—Merit Award winner***2nd Place—Montgomery's Feed & Seed—Don Vest**3rd Place—Square Water Tank—Richard Petrina***Display—Open***1st Place—King's Bakery—George King—Merit Award winner**

Favorite Train

1st Place – **Santa Fe Heavyweight**—*Nelson Steinmetz*

2nd Place —**The Critter Creeper**—*Ed Urmstron*

3^d Place – **Shawmut #5**—*Dean Derkson*

Favorite Model

1st Place – **RR Shop Building A**—*Alan Olsen*

2nd Place —**Thurmond Station**—*Frank Baker*

3^d Place – **Tecata Depot**—*Tim Gilliland*

Levity

1st Place – **Locomotive Reposition**—*Lee Stoermer*

2nd Place – **Economy Pass**—*Alan Barnes*—*MMR*

Photography

Model - Color

1st Place – **DR&W Loco #463**—*Lee Stoermer*

2nd Place – **Coal Hopper**—*Bob Libbey*

Prototype - Color

1st Place – **Arriving Cumbres**—*Allen Greger*

2nd Place – **MFA Switcher**—*Bob Libbey*

3^d Place – **UP2001 “Whoosh”** —*Lee Stoermer*

Prototype - B&W

1st Place – **Grainery**—*Bob Libbey*

Photography (cont.)

Slide

1st Place – Sperry Rail Detector Car 1—Allen Greger

2nd Place—Sperry Rail Detector Car 2—Allen Greger

Model Construction: (* Indicates Merit Award Winner)

Contest Room Judges: Alan Barnes MMR, Richard Petrina, Bruce Petrarca, Terry Dorsett, Kevin Loeff, David Starkman, Dick Vogler, Bob Libby, Jon Wolfe, Roger von Seeburg, Gene Tencate, Lowell Spooner, Paul Chandler, Duane Buck, Gordon Geiger

CONGRATULATIONS!

KEEP ON BUILDING THOSE MODELS

*MAKE SURE TO BRING YOUR
MODELS , PHOTOS, AND LENNY'S CHALLENGE ENTRIES
TO FLAGSTAFF ON JUNE 23RD!!!*

DERAILED

A few years ago my pal Allen Gross purchased a 2-8-0 S.P. C -15...I fell in love with it and offered him more than he paid for the loco, but he said no and loved rubbing it in that he had one and I did not. The next week he was coming down to my house and help work on a new bridge I was installing. I knew Allen would bring the C-15 to run on my layout and RUB IT IN. Well I went on a mad search looking for a C-15 AND I FOUND ONE. I paid a heavy price for it, trading a built SS LTD station and cash for the loco...When it arrived it had a nice paint job, ran great, but had a short line name of West Bank RR on the tender. I parked the loco in a long tunnel on my railroad before Allen showed up. When Allen arrived the first thing he did was to display the loco. There sat the loco with its beautiful paint job, in proper SP paint and lettering. Allen loved it as she went down the track and glowed in delight as I continued to plead for a trade. Allen's train entered the tunnel and at the right time, I threw a block and out of the tunnel came what he thought was his C 15. He kept staring at it as the tender said WEST BANK RR , not S.P. loco. He then leaned over looking at the other side of the loco for the SP lettering thinking his engine was going to say S.P. I then threw another block and out of the tunnel came his engine. I cracked up. HE KNEW HE WAS HAD.....The last laugh was also mine. Allen bought this engine to PUSH ME into a trade in his favor. As they now call me "THE CASA GRANDE TRADER" , Allen still has the C 15.

Lenny aka "The Casa Grande Trader"



CONGRATULATIONS!
BEST IN SHOW - ALAN OLSEN
MERIT AWARD WINNER





1st Place **Rolling Stock—Open**
Class SM Stock Car #73049
Charles Schwartz—Merit Award Winner



2nd Place—**Rolling Stock—Open**
Class SF Stock Car # 72005
Charles Schwartz—Merit Award Winner



3rd Place—**Rolling Stock—**
Open
Drop Center Flat Car
Merit Award Winner
John Lovely





4th Place—Rolling Stock—Open
Drop Center Flat Car
John Lovely—Merit Award Winner



5th Place—Rolling Stock—Open
Minneapolis & St. Louis side door caboose
Charles Schwartz—Merit Award Winner



1st Place—Rolling Stock—Kit
DG&R Coach
Vic Kurlin—Merit Award Winner



Rolling Stock—Kit
2nd Place
Logging Caboose
Vic Kurlin



Motive Power – Open
1st Place
Plymouth Loco
Merit Award Winner
Kevin Looff

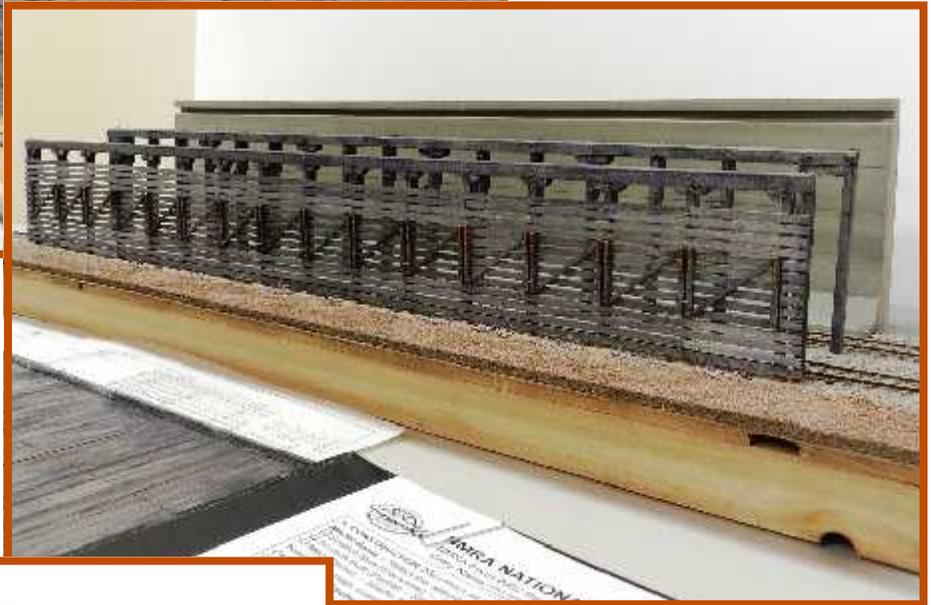
Motive Power – Kit
1st Place
GN F3A/B #260
Merit Award Winner
Duane Buck





Structures Open
1st place
Thurmond Station
Merit Award Winner
Frank Baker





Structures—Open

2nd Place

Snowshed with Shutters

Merit Award Winner

Duane Buck



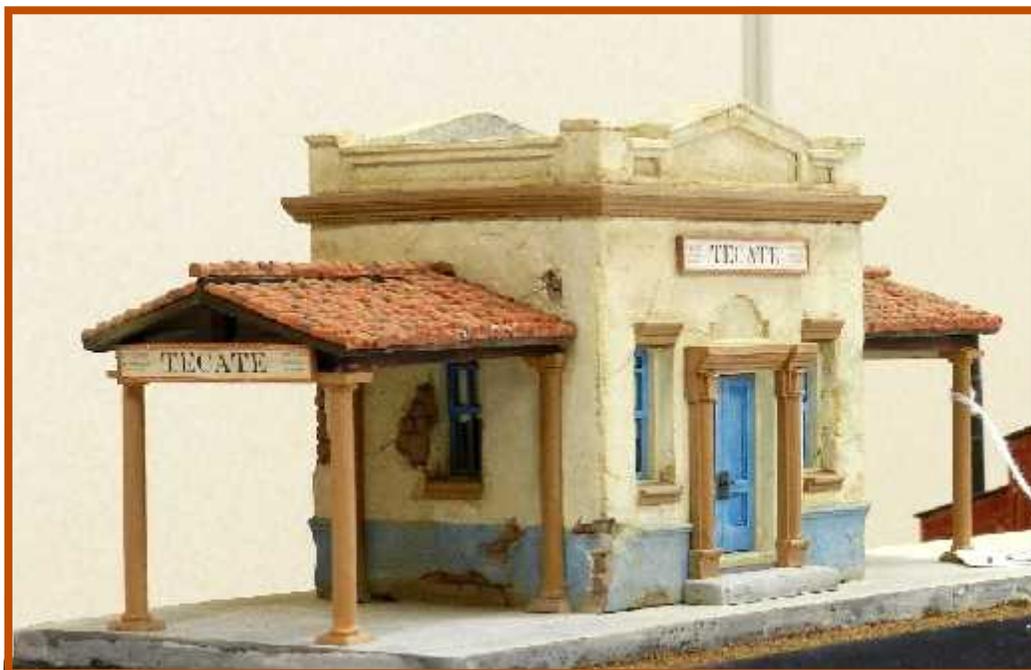
Structures—Open

3rd Place

PRR Octagon Switch Tower

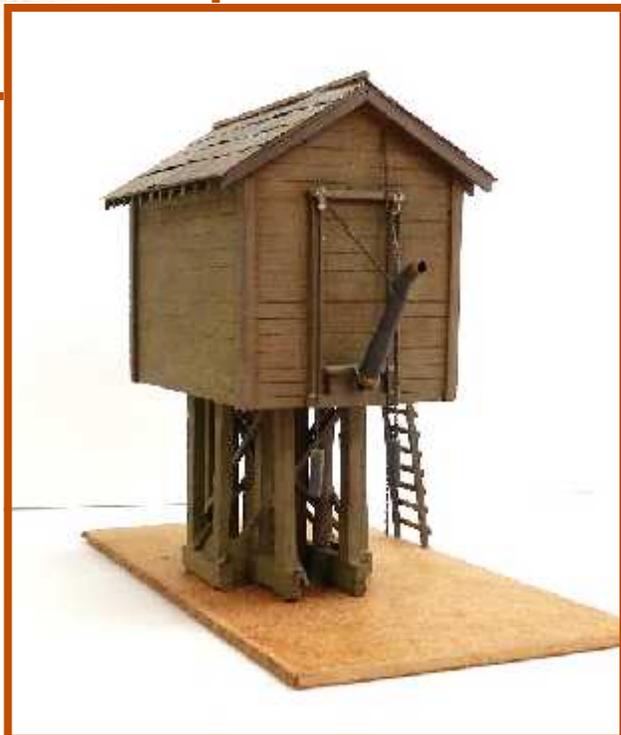
Lee Stoermer

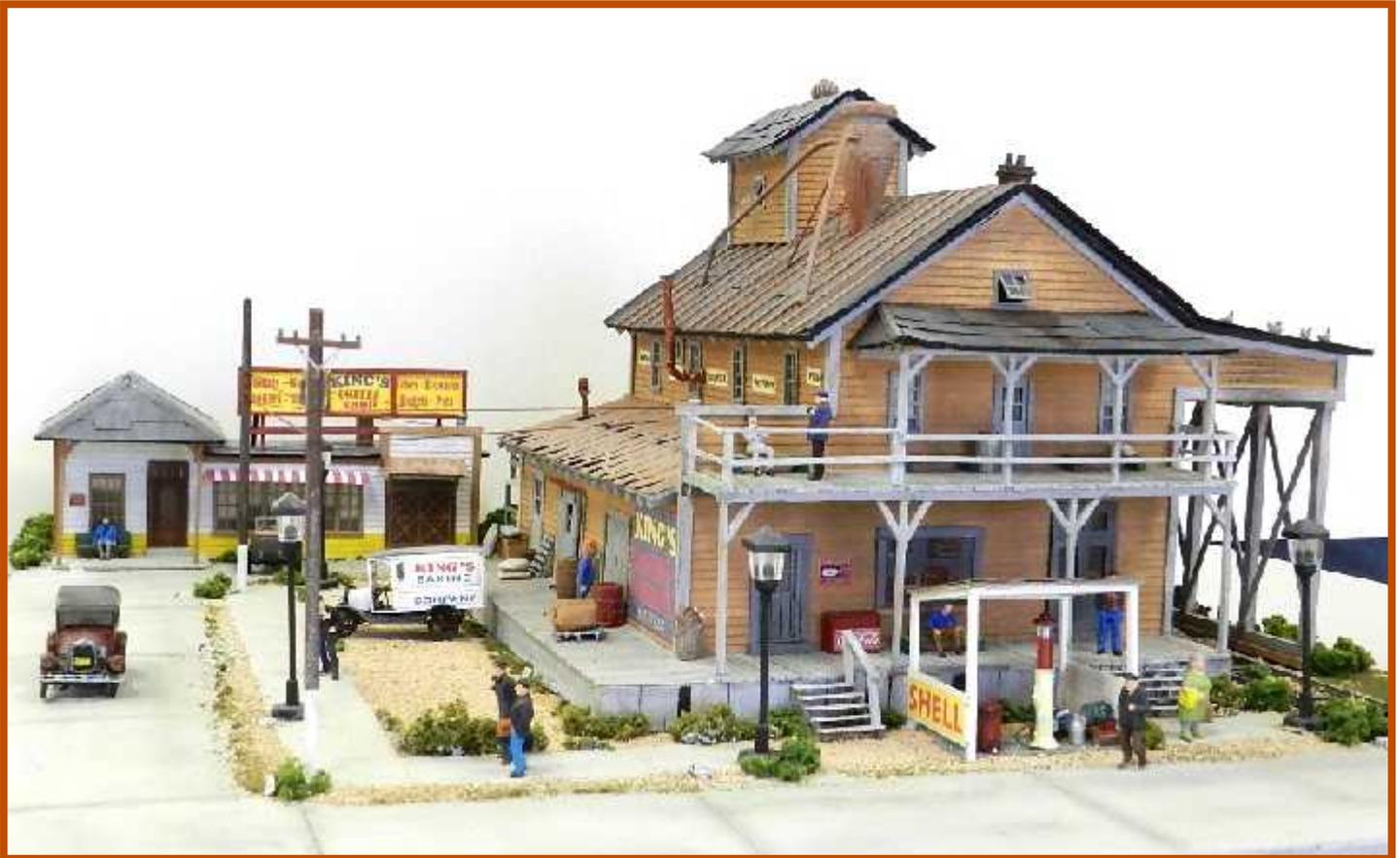
Structures—Kit
1st Place
Tecata Depot
Merit Award Winner
Tim Gilliland



Structures—Kit
2nd Place
Montgomery's
Feed & Seed
Don Vest

Structures—Kit
3rd Place
Square Water Tower
Richard Petrina





Display—Open
1st Place
King's Bakery
Merit Award Winner
George King





Favorite Train
1st Place
Santa Fe Heavy Weight
Nelson Steinmetz



Favorite Trains
2nd place - the Critter Creeper
Ed Urmstron



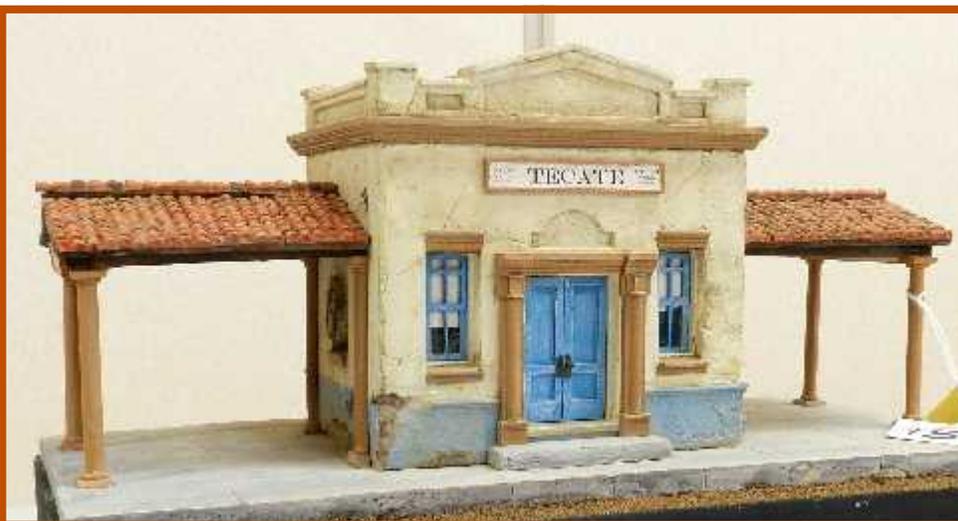
Favorite Trains
3rd place - Shamut #5
Dean Derkson



Favorite Model
1st place
RR Shop Building A
Alan Olsen



Favorite Model
2nd place
Thurmond Station
Frank Baker



Favorite Model
3rd place
Tecate Depot
Tim Gilliland



1st place
Locomotive Reposition
Lee Stoermer

Levity!!!



2nd place
Economy Pass
Alan Barnes MMR

PHOTOGRAPHY—MODEL COLOR



Model Color
1st place
DR&W loco 463
Lee Stoermer



Model Color
2nd place
Coal Hopper
Bob Libbey

PHOTOGRAPHY—PROTOTYPE COLOR



Prototype Color
1st place
*Arriving
Cumbres
Allen Greger*

Prototype Color
2nd place
MFA Switcher—Bob Libby



Prototype Color
3rd place
*UP2001 "Whoosh"
Lee Stoermer*



PHOTOGRAPHY—PROTOTYPE BLACK & WHITE

Prototype B&W
1st place
Grainery
Bob Libbey



Model—Black & White
1st place
Rio Grand Steam Engine
Bob Libbey



PHOTOGRAPHY—SLIDES

1st Place—Sperry Rail Detector Car 1—Allen Greger

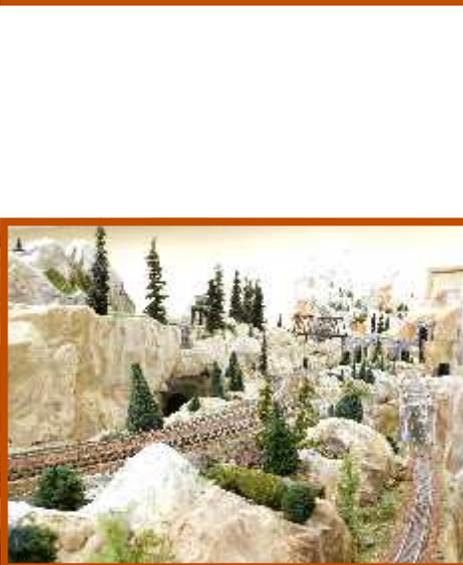
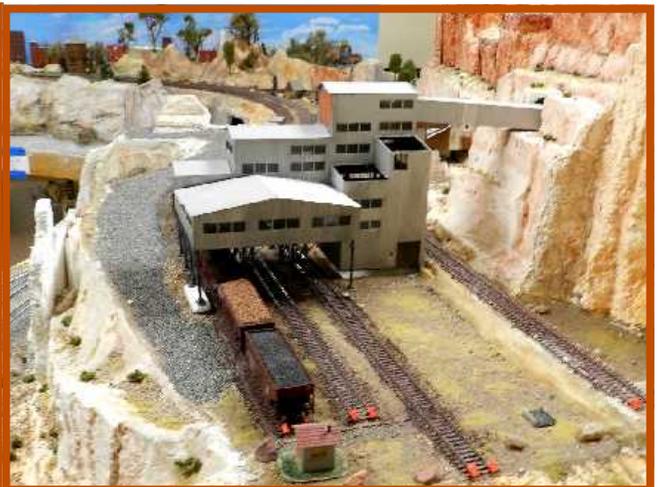
2nd Place—Sperry Rail Detector Car 2—Allen Greger

CONTEST ROOM JUDGES

Alan Barnes MMR, Richard Petrina, Bruce Petrarca, Terry Dorsett, Kevin Loeff, David Starkman, Dick Vogler, Bob Libbey, Jon Wolfe, Roger von Seeburg, Gene Tencate, Lowell Spooner, Paul Chandler, Duane Buck, Gordon Geiger



SUN CITY, ARIZONA MODEL RAILROAD CLUB



MODEL RAILROAD UNIVERSITY WEEKEND—BY BOB LIBBEY



After months of planning it's hard to believe the Model Railroading University weekend is now behind us; but what an awesome time was had by all. Attendees included Charles Nidever, Darryl Oesterle, Don Stewart, Jess Poole, Jim Teller, Jon Wolfe, Ken Allen, Stan Sachou, Terry Dorsett, Bruce Petrarca and me. (There was a 12th but he had to cancel at the last minute) With 11 people attending, March 16 – 18th, 2012, it turned out to be a very enjoyable weekend, a very educational weekend and, best yet, 25 merit awards were achieved. A couple of us were even able to earn the final Merit Awards needed for the AP Structures certificate, a couple people are just one away and everyone got started accumulating them. Not all models were finished but they are close and I imagine will be judged soon.

Bruce Petrarca took a Modeling class with the Masters clinic from Fran and Miles at eh NMRA National Convention in Sacramento last July. When they announced that they took their show on the road, an idea was born. He approached them about coming to AZ. The thought was to have this event at a hotel over a four day weekend with a maximum of 20 participants with a cost of \$250-\$400 per participant. Considering this includes our breakfasts and lunches each day and all six, contest-worthy, structures it is a great value.

Once we started looking around for a venue what we found were inflated hotel prices and very few vacancies due to Baseball Cactus League Spring Training games. This left us with months of planning and still very few viable options. We were running out of time. After kicking around a handful of ideas and coming up short we knew we had to find a solution because the Model Railroad University weekend was just too good to pass up.

MODEL RAILROAD UNIVERSITY WEEKEND—(CONT.)

During dinner one night, my wife, Karla, and I were discussing our struggles to find a viable venue and that there was a possibility that the event would be cancelled. Knowing that my goal is MMR by 2015 she asked me if I needed this to get the AP Structures Certificate. I told her it would certainly help and she said then we'll host it at our house. She even offered to cook our meals for us if it would save us money and help make this weekend happen. What a great wife and a great idea. Needless to say I was on the phone to Bruce before we go to dessert.

We've hosted similar events for some of her Scrapbooking friends so she figured it couldn't be any different for a bunch of train nuts. Since we already have experience moving everything out of the family room and dining room and setting up folding tables for her events this was just the same. Bottom line is thanks to her we were able to move ahead with our plans and even with only 11 attendees we kept our cost to \$300 per person. What an amazing value! It was nice, too, not having to worry about security issues that we would have had at a conference center or hotel. I found out later from Miles that his best weekend events are hosted at a house instead of a hotel.

My hats off to Fran Hale, MMR & Miles Hale, MMR for offering to come to Arizona to put on their Model Railroading University workshop. For those of you who aren't familiar with them, they are certified demonstrators for Woodland Scenics and offer years of experience in their own layouts and demonstrations and design and building layouts. Check out their website, www.modelrailroadinguniversity.com.

To say they are down to earth and very approachable is an understatement. They foster an environment where you want to learn and you want to achieve and their teaching styles makes it seem effortless.

Attending the MRU workshop is something that typically is done in the comforts of their hometown, Kansas City, MO, and even with the aforementioned hiccup of host site availability they didn't lose a beat and came through with flying colors. Having shared the logistical nightmares with Bruce, I understand the challenges so I can only imagine from the Hale's standpoint what they had to go through. After all, they had to get their entire classroom from Missouri to Arizona, including all the building materials for the weekend. (Considering the idiotic bag-fees that airlines charge it's a good thing Southwest flies from KC to AZ.) They made it so all we attendees had to provide were tools from our own tool box.

In fact all we needed was a #11 knife, flush cutter, sanding board, straight edge or scale ruler, plastic solvent with brush applicator, a pencil, masking tape, paint stir-stick, small thin molding, a ¼" paint brush, yellow glue, CA glue and kicker, small file, small wire brush and small drills; all things already at our work bench. Admittedly some clamps, a NWSL Chopper and a couple of other items came in handy but they weren't necessary. And since most of us already had these items our work flow was basically uninterrupted. Everyone brought way more tools than were necessary anyway so a lot of sharing was done throughout the weekend if a tool was needed by someone else. In fact we learned a lot from each other just by watching what tools were being used.

All three days were put to good use, full of laughter, modeling fun and lots of learning. The first day we built a Laser Kit shack and a DPM building. The second day we scratch built a Warehouse with dock from DPM pieces, including a home-made jig for trueing the sides and a scratch built Railroad Bridge.

MODEL RAILROAD UNIVERSITY WEEKEND—(CONT.)

Third day we built a card stock building and a scratch built small wood depot. Not surprisingly, many worked late in to the night, each night, adding those special details and scratch-built goodies that help achieve that 87.5 score (88, technically, since half points aren't awarded) needed for the AP Structures Merit Award. We saved judging for the last day. My work shop looked like Santa's work shop with everyone's structures lined up for judging.

An unexpected pleasantry to having the Hales here, and their MMR pedigrees, was their ability to teach us how to be Merit Award judges. There is strong talk at the national level about changing the verbiage in the AP program from 'judging' to 'evaluating'. To avoid confusion, I adopted that language here, even though it is not yet official NMRA practice.

Thanks to Fran & Miles being in tune with the NMRA's desire to attract more people to the Achievement Program (and the NMRA in general) and change to a more user friendly, pro-modeler approach to evaluating we were able to learn first-hand what is expected from judges and how to evaluate accordingly. We discussed the shortcomings of past judging attitudes and even compared the different NMRA regions and how over the past several years there has been a decline in growth. (The same can be said about our hobby) Not surprising, the regions where a friendly, pro-modeler, positive environment has been introduced have seen an improvement of modelers and growth in their region. Also debunked was the myth that you have to go through the Division Meet Contest Room to get your Merit Awards. You do not. If you have models you would like evaluated you can have this done at your house if you want.

In summary, Fran & Miles pledged to have us work on six structures, approximately two each day, and that's exactly what happened. The goal was to gain an understanding of the skills and techniques needed to make 6 structures capable of earning 87.5 points each and provide coaching on how to fill out the paperwork to submit each model. And that's exactly what took place. Thanks to years of experience teaching these skills to model railroaders it was no surprise that they were well organized and ready to go.

Honestly, we all found it amazing that despite building models for years we all learned tricks and techniques that made life much easier. We learned what it takes to build, enter, and judge a model. We learned that it is possible to be serious and still laugh and joke for three days straight. We learned that Miles and I single-handedly drink enough Diet Dr. Pepper to keep them in business for years and that Ken shares the same name as an Orangutan. We learned that after spending three days with someone you learn a lot about each other and you develop great friendships and memories that will last forever.

We had so much fun this year that we are planning on having Model Railroad University return in February, 2012. We will be evaluating the specifics in the next few months and will keep everyone up to date as details emerge. If you are interested in participating in next year's Model Railroad University or have any questions regarding this story please contact me at (623)363-1102 or by email to racnmc@aol.com.

Bob Libbey, PSR Secretary

MODEL RAILROAD UNIVERSITY WEEKEND—(CONT.)





ACHIEVEMENT PROGRAM

BY: DON STEWART

More Statements of Qualifications (SoQs) were approved from the Arizona Division. They have been presented. The nine Certificates have been awarded to:

Paul Chandler	Association Volunteer	Region Certificate 314
Paul Chandler	Model Railroad Author	Region Certificate 315
Paul Chandler	Electrical Engineer	Region Certificate 316
Paul Chandler	Chief Dispatcher	Region Certificate 317
Alan Barnes	Master Builder – Cars	Region Certificate 318
Bob Libbey	Civil Engineer	Region Certificate 320
Paul Chandler	Civil Engineer	Region Certificate 321
Gordon Geiger	Master Builder – Structures	Region Certificate 323
Bob Libbey	Model Railroad Scenery	Region Certificate 324

Two additional Arizona Division Members have turned in Statements of Qualifications. They are: John Lovely / Motive Power and Bob Libbey / Structures

Bob is intent on achieving his MMR Certificate within the next 18 months. His Structures Certificate is the fifth of the seven he needs. **Looking good Bob!**

At the Division Meeting there were 19 models entered and 13 earned merit awards. There were some great models at the meet.

I will be busy generating Merit Awards for the Arizona Division as there were 25 more Merit Awards earned at a structure building marathon the following weekend. A couple of MMRs came to teach the crew how to build different types of structures. Resin, modular, laser cut, scratchbuilt and paper structures were built. A total of six structures in 3 days (and some nights).

Keep building those great models!

FOR MORE INFORMATION ON THE ACHIEVEMENT PROGRAM

CHECK THE NMRA WEBSITE AT: WWW.NMRA.ORG/ACHIEVEMENT

COMING EVENTS

- June 6-9, 2012** NMRA Rocky Mountain Regional Convention -
- June 23, 2012** Arizona Division Summer Meet - Flagstaff, AZ
- July 28, 2012** "In the Heat" Swap Meet—North Phoenix Baptist Church - Phoenix, Az.
- July 29-August 4, 2012** NMRA National Convention—Grand Rapids, MI

COMING EVENTS (CONT.)

- September 6-9, 2012** **Ventura Flyer—PSR Regional Convention –Ventura, Ca.**
- September 12-15, 2012** **32nd National Narrow Gauge Convention—Seattle, Wa.**
- November 2011** **Arizona Division Fall Meet - Tucson, AZ**
- March, 2013** **Arizona Division Spring Meet - Phoenix, AZ**

RAILETTES

BY: JANET SPOONER

Wow!! Those who did not make it to the Sun City meet in March certainly missed a fantastic facility. It was modern, up-to-date, and air conditioned. We had a lovely room with plenty of space, good light, and comfortable work space. The restrooms were close by. There were plenty of good restaurants available close. In the morning, we made gold or silver angel necklaces and earrings and played around with jewelry and other fun things in the afternoon. I am preparing for our summer meet in Flagstaff. I have an idea about making fancy cards that can be used for any occasion, But first I have to find out if I can do it before showing others. It helps if you know what you are doing. Will also have the rest of the supplies to make the rest of the angels if anyone else would like to make some.

In the Temecula, CA meet this past weekend, I resigned from the position of PSR Railette Chair. This resignation will be effective with the PSR Convention in Oxnard. So the search is on for another Railette Chair. I will be happy to help any lady who takes the position and will still be available to give clinics at the regional conventions. I will be staying as the AZ Division Railette Chair. So you ladies are stuck with me.

Hope to see many of you in Flagstaff in June. Get up to the pines and cool off for a couple of hours or even days if you can swing it.



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

Prescott**Central Arizona Model Railroad Club**

Scales: Multiple

Contact: Steve Bumgardner (928) 775-3184

On the web: www.camrrc.com

ARIZONA CLUBS**Scottsdale****Scottsdale Model Railroad Club**

Scales: HO and HOn3

Contact: SMRC01C@ScottsdaleModelRRClub.org

On the web: www.scottsdalemodelrrclub.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

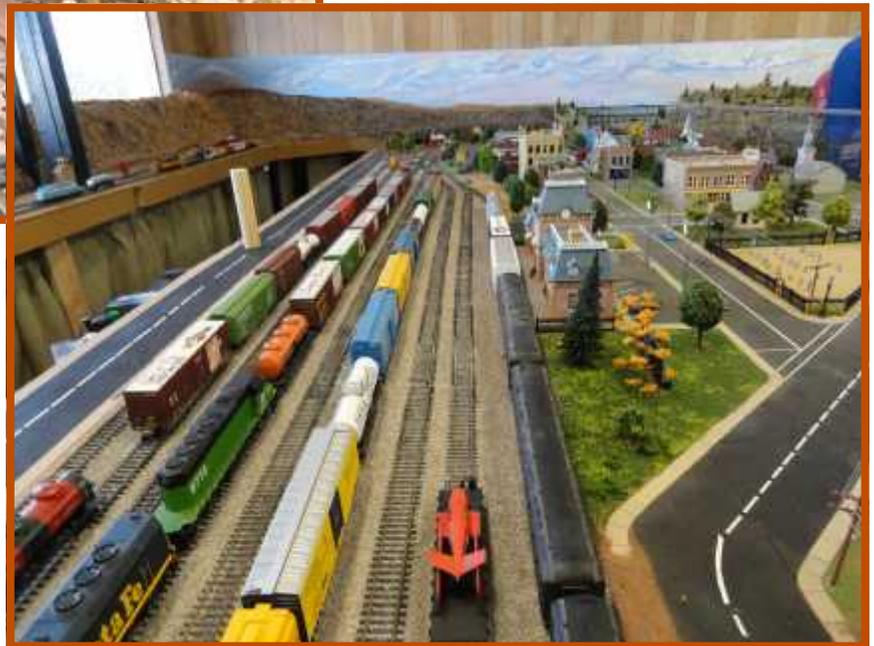
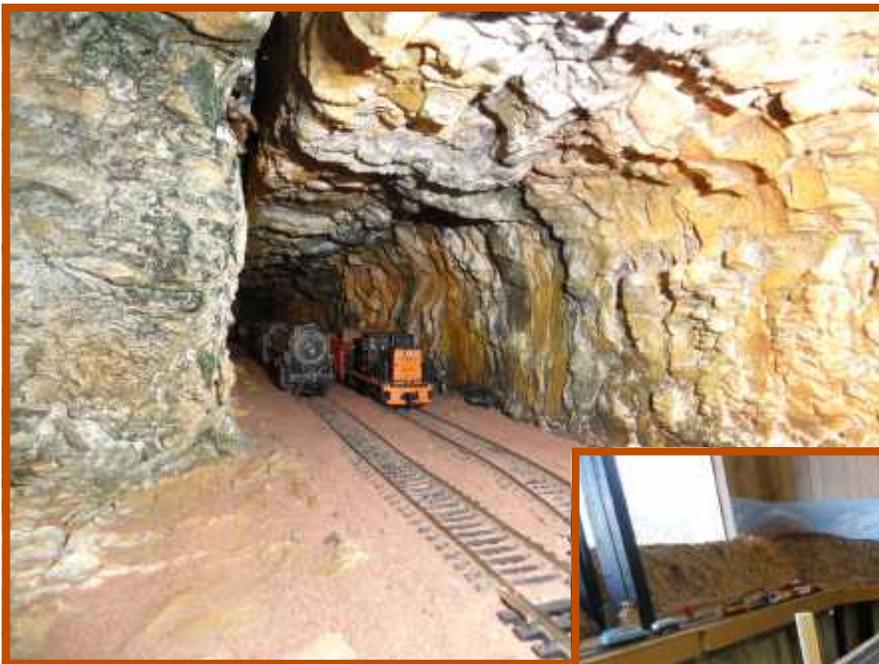
Contact: *Dave Olson* (480) 895-7411

Show Low (*NEW*)

Silver Creek Railroaders

Scale:HO

Contact: *John Rowlinson* (602) 908-9962



Open house—July 5,6,&7th

Where: The Show Low historical Society Museum

561 East Deuce of Clubs, Show Low, Az.

Time: 10:00 AM to 3:00 P.M.

Admission is Free

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- THE HOBBY PLACE @ACE** 6959 E. 22nd St. Tucson, Az. 85710
(520) 747-9473
Email: thehobbyplace@gmail.com.
- AN AFFAIR WITH TRAINS** 301 West Deer Valley Rd., Suite 4, Phoenix, Az. 85
(623) 434-6778
Hours: Closed Monday,
Tues. – Fri 10:00 – 5:30
Sat. 9 – 5; Sun. 1 – 4
Website: aawtrains.com
- CORONADO SCALE MODELS** 1544 E. Cypress St. Phoenix, Az. 85006
(602) 254-9656
Hours: Mon. – Fri. 8:00 – 12:00 / 1:00 – 5:00
Sat. 8:00 – 12:00
Email: coronadoscalemod@aol.com
- ROY'S TRAIN WORLD** 1033 S. Country Club Drive, Mesa, Az. 85210
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Hours: Mon., Tues., Wed., & Fri. 9:00 to 5:30
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.
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Email: tonsoftrains@cox.net

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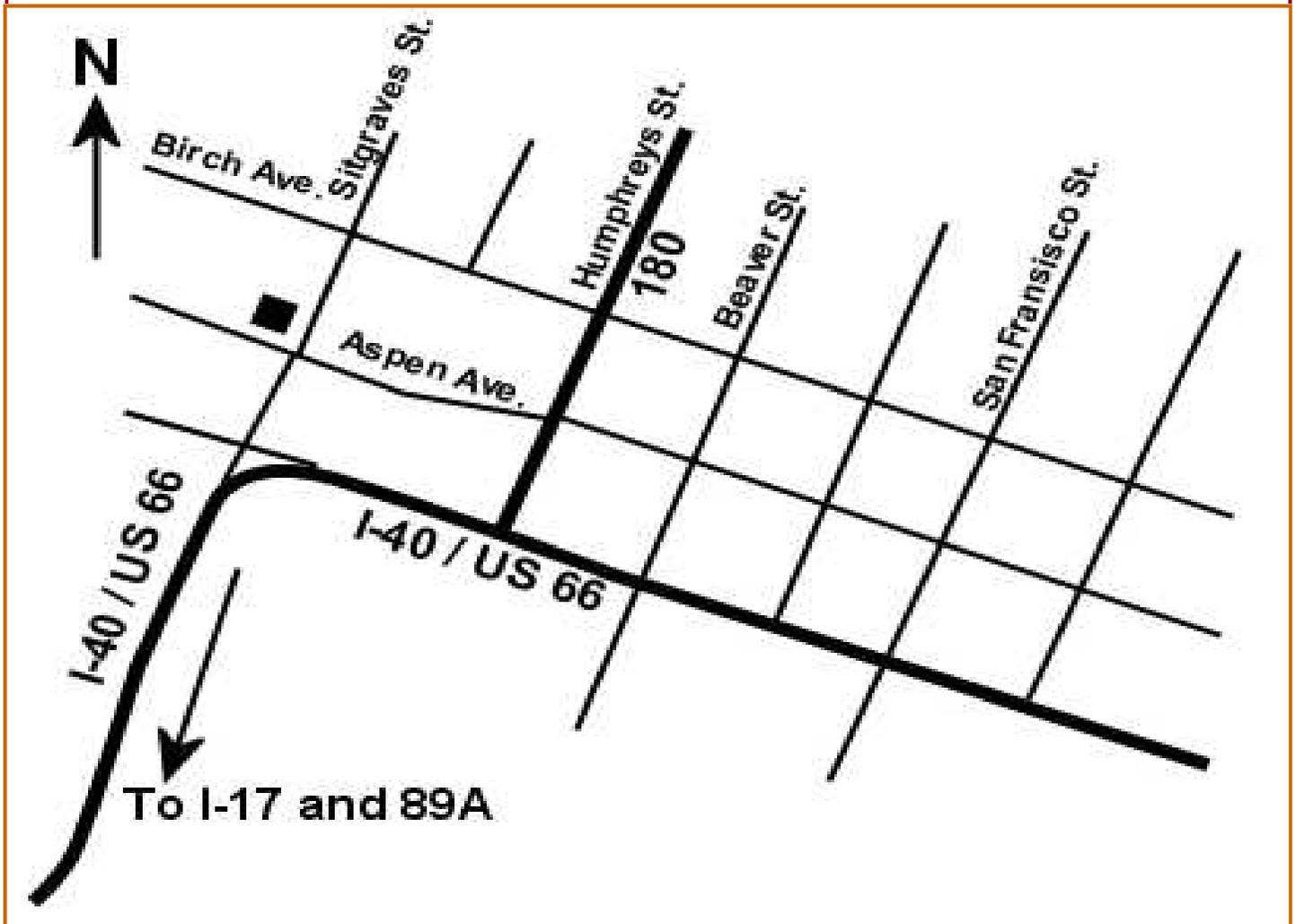
SPUR LINE

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Frank Baker, Editor

SATURDAY, JUNE 23, FLAGSTAFF, ARIZONA

Depot: Flagstaff Federated Community Church, Flagstaff Arizona

Directions: From Phoenix coming north on I-17 continue into Flagstaff, becomes Milton Road following signs for Grand Canyon. Turn left at Humphreys Street, first signal after the RR underpass. Turn left on Aspen, first street. (You go around three sides of City Hall)



Join us in Flagstaff—Bring your models!