

Highland Park Society of Model Railroad Engineers, Inc.

# The Spur

## FROM THE BUSINESS CAR

by Pete Jelito, General Superintendent

The Quarterly Business Meeting of April 11, 1990 was constituted by 18 members and 7 proxies. Details can be found in the minutes of the meeting of which a copy will be put in each member's mailbox.

LifeLike Products donated a model of the BL-2 diesel locomotive for the Highland Pacific Railroad to evaluate and eventually add to the club's roster. The agreement with the manufacturer is that we write an evaluation of appearance and performance and mail this evaluation back to our benefactor. Initial response is favorable and true performance will be closely looked at during the next operating sessions, April 25 and May 2, 1990.

Our Historian/Librarian reports that the March 1990 issue of Railroad Model Craftsman has pages 75-76 missing ... torn out by persons unknown. I hope that it was not a member of the Highland Pacific. Magazines are for everyone and all to use and enjoy ... if you want a specific issue the local model and hobby stores have one for you.

The Electrical Department reports that Del Mar Station is essentially finished and operational, barring the interface with the Coach Yard. This will be worked on but does not present full operation of Del Mar Passenger Terminal. Full shakedown is scheduled for April 25, 1990.

A student of cinematography at Columbia College has, as a final film project, chosen the subject of model railroad clubs. She will be filming at our club April 26 and April 30th. We have several members who volunteered to help during filming sessions which, by the way, will be in 16 mm film and not video. If any one else is interested in being at the club during filming, here is your chance to star!

## Help Available for Applying Decals

We have official Highland Pacific Railroad decals available for purchase. Decals available include full 4-color HPRR herald, lettering and numbering sets, and dimensional data. Lettering and data comes in HP yellow, HP red, and white. You must get a set to see the quality of the decals, especially the 4-color herald.

If you want to do some reading on the overall procedures involved in applying decals, here are a few selected articles:

### From Railroad Model Craftsman:

	Issue	Page
Applying Decals	5/56	56
DDV Conditioner for		
Final Brush Finish	12/82	135
Decal Film Repair Tips	10/82	118
Decaling Tips	2/86	8
Saving Old Dry Decals	6/80	104
Removing Lettering &		
Applying Decals	3/79	126
Thinning Decal Film		
Discussion	9/80	108
Decal Fading for Weathering	11/80	130

### From Model Railroader:

Decal Application Jig	3/81	96
Decal Light Box for		
Trimming	3/68	56
Decal Making	6/49	14
Decal Making	5/55	50
Decal Modification for		
Private Roads	5/81	111
Decal Application	11/45	452
Decal Application	2/54	63
Decal Scratch Lettering	3/61	50

These articles should provide you with a starting point in reading on decals and their application.

## CALENDAR

### March 7, Wednesday

Operating session—every member needed

### March 14, Wednesday

Board of Directors meeting  
Work night

### March 21 and 28, Wednesdays

Work nights

### April 1, 1990, Sunday

April Fool's Day—no foolin'

### April 4, 1990, Wednesday

Work night

### April 11, Wednesday

Quarterly Business Meeting  
All members needed

### April 18, Wednesday

Board of Directors meeting  
Work night

### April 21, 22, 24, 28, 29, May 1, 5, 6

50th Anniversary Open House  
Pasadena Model Railroad Club  
5458 Alhambra Avenue, Los Angeles 90032  
\$2 donation

### April 25, Wednesday

Operating session—every member needed

### May 2, Wednesday

Operating session—every member needed

## WHO'S ON FIRST

Our question from last month was: *What was the first railroad in Los Angeles County, when did it open, and name what cities it ran between?*

The first railroad in Los Angeles County (actually, all of Southern California) was the Los Angeles & San Pedro Railroad, which opened for business on September 8, 1869. It ran between Los Angeles and Wilmington (not San Pedro) along "The Lane," now known as Alameda Street.

Building the first railroad was not a popular idea. Bills authorizing the building of the railroad were introduced three separate times. Each time political wrangling stymied efforts to link the harbor with downtown.

Phineas Banning was one of the railroad's best supporters, and ran for a state senate seat from Los Angeles, and won over much campaign opposition. His first bill for building the railroad generated considerable opposition.

Banning ran for a second term, and again won, and again introduced bills for the LARR in January, 1868 with the provision that the citizens of LA County and City would have to vote their approval also. The elections were held, with results: LA County, 700 for, 672 against (passed by 28 votes); LA City, 347 for, 245 against (passed by 102 votes). So you see, all the political hassle and haggling regarding public transportation started from day one.

The first locomotive was named the "San Gabriel," this was a ten-ton 2-2-0, used primarily for construction, and was the first locomotive in Southern California. Two additional locomotives were added for start of regular service, both 4-4-0's named the "Los Angeles" and the "San Pedro."

Here is the question for next month: *What was the first day of operation of the world's longest railroad tunnel? (I had to say it that way to get 'first' into the game, but if you just determine the name of and the length of said tunnel, there will be no complaints)*

## Railfan Scanner Setup

While I am not a ham or electronics whiz, I have been into monitoring for the last twenty years.

I now own Radio Shack's PRO-2004, and a Bearcat BC-210. Both of these units are used for base use only. For mobile use I have Regency's HX1000, HX1500, and Uniden's BC 200XLT.

Enough about the radios, here is what makes them work for me. This applies to the handheld units and could also be used on the base units for those of you that cannot use an outside antenna.

For the handheld units I use a Kenwood AX-2. This is a shoulder strap with antenna base. This consists of a shoulder strap, a length of RG58 with a BNC plug on one end that interfaces with the plug on the radio. At the other end is a BNC female connection for an antenna, this end also has a copper strap that is covered with rubber and is used as a ground plane for the antenna. This end is also attached to the shoulder strap. The strap has hooks that are attached to your radio. The package has two screws that are attached to the scanner at the top sides, the hooks are then attached to these screws. For those of you that do not want to use the screws and strap in this fashion you can attach strips of velcro to the shoulder of your jacket or an old shirt and attach the antenna to your clothes this way. If you attach the antenna base to your jacket or shirt you will have to lengthen the RG58 by using a short piece of RG58 with BNC male & BNC female attached to either end of the RG58. By sewing the velcro fasteners to your shirt or jacket on top of the shoulder you can wear the scanner on your belt and get the antenna up on your shoulder where it vastly improves the reception.

The AX-2 will accept any antenna with a BNC connector at the base. On fantrips I use the "rubberducky" type antenna that came with the radio. But, to really improve reception out at trackside where you are not too limited to antenna length I use the AEA model HR-1 antenna. This is an end fed half-wave telescopic vhf antenna for two meter use. I live in the Dayton, Ohio area and with an outside antenna attached to the handheld units I can pick up three different NOAA weather stations. I have taken all three handhelds out back and with the "rubberducky" type antennas I can only pick up two out of the three weather stations. When I then attach the HR-1 to the radios all three stations will come in loud and clear. One station is in Cincinnati, Ohio, one is in Dayton,

Ohio, one in Cridersville, Ohio which is south of Lima, Ohio. I can also pick up the station that is in Columbus, Ohio and is also on the same frequency that Cincinnati is on. By moving either east or west by five or six feet I will pickup one or the other.

I always compare the way a scanner will pickup the NOAA weather stations. Since the weather station operates close to the railroad frequencies, I figure that the scanner and antenna combination should do just as well with the railroad frequencies. If you don't want to go with the AX-2 setup, then I wholeheartedly recommend the HR-1 antenna. It will collapse down to 8.5 inches in length.

By attaching the HR-1 to the back of your base scanner with a right angle BNC adaptor, you will notice a vast improvement over the antenna that came with the set.

I hope that this short article will help you get the most out of your scanner, and I welcome any and all comments.

Author unknown.

Source: TrainNet, CompuServe Information Services

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## AGFA Introduces New Film

AGFA has introduced a new color negative and a new color slide film to the photographic market; Agfacolor XRC-100 and Agfachrome CT. Both of these new films from AGFA are currently produced in 35mm format with a nominal ISO of 100. The claim to fame for these new films are their increased color saturation. The increases are 25% for the negative film and 15% for the slide film.

AGFA has long been associated with high fidelity in color rendition and that's what made it a favorite of professional photographers in the past. Unfortunately, in that same past, AGFA Gevaert, based in the heart of the German chemical industry, opted for producing its negative films in a chemistry which was not compatible with the Kodak "standard" C-22 and (now superseded by) their C-41 color chemistry processes. AGFA opted for the infamous "B"-type chemistry in the production of their slide

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films. Because of this, photographers had to revert to sending their exposed film back to AGFA for processing which delayed turn-around time for customer work. These new generation negative and slide films are produced so that they may be processed in the standard C-41 and E-6 compatible chemistry processes and thus alleviate the increased delay.

The increase in color saturation can often be at the expense of color accuracy. Not so in these cases. AGFA has done some chemical monkeying with the color dye couplers incorporated in the films which actually produces an enhanced edge-sharpness, thus increasing edge definition within the film itself.

This increased color saturation also sometimes leads to an overall "graininess" in the film. Associated with these problems was the fact that the old emulsion surface and film base were especially susceptible to scratching and abrasions. These problems were also remedied by AGFA in both these new films, resulting in products which not only reproduce bright colors faithfully but also at the same time still reproduce the delicate colors of skin and gray tones without unwanted color casts.

What this means for railroad photographers is that you can now shoot motive power and other equipment on overcast days without having the sky take on a bluish or greenish cast and impart the same cast to your subjects.

Some of the innovations introduced into the color negative film means that the built-in dye mask (the overall "orangy" color inherent to all color negatives) is a bit denser than your normal Kodak or Fuji negatives. This MAY result in some of the less critical labs mis-printing your final prints. If your first prints come back slightly off-color (on the cool side) don't hesitate to take them back have them re-printed.

If you had shot the older Agfachrome films and were disappointed at the results you will be surprised at just how far AGFA has come in the advance of this new color slide film.

## HO Conversions and Comparisons

Prototype			
Size		mm.	inches
.25 inch	=	.0730 mm	= .0028732
.5 inch	=	.1460 mm	= .0057464
.75 inch	=	.2189 mm	= .0086196
1 inch	=	.2919 mm	= .0114928
2 inches	=	.5838 mm	= .0229855
3 inches	=	.8758 mm	= .0344783
4 inches	=	1.1677 mm	= .045971
5 inches	=	1.4596 mm	= .0574638
6 inches	=	1.7515 mm	= .0689566
7 inches	=	2.0434 mm	= .0804493
8 inches	=	2.3353 mm	= .0919421
9 inches	=	2.6273 mm	= .1034348
10 inches	=	2.9192 mm	= .1149276
11 inches	=	3.2111 mm	= .1264204
1 foot	=	3.5030 mm	= .1379131
2 feet	=	7.0060 mm	= .2758262
3 feet	=	10.5090 mm	= .4137393
4 feet	=	14.0120 mm	= .5516524
5 feet	=	17.5150 mm	= .6895655
6 feet	=	21.0180 mm	= .8274787
7 feet	=	24.5210 mm	= .9653918
8 feet	=	28.0240 mm	= 1.1033049
9 feet	=	31.5270 mm	= 1.241218
10 feet	=	35.0300 mm	= 1.3791311
11 feet	=	38.5330 mm	= 1.5170442
12 feet	=	42.0360 mm	= 1.6549573
13 feet	=	45.5390 mm	= 1.7928704
14 feet	=	49.0420 mm	= 1.9307835
15 feet	=	52.5450 mm	= 2.0686966
16 feet	=	56.0480 mm	= 2.2066098
17 feet	=	59.5510 mm	= 2.3445229
18 feet	=	63.0540 mm	= 2.482436
19 feet	=	66.5570 mm	= 2.6203491
20 feet	=	70.0600 mm	= 2.7582622
21 feet	=	73.5630 mm	= 2.8961753
22 feet	=	77.0660 mm	= 3.0340884
23 feet	=	80.5690 mm	= 3.1720015
24 feet	=	84.0720 mm	= 3.3099146
25 feet	=	87.5750 mm	= 3.4478277
26 feet	=	91.0780 mm	= 3.5857409
27 feet	=	94.5810 mm	= 3.723654
28 feet	=	98.0840 mm	= 3.8615671
29 feet	=	101.5870 mm	= 3.9994802
30 feet	=	105.0900 mm	= 4.1373933
40 feet	=	140.1200 mm	= 5.5165244
50 feet	=	175.1500 mm	= 6.8956555
60 feet	=	210.1800 mm	= 8.2747866
70 feet	=	245.2100 mm	= 9.6539177
80 feet	=	280.2400 mm	= 11.03304
90 feet	=	315.2700 mm	= 12.41217
100 feet	=	350.3000 mm	= 13.791311