

Arizona Railroad



Historical Society

# The Desert DISPATCH

## Ready to Run

### Timetable

#### ARHS

Arizona Capitol  
Museum  
1700 W. Washington St.  
Phoenix, AZ

The AZ Capitol Museum is open Monday thru Friday, 10am -2pm, however the Arizona Capitol Railroad room remains closed currently.

#### Events

**Adobe Mountain Model Train Show**  
Saturday Oct. 30th 9am

Adobe Mountain Railroad Park  
22822 N. 43<sup>rd</sup> Ave  
Phoenix, AZ

**Turducken Meet**  
Saturday, Nov. 27<sup>th</sup> 9am  
Oldest toy train swap meet in AZ, sponsored by the Desert Div. of Train Collectors Assoc.

El Zaibah Shriners Auditorium  
552 N 40<sup>th</sup> St., Phoenix AZ

**ARHS Holiday Celebration**  
December 29, 2021  
Ken Nelson's House

A fun get-together with pot-luck food and a gift exchange  
An Invitation will be sent



Protective glass mounted on oak trim surrounds the ARHS layout in preparation for re-opening of the display. Trim was donated by Spellman Hardwoods of Phoenix. The glass was purchased with a donation from the Union Pacific Railroad.

*Photo by Bob Bridges*

**By Jesse Poole, Layout Chairman**

While the Arizona Capitol Museum had a soft opening in late September, the railroad display is still temporarily closed to visitors. ARHS members are able to work on the layout during the time the museum is open. Museum hours are 10 AM to 3 PM weekdays. We are allowed in at 9 AM and usually depart around 2:15 PM, Monday – Wednesday.

Following the long Covid hiatus, trains are running on the SP1 and SP2 levels.

During the month of September, the area leading into Prescott on the North side of the layout saw additional scenery progress.

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# The Desert Dispatch

## ARHS Officers 2020-2021

- President** - Don Stewart
- Vice President** - Craig Faris
- Secretary** - Dave Brown
- Treasurer** - Dan Kubarych
- Director** - Ken Nelson
- Director** - Bob Bridges
- Past President** - Jesse Poole

*The Desert Dispatch* is a publication of the Arizona Railroad Historical Society. Views expressed by guest authors are their own and do not reflect the opinions or positions of the ARHS.

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## Mission Statement

The Arizona **Railroad Historical Society** strives to create a world class railroad experience which includes history, education and railroad operations centered around the state of Arizona.

We are honored and excited by the opportunity to create an exciting experience in the Arizona State Capitol Museum in downtown Phoenix.

10/19/21

## ARHS Fall Swap Meet



Photos by Bob Bridges

*Perfect fall weather and a record number of vendors helped make the ARHS Fall Swap Meet a success. Plenty of bargains were found by the 165 attendees at the event held October 9, 2021, at the Glendale Christian Church.*



*Dennis Ranke, right, helps Dick Wolfkeil at the ARHS tables.*



*Jesse Poole, left, and Mike Hinderliter, right, test a locomotive for a shopper at the fall swap meet.*



# The Desert Dispatch

## *Building the Tucson Depot*

By Dave Irick, MMR



Another important building for the Arizona Capitol Railroad museum display has been completed. The “Tucson Train Station”, built in 1907, remodeled in 1942 and today still serving the community as the Amtrak depot. Everyone that visits the display, who is familiar with the Tucson Station, will immediately recognize this building as it will be front and center in the heart of Tucson.

The purpose of this article is to explain how the construction issues encountered while constructing this building were solved. I am using this model because a large majority of the buildings that we are building for the display contain many of the challenges that I faced building this depot. Walls are stucco or stone; windows are inside frame and roofs are tile. Get the point?

Again, the location footprint on the display dictated the size of the building. I took 87 photographs of the depot, downloaded every picture that I could find on the internet and downloaded pictures from Google Earth. With all this material I started drawing my depot on paper. This is the point in the process where I wished that I had a good drafting program on my computer, but let’s be honest, I am too lazy to learn such a program, so with simple rulers, pencils, lots of erasers and tons of paper I began working on an acceptable drawing.

One major point has to be made and you can guess, right, (give me an inch and I will add a track, Jesse Poole) makes designing buildings challenging. Solving the problems of space constraints by taking height, width, and length out of the building and making the model closely resemble the original is always an issue. This is where using lots of erasers and paper as I noted above, enters the process.

*Continued next page*

Next, I went to Grandt Lines on the internet and ordered all the doors and windows that I needed. A point to remember here is that when we talk about shrinking the size of a building, we still use HO windows and doors if the building is in the front or next to a track. Your changes are in the wall height and weight not the doors and windows. If your building is way up in the back and no train run past it, you can use N scale windows and doors.

How do you handle walls with inside windows and doors? First lay out your sheet styrene sheets for your walls. Try to cut the wall in sections when possible so that you don't have to cut square holes just the right size out of a sheet of styrene. Unfortunately for the Tucson depot I could not do this because the building was white and white paint will not cover cut lines. A point to remember white is a very unforgiving color. My method was to trace the windows on a piece of scrap styrene cut in slightly smaller and use it as a template. This method is by no means perfect, but it did work. With the window holes cut out you glue the windows onto the inside of the walls but first you need to sand the windowsill flat so that the windows lay flat against the wall.

There is no perfect or simple answer to scratch building: it is all trial and error. Sometimes it takes several attempts, but the key is to try and if it doesn't work walk away and think about it and come back, but don't give up.

Now here are some tips: I have said this many times in my clinics, accumulate a pile of sticks and sheets because you never know that you will need. I have sticks in styrene and wood from 1 x 1 to 12 x 12. I don't suggest that you get 1-inch sizes because it's so thin that you very rarely use them. I use sizes 4 inch and up the most. When you are building you use the size of stick that fits not some pre-measured size from the original building. Also have that cut-off scrap box handy for that odd piece. A point to remember is brace and over brace the building to prevent warping.

## **Dave's Favorite Stock Sheets**

I have many other items in stock in my clean plastic boxes that I always talk about, but these are my main go to items.

Evergreen white items 9020, 9040  
Evergreen Black item 9515  
Evergreen White Clapboard 4041, 4061, 4081  
Evergreen Board & Batten item 4543  
Plastruct Brick item 91611  
Plastruct Asphalt Shingles item 91630  
JTT Dressed Stone item 97427  
JTT Spanish Tile item 97434

I hope that this helps you and if you have any question just call me.



# The Desert Dispatch

## Layout Chairman's Report

*Continued from Page 1*

Buildings are being spotted in Flagstaff. Additionally, the layout of Faller car roadways in Flagstaff is underway

Craig Faris has done an outstanding job over the summer of creating layout panels (*photo below*) in JRMI Panel Pro. He is now working on an audit of all the installed LCC cards to assure the align with the drawings.



Craig with assistance from Dee Koltin and Bob Bridges has been troubleshooting occupancy detectors in the LCC system around the layout. This will be critical once the signaling system is installed.

The electrical team has also been busy with the hook-up of turnouts and drops on the 59-inch level.

Major strides have taken place with construction of the Perimeter Wall. The Knee wall for the Grand Canyon is complete. The South wall for the Mural of the North rim is framed and holding pending fire inspection

The final pieces of glass on the NW corner were received but were not the right size, they have been reordered.

The final piece of glass on the south side of the West wall is ready for installation



Craig Faris and Jesse Poole install a tempered glass panel near Phoenix on the layout.

Priorities for the coming months include finishing the Faller car roadway system in Phoenix and adding buildings and finished scenery in both Phoenix and Tucson.



Ray Rumble and Don Stewart troubleshoot the Faller roadway system near Phoenix.

# Layout Progress

*Photos by Bob Bridges*



Don Stewart shapes a mountain from foam insulation board on the narrow-gauge line.



Dave Irick's model of the Hotel Congress in Tucson



Don Stewart layers color washes on Picacho Peak. Below, a steam powered freight makes its way north past the finished mountain scene.



Ken Nelson's scale model of the territorial governor's mansion in Prescott.



Dennis Ranke prepares to layout Route 66 to Flagstaff.



The Flagstaff depot, built by Dave Irick



Photo backdrop of desert mountain scenery, created by Bob Bridges, is framed by an oak trimmed window built by Ken Nelson on the lower level near Yuma.



# The Desert Dispatch



ATSF 1385 pulls a passenger train across the Johnson Canyon Bridge between Prescott and Ash Fork.  
*Photos by Bob Bridges*

## *Trackside Photos on the Arizona Capitol Railroad*



A fleet of vintage WWII era airplanes recently landed at Goodyear, thanks to the modeling work of Mike Hinderliter.



A west bound ATSF F7 diesel passes a steam powered freight train at the base of Picacho peak.



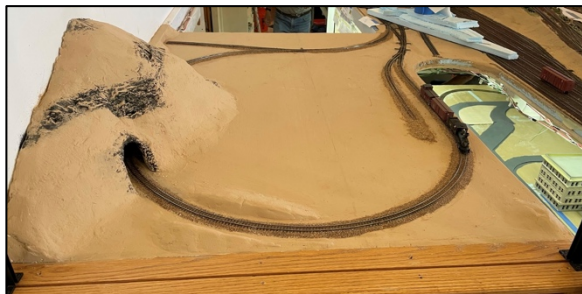
# The Desert Dispatch

## President's Report

By Don Stewart, ARHS President

**The Museum has had a “soft” opening in mid-September.** Members of the ARHS are now allowed to come to the museum to work on the layout. The only restriction is that it must be during the time the museum is open. Museum hours are 10 AM to 3 PM weekdays. We are allowed in at 9 AM and usually depart around 2:15 PM.

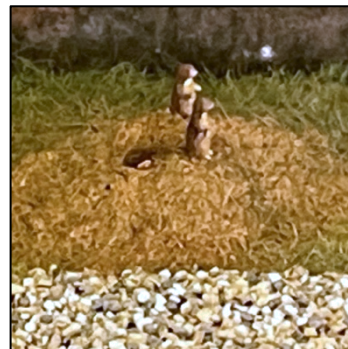
**Electrical work continues with drops being connected to upper-level tracks and verifying the block detection.** Several members have been soldering drops and Craig is checking the block detection system.



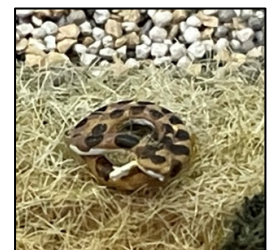
The mountain on the narrow-gauge layout over the dispatcher's office has been completed and is ready for scene *photos by Don Stewart*

**We are planning a meeting to install lights in buildings so that a uniform system can be developed, and members can get started adding lights.** The meeting should occur later this year. Since we are getting the layout cities finished, we will need to start installing finished buildings. Yuma and Tucson are particularly important because we cannot start the Grand Canyon area until these cities are ready.

The Arizona Capitol Guild held a meeting on October 13. After the report on the layout construction, one member gave us compliments on our patience and perseverance in continuing our work through the shutdown. Several members then toured the layout to see the work that has been completed. They were all impressed, and we received more compliments. Most stated that they were amazed by our work. We had the State Capitol on display and a lot of recent scenery work completed. Come on down and see them!



Prairie dogs, a cow skull and a rattlesnake have been added trackside on the lower level.



If you look closely, there is also a Jackalope!