



Arizona Big Train Operators

Newsletter

Club web site: <http://azbigtrains.org/>

September 2006

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President's Message

Hello Garden Railroaders!

Many of you were able to attend the August meeting at Ed and Mary Fishencord's indoor railroad. Ed is one of those lucky modelers whose railroad is air conditioned! Ed and Mary provided a great lunch with enough sandwich selections to satisfy all who attended. As would be expected of Ed, all the track-work ran the trains without derailments and there was strong evidence of Dan Hoag's handiwork in the steel track supports. We just have to marvel at how Ed manages to fit in all the bench work, track and buildings into his second floor location. Keep in mind that every pound of that has to be lugged up the stairs.

At the general meeting we covered a lot of ground with updates on the two hospital railroads that we are maintaining. Jerry showed off the new Red Hat themed F unit painted purple, that will be a new addition at the Phoenix Children's Hospital. Both Jerry McKenzie and Bob Clark are soliciting any members who wish to donate a little time to keep the trains operational at either the Phoenix Children's hospital or Banner Desert Medical Center. So I encourage all of you to think about participating in either of the two locations for a few hours a week. The railroads bring patients and visitors a lot of enjoyment at both hospitals.

In preparation for next month's meeting, a number of us gathered at Mike Temenski's and his wife, Lynn McClure's home to install his new PVC roadbed and some of Dan's bridges. Once again, we have a unique layout coming along here. Mike has a fairly wide backyard and the railroad runs in a raised planter along the back and sides. Mike decided he wanted to do something different so he has separated the major city area from the planter by building a completely separate raised "planter" for the city. We're talking about a large area for his city, which is connected to the rest of the railroad through two bridges. You will want to see this railroad as it will be quite a showpiece when he is done. As a final note, I will be giving a brief demonstration on how to build datto'd ladders for those applications where you need long ladders and don't wish to spend hours fiddling with spacing ladder rungs on the stringers. I think you'll find this interesting. The method is fast and accurate and results in great ladders. So, with that said, I hope to see you all at Mike's on September 16.

Remember, when the trains run, we all have fun!

Bob Rauperstrauch

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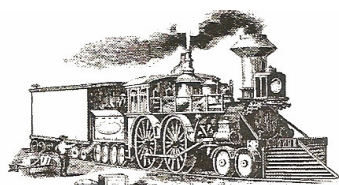
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LAST MINUTE CHANGES
 PLEASE NOTIFY the
 PRESIDENT or a
 BOARD MEMBER, or the
 NEWSLETTER EDITOR with
 information concerning a time,
 date, location change or can-
 cellation, in order that all mem-
 bers can be notified by Email
 and the Calling Tree can be
 activated in a timely manner.

Constructive comments are
 always welcome!



Calendar of Events



Sept 16 11am - 2pm **ABTO General Meeting**
 Mike Temenski—see page 7

27 - 30 **Tehachapi Rail Fan Trip**

Oct 13 11am **McCormick Stillman**
 Set up modules

Change →

14 9am **ABTO Board Meeting**
 McCormick Stillman

14-15 **McCormick Stillman Rail Fair**
 Modules

Note the Date →

20-21 **Phoenix Botanical Garden**
 Pumpkin Festival - Modules

28 11am - 2pm **ABTO General Meeting**
 Tim and Karen Schlax

Nov 4 8am **ABTO Board Meeting**
 Home Town Buffet
 1312 N. Scottsdale Rd. - Scottsdale

18 11am - 3pm **ABTO & AGRS BBQ**
 Adobe Mountain

21 - 22 **Botanical Gardens - Modules**

22 **Turkey Meet**
 Jerry McKenzie's modules set up
 Centennial Hall - Mesa

24, 25, 26 6pm - 10pm **Botanical Gardens**

25 9am - 3pm **Centennial Hall - Mesa**
 Jerry's modules run

Dec 2 **No Board meeting**

3 6pm - 9pm **Christmas Party**
 Iron Works Restaurant (see page 5)

8-9 6pm - 9pm **ABTO Christmas Open House Tours**

15 - 16 6pm - 9pm **ABTO Christmas Open House Tours**



They're back from their travels and here are a few descriptions of their train rides.

Riding Trains in England and Wales

with Al and Linda Wendler

From Paris, we traveled to London via the Eurostar through the Chunnel, a comfortable, fast, but rather boring ride. From London, we took the GNER train to York where we were met by Norman and Colin, who will be familiar to those of you who went on Rich Hull's trip last year. They were joining us for 11 days and had planned a detailed itinerary which included a lot of railroads, of course.

In York, we spent a day at the National Railway Museum, the largest railway museum in the world, where there is always something to see and learn. The next day we rode the North Yorkshire Moors Railway, which is about 30 miles from York. This is a standard-gauge line that runs northeast from Pickering about 18 miles through an area of the Yorkshire moorland which consists of largely-uninhabited heather-covered hills. As with most of the preserved lines in the UK, the railway station was a real gem and decorated with hanging flower baskets.

On our way north from York, we stopped at Shildon, the site of the first railway in England which became part of the National Railway museum in 2004. The museum consists of some historic railway buildings which are connected by a small steam railway to a large building housing rolling stock that couldn't be accommodated in York. Both the York and Shildon museums have excellent information displays about the exhibits.

Later in our visit Norman and Colin took us to Wales to ride the 'little trains.' We started with the Ffestiniog which runs northeast out of Porthmadog for 13.5 miles. As with most of the Welsh narrow-gauge lines, this line originally took slate from mines up in the mountains to the port for shipment to market by sea. Thus the line starts at sea level and gradually climbs into the mountains, stopping at small villages and rural 'halts' on the way. You can get off and on the train as you like and many people would get off at one stop and walk to the next.



The next day we drove to Caernarfon to ride the Welsh Highlands Railway. This line also starts almost at the water's edge, across the parking lot from Caernarfon Castle. It took us about ten miles up into the mountains of Snowdonia National Park, which are nothing compared to the mountains of the American West, but are a lovely green dotted with heather in bloom and home to thousands of sheep.



On our final day of riding trains in Wales, we drove to Tywyn to ride the Talyllyn Railway. Although this line is only seven miles long it is a real jewel, both in terms of the rolling stock and the scenery which included rocky hillsides with waterfalls as well as the usual heather-covered fields crisscrossed with miles of stone walls.

Along the way we visited but did not ride the Fairbourne and Barmouth Railway, which has really tiny trains, and the Corris Railway where we just missed the last train of the day but were able to browse through the small museum.

There are so many preserved lines in Wales that we could have spent at least two weeks there riding trains. All of the preserved railways depend heavily on volunteers and we were gratified to see how many young people were involved in different roles.

If you are interested in seeing more pictures or in learning more about our four month trip, visit our travel blog at <http://lizardjunction.blogspot.com>. Photos are in several postings with labels beginning 'photo album.'



NEWS ARTICLES FROM THE RR WIRE

by Mike Lewandowski

THINKING OF DCC???? READY OR NOT, HERE IT COMES!!! PART VI

Keithco's **LOCOLINC** systems have now been sold around the world. Available since October, 1992, LOCOLINC has become preferred as the most complete and capable system on the market. With it's patents in the U.S. and Germany it has been the recipient of a number of industrial design awards. LOCOLINC operates at 75MHz FM for reduced interference in indoor and landscape environments. Locolinc family of control products includes locomotive receivers, accessory receivers to control turnouts, servo receivers for live steam, and transmitters capable of commanding up to 64 locomotives and 256 accessory devices.

Some of the advantages are:

- Individually addressable, wireless control, transmitter retains speed and direction info in memory until it is changed.
- Real time sound control with popular sound systems, including Keithco's soundlinec.
- Individual and multiple-switch control using the switch accessory receiver. A great feature.
- Track power or battery power or a combination of both.

Decoder Availability

The current KLR-106 decoder (receiver) is very powerful and full of upgraded features which include:

- Dual inputs - track and battery power.
- 6-7 amps, continuous motor current and 7.5 amps, current limiting.
- Constant motor speed-Enable/ Disable. "Back EMF"
- Switched headlight/rear light. Switched dual separate ditch lights and flashing ditch lights.
- MU operation, auxiliary outputs.
- Input voltage to 22 volts with over voltage input protection.

Current ABTO members using this system include Rick Cartwright and Mike Lewandowski.

+++++ Can operate with both track and battery input power. Transmitter can control multiple loco addresses. It is a stable product with excellent warranty support. An integrated sound module can be controlled via the Transmitter.

- - - - Bulky transmitter, must have a great antenna installation to get the best RF range, users either like the system or hate the system. There appears to be no middle ground. The system is a proprietary design with no commonality with other systems. However, there is a large user base throughout the USA and Europe.

Photos and technical information courtesy of CPV (AirWire) and Locolinc websites.

Next month: Continued radio-controlled and wireless DCC Manufacturers bring more power and control capability with 2006 New Product Releases.

Until Next Month, Happy Railroading!!!! fun2rr@cox.net

