



# GRAND CANYON MODEL RAILROADERS

## MAIN LINE

APRIL, 2012

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### PRESIDENT'S MESSAGE

By John Draftz

Our annual, joint P&P/GCMR/TCA picnic was March 24<sup>th</sup>. Thanks to all the members from all the clubs who helped before, during, and after. And while we weren't at the railroad park, the Scottsdale Ranch Park met our needs. The goal for next year will be to be back at the railroad park.

Regular red ticket raffle prizes, blue ticket mystery prize, and tickets for the annual raffle prize were available. The winners are noted later in the newsletter.

An item on the March agenda was to revisit the joining of Sahuaro Central. It was felt that our not being able to use the MLS clubhouse for our Saturday meetings would offset any gain we would have by being a Sahuaro Central member at this time and relocating the meeting to Adobe. To that end, a motion was made and passed to rescind the two motions passed at the January meeting to join Sahuaro Central and move the meeting. We will continue to meet at Our Savior's Lutheran Church as we did previously.

Our mobile layouts operated during the Sahuaro Central Swap Meet and at the Falcon Field Open House and were well received. Our next display will be April 21<sup>st</sup> at Goodyear with the mobile layout followed by exhibits at National Train Day May 12 & 13. For NTD, the mobile layout will be at Williams both days and the S and O-gauge modules will be at Chandler the 12<sup>th</sup> only. If you can help, please contact George Bean (602-319-5496 or [geowbean@verizon.net](mailto:geowbean@verizon.net)).

The first prize for this year's raffle is a \$1000 certificate to Arizona Train Depot. Second prize is a Lionel Legacy system and third prize is \$100. Contact Glenn, the treasurer, to get your tickets.

See you at the April meeting.

### CALENDAR

*GCMR meets are held at 9:00am in the Parish Hall of Our Saviour's Lutheran Church at 1212 E Glendale Avenue in Phoenix, located on the north side of Glendale, just east of the traffic light at 12th St. It is easily reached off the Glendale Exit of either I-17*

*or SR 51. Go east from I-17 or west from SR 51 to 12th Street.*

**April 28** - GCMR meeting - Our Saviour's Lutheran Church - theme standard gauge trains

**May 26** - GCMR meeting - Our Saviour's Lutheran Church - theme: Memorial Day; patriotic item(s) AKA Military Trains/Military Hardware

**June 23** - GCMR meeting - Our Saviour's Lutheran Church - theme: Hot Dogs and Apple Pie; Flag Day; Red, White, and Blue trains; patriotic trains, cars, etc., item(s) w/flag(s)

### OTHER TRAIN EVENTS

**April 19 - 22 - Winslow Railroad Days** - Winslow Chamber of Commerce. layouts, ATSF clinic, Harvey Girls presentation. Info: [www.tucsonntrak.com/ASWMRR/ASWMRR\\_Winslow\\_Page.html](http://www.tucsonntrak.com/ASWMRR/ASWMRR_Winslow_Page.html)

**April 18, 19** - Eagle Wings Ironcraft sponsored Large Scale open house weekend. Over 20 layouts open for visits. For information and maps, go to: [www.eaglewingsironcraft.com/upcoming\\_events.php](http://www.eaglewingsironcraft.com/upcoming_events.php)

**May 11, 12** - National Train Day. Williams. The GCMR layout trailer will be a star attraction at this

year's weekend. Steam train rides, layouts, Harvey Girls, railroad equipment, antique tractors, classic cars. A great weekend for all.

**August 18** - Beat the Heat Meet, Prescott.

Information in the next issue of the Main Line about table reservations, activities, the annual GCMR Bus Trip.

## CLUB OUTREACH IN MARCH

*Here are some notes and photos from John about two of our outreach events during last month, with the picnic, a pretty busy month!* - Ed

The GCMR is was an exhibitor during the Sahuaro Central swap meet at Adobe Mountain Railroad Park. We set up both the O and S-gauge modules and they were well received by the public. Members helping with set up, operations, and tear down were Dave Brown, John Draftz, Bill East, Rod Johnson, Bill Lazenby, and Bill Richardson. Also helping was John Goodwyn.



Starting last year, we were invited to a Falcon Field Open House that included exhibits of planes and autos in addition to trains. We set up the O and S-gauge modules in a hangar at the field. Throughout the day, a steady stream of visitors came by to enjoy seeing our “toys” in operation. Members helping with set up, operations, and tear down were Dave Brown, John Draftz, Bill East, Rod Johnson, and Bill Richardson. Also helping was John Goodwyn.



### Board of Directors

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Vice Pres: JACK EATON 623-580-6957  
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BILL ROGERS 480-529-6181

Editor: PETER ATONNA 928-636-4228 [mjatonna@gmail.com](mailto:mjatonna@gmail.com) - Website: [gcmrr.org](http://gcmrr.org)





And finally the picnic was enjoyed by members of our club as well as the Desert Division and the Paradise and Pacific. We were at the new location mentioned in last month's newsletter, but it seemed to work out fine.



## NEW CAL STEWART DATE AND LOCATION

*Not only does the GCMR annually take the club's trailer layout, but many of our members have been making a visit to the Cal Stewart meet for years. A major change has just occurred in both the location and date. So, we thought members might like to know the background on the changes as reported by the Southwest Division. And be sure to mark your calendars for the new dates too! Here is a summary of their report - Ed*

After completion of the renovations at the Pasadena Convention Center (PCC), we sought out the opinions of the attendees and found an unfavorable reaction to the results of the renovations. We asked for and took to heart your opinions and began a search for a new hall that would give everyone a more pleasant experience. Also, the ever increasing costs involved at PCC were going to make it impossible for us to continue with that site without increases in fees for Registration, Tables and the Party.

Once you've seen the reasons behind our decisions and have experienced the 2012 meet, we believe that you'll agree with us. This year, the Cal-Stewart Meet will move to the weekend of November 2nd, 3rd and 4th. Next year, we may have more flexibility in dates, but if we do, it will be the attendees who guide us on that decision. What follows are the major reasons we

made the decision to move to the Ontario Convention Center (OCC).

## **PARKING**

The Pasadena renovations decreased the overall on-site parking spaces. Additionally, the “temporary” white building which we were told would be removed to make way for a new parking structure is now a permanent Skating Rink. That leaves 600 on-site spaces to serve the Convention Center, Civic Center Auditorium, the Conference Center, the Sheraton Hotel, the Skating Rink and the soon to open Ballroom. All of these facilities are able to be booked at the same time as Cal-Stewart, resulting in complaints of having to park many blocks away to get to the Meet.

By contrast, the Ontario Convention Center has 1700 parking spaces on-site and adjoining. Our headquarters hotel (the Radisson, just across the street from the OCC) has 600 parking spaces just for the hotel. Both the OCC and Radisson parking are at ground level and can accommodate any size vehicle & trailer.

## **LOAD-IN AND LOAD-OUT**

The truck height loading dock at the OCC has 11 spaces (about twice that of PCC), with ramps on each end. There are numerous additional parking spaces just behind the dock, giving us between three and four times the unloading area of PCC. The Loading Dock leads directly into the Meet Hall, without the use of elevators. The OCC hall has bathrooms inside the hall for your convenience.

## **HOTEL**

The Radisson Hotel is located directly across the street, through the parking lot of the OCC. For guests who have difficulty walking to the OCC, they will shuttle you over. The Radisson has a room rate of \$69 per night, single or double occupancy. There will be no charge for guest parking. (The Sheraton at the PCC was going to charge \$125 per night, plus an \$8.00 per night parking fee.) Additionally, we have made arrangements so that the Radisson’s full breakfast buffet will be available to you for \$7.00 per person, instead of the normal \$14.95. As a guest of the hotel, you can

leave your car in the hotel lot and save the \$9.00 per day OCC lot parking fee.

The Radisson Shuttle will pick you up at the Ontario Airport and take you to the hotel at no cost (and return you to the airport after your stay), eliminating the need for a van service, taxi or car rental. The room rate is valid from Wednesday before Cal-Stewart to Tuesday afterward. The Radisson Shuttle will also take your family to the Ontario Mills Mall, the largest mall on the west coast. There are many other activities in the area.

## **ONTARIO AIRPORT**

For those arriving by air, you’ll be glad to know that the Ontario Airport (about a mile away) is a Southwest Airlines hub that is also served by seven other major airlines. It’s a quick in and out facility with little of the hassle of LAX.

## **OTHER DETAILS**

The Cal-Stewart Welcome Party will be in the same building as the trading hall, with our usual great menu. On Saturday, we’re extending the Auction until 7 P.M. not only to let more of you get your things sold, but also to let those with tables attend after the 5 P.M. closing time for table sales.

OCC is currently negotiating with UPS and intends to have a complete UPS Store (both packing and shipping) on site and open by November. HOWEVER, there are no guarantees on this point.

## **MARK ZIVEN’S WESTINGHOUSE PLANT**

*Mark is a member of the Central Arizona Model Railroad Club in Prescott and is building a really nice high rail layout. He recently contracted with Joe Faulty owner of Model Structures in Mesa to help him with the main attraction in the urban area of his layout. Since Joe and his company are located in Mesa and have sold at our Swap Meet, I thought you might enjoy this report on one of his buildings. - Ed.*

Most students that go to medical school know they want to be doctors and what their specialty will be.

I was in the scrap metal recycling business for 26 years before my specialty appeared.

I did a favor for a friend that pushed me into the environmental side of a developing niche business. I got in on the ground floor of recycling electrical transformers for public utilities, that were contaminated with PCB. (Polychlorinated Biphenyl's ) At first this was a local thing, working around Chicago but then it took off and went national and over the border into Canada. I was on the road 40 to 50 weeks a year.

You are saying to yourself, how does this fit into a model railroad? A junk yard, a smelter, processing plant or a land fill? Where is this going? In order to operate my business more efficiently, I managed to find my way into the manufacturing plants of Westinghouse, Allis Chalmers and McGraw Edison to see how they built their equipment. These machines are built to “never come apart”, never! My crew and I now had a leg up in a field where you are only as good as your last job - sixteen years, tens of millions of pounds of recycled steel, copper, garbage and oil.

Over the years I accumulated replicas of the equipment that I took apart with such surgical precision. A junk yard for my layout, that's easy and it will happen. I felt it fitting to replicate a manufacturing plant to show off these transformer models on all styles of flat and specialty cars. I need to build a replica the Westinghouse, Large Transformer Plant of Muncie, Indiana. Having never done anything like this, I contacted Joe Fauty, of Model Structures, down in Mesa. A few

phone calls, a series of drawings and sketches, and a few more phone calls, we had a building.

When completed, it would make the O scale Schnabel car look small. Joe has the resources to handle projects of this scale, although he told me it would his be largest undertaking in this scale. I had every confidence he could and would deliver and deliver he did.

The Westinghouse building, has a rail receiving track for inbound steel coils that are for the stamping part of the building and two internal truck docks in the lower part of the building. The high bay building, for fabrication and shipping, has one rail track through the building under the crane and two outside rail tracks covered with a model of a 500 ton P&H bridge crane. The bridge crane is a kit bashed from a Walthers building kit and assorted components from Scenic Express. All of the rail doors and truck dock doors slide or roll up.



The building measures in scale feet, 172' wide, 176' long and 48' tall. The bridge crane adds another 32 scale feet to the width. It has internal and external lighting and the most unbelievable flashing “neon” sign on the roof from Miller Engineering Signs.





I collaborated with one of our members to develop all of the safety signs that are proper for a building of this magnitude. His work really makes the building “pop” and keeps this building OSHA compliant.

Since this project was built in the middle of my



existing layout, it has four easily removable table sections that are independently wired so the switch engine can easily access the building to switch cars in and out. There was a new turnout off the mainline that allows access to the property and three turnouts that give easy access to the building.

Next on the agenda, is track ballast, roads and driveways, and some central Indiana “dirt”.

If you order a transformer from this plant, your lead time is nine months to a year and a cost of one million dollars plus.

## UP #844 PROBLEMS

by Peter Atonna

Many of us delighted in chasing Union Pacific’s beautiful steamer #844 last fall when she made her Centennial trip through Arizona. Some of you may have heard that she suffered a major incident that caused her to be pulled from service during a recent trip in Texas.

Due to an accidental running of the attendant diesel while the #844 brakes were still locked, she was pushed on the rails causing flat spots on her drivers. Here is a video taken on the spot, showing her runby and an attempt to grind out the flat spots.

Unfortunately it was enough only to get her running, and she was then taken off the train and has returned to Cheyenne for a permanent regrinding of the loco’s tires. Look about six minutes into the video and you can see them grinding the wheels!

[http://www.youtube.com/watch?feature=player\\_embedded&v=j9ukJHWUuhQ](http://www.youtube.com/watch?feature=player_embedded&v=j9ukJHWUuhQ).

We had a more fortunate run while in Arizona and if you would like to see my video of the trip, go to: [www.youtube.com/watch?v=WZ7MjrN8Ucc](http://www.youtube.com/watch?v=WZ7MjrN8Ucc)

## MEMBERSHIP LIST

All members will be receiving a hard copy of this issue with this year’s GCMR membership list. So, if you are receiving this issue by email, you will also receive your hard copy next week with the list.

## MEETING NOTES:

### Old Business

+ Two corners on the O gauge modules need scenery Bill Lazenby will try to find a volunteer or work on it himself.

+ George Bean noted that O gauge Fastrack has been installed on the mobile trailer on the inside O loop.

A discussion followed on possibly installing the new S gauge Fastrack on the trailer layout also. Bill

Richardson hasn't seen any sections yet. S Helper track is about the same---switches not good per Bill Richardson and his take is that we should not be ready to commit to S Helper for now. Lionel will have a separate S gauge catalog soon, and we may get an idea as to when the S gauge Fastrack will be available.

+ Swap Meet Report Glenn Saber noted that we made over \$3000 profit. A number of expenses have come out of this amount since the meet. We do need better door control, more tables, and a higher amount per table. Next year we will have a map on the publicity flyer. The Hall is reserved for next year. No matter how you cut it, the Armory is still a bargain. Right now we have the best swap meet in the Valley. We had 500 plus folks coming in the door and all the raffles went well

+ Inside the module trailer is a 4 x 8 sheet with an O gauge oval. Where did it come from? Need to check on this.

#### New Business

+ Falcon Field Run Day, March 31. We will be bringing the S and O gauge modules only. John Draftz to transport module trailer. Setup should start at 7:00 am so we're ready to run for the show hours of 8:00 to 3:00 pm. Bill Richardson and Bill East will be on the S gauge, and Rod Johnson with Dave Brown on the O gauge.

+ P&P run day is on the Saturday before Easter Dave Brown will get the mobile trailer there and back. Running the trains on the mobile layout will be done by Paradise and Pacific Club members.

+ The 3<sup>rd</sup> Saturday in April is the Goodyear Classic Car and Train show located along the Estrella Parkway south of Yuma Road, about 2 miles south of I-10. Apparently there will be a Swap Meet also at this venue. We have no obligation for Adobe the Sunday after this show. Supposedly, we are to receive some compensation as well as free Barbecue Tickets for our train runners. We may need someone to email a map on how to get there. George Bean will do the trailer. Run times are 9:00 am to 3:00 pm.

+ We need to revisit the Sahuaro Central issue. The Sahuaro folks are looking for tinplate and O gauge at Adobe so maybe some day we'll be there. We are okay to use the Church through the rest of the year. Do we still want to join Sahuaro Central? Motion by Jack Eaton not to join now.

Discussion: George Bean and Glenn Saber already represent our interests on the Board. So we in effect are canceling our previous two motions from the January regular GCMR Membership meeting.

Motion passed

+ Glenn Saber & John Draftz are now both signatories to our bank accounts at U.S. Bank

+ It was agreed that we would resume having the modules at our general membership meetings-- O gauge April, S Gauge in May. Then alternate back and forth.

+ George Bean suggested a temporary "Come Join Us" sign on the Mobile Trailer.

+ Membership is getting critical. We need to do sheep stealing or get new sheep; i.e. bring members from other clubs or new bodies. The best option is to get brand new members (who have never joined any club previously). We need to recruit big time at Adobe. Do we need a special sign on the Mobile Trailer? What would it say? We will discuss the sign issue at next Board Meeting. Try selling raffle tickets at Adobe. Glenn Saber highlighted the three annual prizes---\$1000 gift certificate, Lionel Legacy System, \$100 bill encased in a neat transparent holder.

#### **WINNERS!**

**Bill East**

**Glenn Saber**

**Art Triant**

**Ivan English (TCA Member)**

**Mystery Raffle**

**Bill East**

**Dunkin Donuts 18  
wheeler truck**

**C&O Lionel Boxcar**

**Lionel UP Beam Flatcar**

**Lionel L.A. County  
Flatcar w/ Lifeguard Boat**

**Lionel UP Berkshire Loco  
& Tender**

## **THE MAIN LINE**

**Peter Atonna, Editor**

**25375 N. Feather Mountain Rd.**

**Paulden, AZ 86334**



**Is there anything prettier than a steam locomotive on a clear, bright day and with snow on the ground? To celebrate Arizona's Centennial, the Grand Canyon Railway ran a special train to the Grand Canyon pulled by steamer #4960 and historic Harriman coaches. To make the mood perfect, the return trip was through more snow squalls while passengers were snug in their warm coaches.**