PRESIDENT’S MESSAGE
by Steve Bumgardner

The late fall and early winter is always a great time of the year for our club. This year for CAMRRC has been typical, planned events making it wonderful.

The Christmas train event at the Prescott Resort was held as usual on the first Saturday of December. It was a great success this year with over 300 people (I would actually estimate that about 400 people) who came to see what we had to show. The layout presentations by our club members were very well done once again. We even had a live steam engine running at the event!

We had a Lionel Train set that we were giving away at the event. There were about 250 people who entered the drawing. The drawing was won by a nine year old boy from Phoenix. The family was very happy and wanted to make sure that all of the club members were thanked. So thank you all on their behalf. We owe all of the club members who took the time to share their trains with the general public (as well as other club members) a Big Thank You!!!

We should give Stan Cedarleaf a standing ovation for the great job he did in getting everything set up and ensuring that the event went smoothly all day long.

The club Christmas party was held on December 12th at the Prescott Resort. It was a great success with about 85 of our club members and guests attending the event. The food was great, entertainment was exceptional and all of the folks had a great time. I think it was one of the best group Christmas Parties I personally have been to. We need to thank Jack Hendrix for setting the event up for us at the resort (between his trips). Great job Jack!

We once again supported the Salvation Army’s “Angel Tree”. We had six of our club members go out and shop for these needy kids. The group did an outstanding job! I think most of them went over the dollar limit that was allowed and most certainly supported more than one child. This is a very worthy thing that our club does for the kids who need a Christmas. One other real benefit is that 100% of what we give goes straight to the kids. The folks who represented us in ensuring that the kids received gifts were: Dick Gage, Bonnie Rudy, Bob Lanning, Robert Marshall, Peter Schlichting and Steve Bumgardner.

We also must thank Joyce Nelson and Bonnie Tucker for their work in support of the event. They both helped make this year’s party a roaring success.

SCHEDULE

CAMRRC regular meetings are held on the second Wednesday of the month. They feature tables where you are welcome to bring items for sale and most months also feature a program. They are a also great way to get together with your fellow members.
Meetings begin at 7pm at the Prescott First Lutheran Church, 231 W. Smoketree Lane off Willow Creek

January 9 - CAMRRC meeting, First Lutheran Church

January 11, 12 - Gadsden Pacific Museum swap meet. Tucson Expo Center, 3750 E. Irvington. Info: TucsonTrainShow@gmail.com

January 19, 20 - Bostwick Collection Auction - 660 lots of postwar to modern Lionel trains, track accessories. For info, contact Peter Atonna 636-4228 or mjatonna@gmail.com

February 13 - CAMRRC meeting, First Lutheran Church

February 16 - Great North End Layout Open Houses

February 23 - GCMR All Gauges Public Swap meet, Phoenix. For info and table reservations, go to gcmrr.org/gcmrr/

March 13 - CAMRRC meeting, First Lutheran Church

THE LAYOUTS OF THE CAMRRC
Editor’s Note: In the last issue of the newsletter, I announced that this issue would consist only of layout articles and photos sent by our members. I really wanted to see what our folks do with their own layouts and to share them with all members. Then, I sat back, crossed my fingers and hoped. And look how you responded!

So, enjoy what our members have created!

PRESCOTT RESORT: 2012
It is not technically a layout, but demonstrates how our members bring layouts and displays to share with the public. Thanks to Bob Lanning for the photos.

BOARD OF DIRECTORS

STEVE BUMGARDNER, President 775-3184
DAN LaPAGE, Vice President 636-9726
JIM HANNA, Secretary 778-2110
DICK GAGE, Treasurer (c)802-272-1352

Board Members
GEORGE KLIMAS 778-9249
PAT SAVAGE 636-0391
JACK HENDRIX 445-6935

Website: http://trainweb.org/camrrc/
ROBERT MARSHALL

Enclosed are photographs from our railroad, the NNRR (No Name Railroad). We have three running railroads in a small 8'x9.7' room. Two of the lines are run by my two grandsons, Reilly age 13 and Hunter age 8. The last set of track is for everyone including Grandpa. The photographs depict a 1/5 section of the railroad that is complete as of Christmas 2012. We plan on joining the open house circuit in 2013 so all can share, Robert, Bonnie and the grand kids.

MIKE OWENS

Here's some photos of my almost complete layout. You ran some earlier photos with my article titled "Three rooms and four tunnels".


Half of my locos have QSI sound and I'm still running my Hogger Blue power pack through an Atlas Quantum Engineer. I have 20 industries that can be served and plan to put together operating switch lists. The main part that needs to be finished is painting, detailing and lighting my Ellisburg downtown buildings. I took the liberty of naming my backshop "Paducah Backshop" in honor of my Dad and Grandpa who worked there for IC in the 1920s and 1930s.
I have decided to rebuild my AZ GN & CV RR as I was not happy with it. I removed the old table tops and installed ½” OSB and ½” Soundboard. I put a fascia around the table top and the second level.

The layout has two layers, the upper layer is point to point for HO and N scale. The lower level is point to point for O scale, O high rail and On30. I am planning on configuring the O scale track to handle 3-rail and 2-rail engines at the same time.

I plan on using MTH Scaletrax for the O-gauge, Bachmann EZ track for the HO and N. On30 will be Micro Engineering code 83 track and switches. At least that is my plan. The layout will be powered by DCC, DCS, DC, AC, and TMCC - not all at the same time but can be switched on and off. I am also going to use ‘Dead Rail’ on the tracks. ‘Dead Rail’ is battery operated using the S-Cab system, which uses your DCC system and a radio board to talk to your engines.

This is the end part of the layout. It will be a bridge and trestle area to transfer the track with 54 radius
curves and a smaller 36 radius, that would be 0-108 and 0-72 respectfully. There will also be a On30 track. The upper layer you can see the HO bridge and the N scale track in the back.

This is the other side of the layout it shows the roundhouse in the foreground and the display shelves. There will be display shelves on the other side too. You can see the HO / N scale shelf.

DONN PEASE

Southern Pacific, Tucson Division, in HO

As I was thinking about what to write, I got to thinking back, back, back to my first train. As many of you have had the same experience, my first train was under the Christmas tree back in 1947. I got a Lionel set. But my father was in the Air Force, and two years later we moved and my mom got rid of all our toys. But the next year I got an American Flyer set, and it was brand new! But, alas, we moved again and it was gone. We had moved to England and my father went to Germany and brought back a beautiful Maerklin set. It was the best train set I ever had. The electric locomotive even ran on overhead wires.

Three years later (1955), we moved back to the states when I was thirteen and I was introduced to HO model railroading, and I was hooked.

Jump ahead to 2010 and I began to work on my lifelong dream, a basement full of HO. Hopefully, you have read the articles I wrote in 2012 and this article will be an extension of those. If not, here is a quick synopsis. I model the Southern Pacific in Southern Arizona on the Sunset Route, circa 1950-1960. My railroad starts at Pichaco Peak, goes eastbound through Red Rock, Tucson, Mescal, Benson, all real place names in Arizona, to Steins, New Mexico. Then it disappears into a tunnel and comes back out, westbound, at Hereford, Arizona and meets up at Mescal, forming a loop to loop with about a 330 foot mainline, roughly six scale miles.

I have all the mainline in and operational using a NCE DCC system. I have spent much of the last year working out bugs -- electrical, track and equipment, so I haven’t made much visible progress.

What I have done is some work on the scenery, just to have something besides benchwork and track. I try to build as accurately as I can to the prototype, (yes, I’m that kind of modeler). This requires a lot of research, which I really enjoy. I like to read about the history of railroads and have accumulated several books on the SP.
Coming out of the staging yard (Pichaco), the first town is Red Rock. I have found out practically nothing about the town, so it is mostly freelanced and is now mostly finished. This is the first town you see when rounding the corner coming into my train room, so I started there. One actual building I found out about was the station. It was originally on the main line (now Union Pacific), just off to the north of present-day I-10. Part of the station still exists as a house about a mile south of the tracks. The station is an SP type 22, left hand version. American Model Builders makes a very detailed, craftsman kit and I have had one for a year-and-a-half. I plan to get it built this winter.

Right now, most of the running is mainline, with some short spurs in towns. The branch line will not be long, but have several industries to be switched. There is also a double-ended freight yard to be built, plus engine facilities, including a turntable and round house. Operating sessions will be held periodically so it won’t be “all work and no play.”

DARRELL LEVI

My ATSF/BNSF Phoenix to Ash Fork or Williams Jct. layout (Ash Fork or Williams Jct. depending on the era I’m operating in) is in a 24’ x 12’ basement designed for it. It is free-lanced, but inspired by the prototype. I have enough engines and rolling stock to operate in every decade from the 1930s to the present. I change operating decades every three months or when I feel like it. That helps keep my interest alive, as I greet old friends that have been in storage for many months.
The photo above shows the Phoenix area during the 1990s. Here westbounds terminate, eastbounds originate, trains are staged and engines serviced. Industries in Phoenix include a grain elevator, a coal-fired electric generating plant, a Liquid Sugar plant, cold storage facilities, and a building supply operation. The industries are free lanced, but some are named after actual businesses in Phoenix. The passenger cars shown are for tourist excursions, and the cabooses are awaiting donation to railroad museums. A two-track operating display shelf that circles the room is above the layout. It allows me to run long trains that might not be appropriate for the era depicted on the main layout.

Next we see the turnback curve on the peninsula in the center of the room between Matthie on the left and Skull Valley to the right, separated by a double-sided backdrop. An Arizona & California train on the ex-Santa Fe Parker Sub (dead-end staging) is approaching the Mike Nelson Road bridge, with Matthie in the middle distance. ATSF or BNSF engines will take the train from Matthie to Phoenix, as occurs on the prototype. Bears roam the hills and a miner and his pack mules trudge up a dry wash.

The third photo shows most of the eastern half of the layout. Skull Valley is on the left, Heck Canyon (too shallow for Hell Canyon) in the distant center and Drake on the right. An ATSF diesel is hauling empty covered hoppers back to the cement plant on the Clarkdale branch. The track closest to the aisle on the right is a continuous run connection to Phoenix via a tunnel and a bridge. A three-track staging yard for trains to and from the East is behind the ridge in back of the covered hoppers.

The one model of a prototype structure is the Skull Valley station (Campbell Models), which I preferred to paint in cream and green rather than red and white; it is lighted, with a station agent at his desk. In the photo above, CAMRRC members at their own railfan park are photographing a historic steam excursion.

The layout is 90% finished, I like it and plan no major revisions. Due to very limited parking I can accommodate only a few visitors at a time, but if you are interested in seeing the layout operating, email me at delevi48@aol.com to make arrangements.

CHARLIE SCARDINO

Here are some pictures of Maureen's layout. The backdrop for the town of Pyrite (our beloved deceased Golden) are made up of Maureen's paintings and instant buildings (to which we added some depth) and molded rocks along with some vegetation. In total the depth of these scenes ranges from 1/2" to about 3". That will really help with our small layout.

Then you also have "Lost Dove Canyon"
MARK ZIVEN

A toy train came into my life in 1947.

Today, it’s no toy, but O Scale Hi-Rail; ¼ inch scale models that reflect the influence railroads had on me throughout my life.

Having the space to build something more than a “carpet layout”, I developed the Goose Island-Western and Arizona RR. It’s anchored with my roots in Chicago and my work a day routine on “Goose Island,” stretching to an Arizona that I know today.

Post war years travel on passenger trains, loading rail cars with scrap iron and steel, “dude ranches”, manufacturing, dirt farming, and heavy equipment have all been incorporated into the layout.

When you visit you’ll find completed mountains, a working quarry and mine, an operational dirt farm with adjacent grain storage, a heavy manufacturing plant depicting raw inbound steel to the finished product. A few of the scenes are complete with sound effects.

Working back east, “my Chicago” will rise on the strength of a of a newly constructed tower crane working in the Wrigleyville area, a downtown “Union Station” and with an elevated track to represent the famous Chicago “L”. Three bridges denote the Chicago River and the island in the middle of it. A large car holding and sorting yard yet completed consumes a large part of the landscape. Other buildings will greet the trains as they come and go from the “Middle West”.

Pull up a chair and take it all in. It’s been 65 years of dreaming. The toy is growing up, and up and up.
JEFF LOWE

Here are a couple of photos from the San Lucas & Western. It's large scale indoors layout depicting Colorado narrow gauge in the 1920's-30's. All the track is down and wired. Three locomotives are running on DCC with sound. The mountains are almost done, but trees, weeds and brush are just starting.

The first photo is the Lee Flat yard with a Shay on the turntable
Next is the main mine at Cerro Gordo with the tunnel to Hunter Canyon.

Finally here is the storage track and switchback at Cerro Gordo.

---

FOR SALE/WANTED

As a service to our members, listed here are items folks are either selling or are looking for. If you have an item, just send the Editor an email.

For Sale O scale Sanding Tower. New in box $20.00  John Knoll 717-2124

---

GREAT NORTH END OPEN HOUSES

Three of our members have volunteered to host the annual North End layout open houses. On Saturday, February 16th, Marlin Benson, Donn Pease and Peter Atonna will host from 1 to 4pm.

Donn is building a large HO scale layout, prototypically based on the Southern Pacific line from Tucson into Cochise County. It is operational and Donn is in the scenery phase.

Marlin’s layout is well known to members. His is one of the largest and most spectacular high rail O gauge layouts, train displays and collections of railroadania.

And the Atonna layout has now been around for some time now. But it is continually changing and you are welcome to see all the new scenes.

As usual, we will send out an email reminder a week before hand along with maps to our host’s homes.

Next Up: In April or May we would like to have the folks in the Prescott area offer to host the Spring Open House day. So, please start thinking about it and drop your Editor a note if you would like to be a host.

Here is a teaser of a new “something” on the Atonna layout.
In this issue we are pleased to present several articles about club members home layouts. To whet your appetite, here is a shot from Mike Owens’ layout. Much more inside!