



GRAND CANYON MODEL RAILROADERS

MAIN LINE

APRIL, 2011

Volume 20

Number 4

PRESIDENT'S MESSAGE

by George Bean

I had the opportunity to ride the TCA fun bus to Globe a few weekends ago. It was good to spend some time with members from one of the other train clubs in Phoenix. The train ride itself was somewhat short but the train equipment was interesting. Take a look at the pictures I sent.

I had a message from John Draftz, and he has set a date of June 4th at Adobe Mountain to work on the O-gauge modules. I have completed a quick inventory of the modules and we have four corners and three side units. We also have the side unit--the John Pryor bridge. I also have John's two completed modules. If you have an O-gauge module please let me know. Based on my list we will need about two more modules in order to make the layout work. If you have modules and or would like to work on them remember it will be June 4th.

Also, the Paradise&Pacific has donated their trailer to us. We would like to thank them for this donation. With a little work it will be great to store and transport our O-gauge modules. We will be having a work day to transform the trailer to our needs. That date will be announced later.

We will have the vests sometime this month and we are working on the patches for some of the events we attend. We will need someone that has talent in the design of each of the patches. At the present, it would be the Adobe Mountain run, National Train Day weekend at Williams and the Chandler Railroad Park, the Turkey meet, and our Swap meet. If I missed any, let me know at the monthly meet. The initial cost will be somewhat high for setup but I believe that it is a worthwhile project to recognize those who help with these events, so we will keep you posted on this.

The trailer will be at Williams on May 7 and 8 for National Train Day. It looks like we will have about five members attending to the trailer on those dates. We will also have the "S" gauge module at the railroad park in Chandler at the same time. Our "S" gauge module members are down to 3 and could use some help with setup and tear down. This may be a good time for you to explore what the museum has to offer. If you can help let John Draftz know.

Dave Brown has again volunteered to organize the bus trip to "Beat the Heat." It is not too early to think about making the trip with us.

Our April 23rd meet theme will be track maintenance cars, speeders, hand cars, or any of the small powered cars that you might have. I would really be interested in what the "S" gaugers bring.

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 23 - GCMR meeting - Our Saviour's Lutheran Church

May 28 - GCMR meeting - Our Saviour's Lutheran Church

June 25 - GCMR meeting - Our Saviour's Lutheran Church

OTHER TRAIN EVENTS

May 7, 8 - National Train Day. GCMR will be represented at two of the Arizona events. On Saturday

we will have the S gauge module at the Arizona Railroad Museum in Chandler while on Saturday and Sunday we will be in Williams for the event at the Depot of the Grand Canyon Railway.

June 4 - Gadsden Pacific swap meet - Tucson - Grant Road and I-10

July 3 - Nor Cal Meet - for those of you who plan to attend the spring Nor Cal Meet, for this year it is moved to Sacramento and will be held the Sunday following the TCA convention there.

July 23 - In the Heat swap meet, Phoenix. North Phoenix Baptist Church

August 20 - Beat the Heat meet, Prescott. Dave Brown is again coordinating the bus trip. It's not too early to contact him to get on the list.



Here are the shots George Bean shot in Globe on the train trip with the Desert Division. As he notes "That is Delores and I having lunch aboard the train. The TCA club had most of the seats in the vista dome. There was not much to see along the way, but it was a nice leisurely lunch and a chance to become acquainted with our table mates."

It looks like there was some really beautiful equipment to see and ride on, however.



At the March meeting

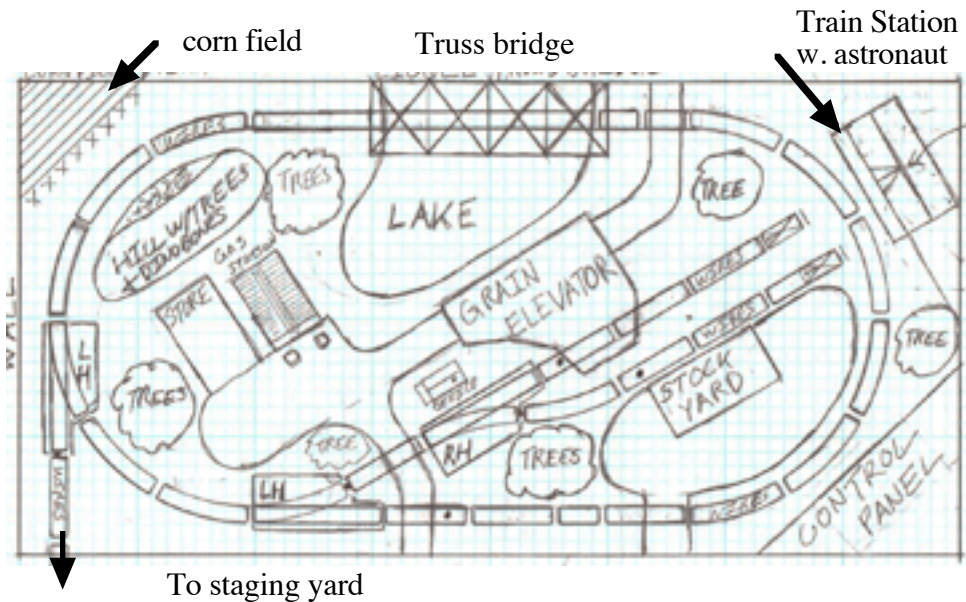
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BRYAN'S LAYOUT

As many members know, Bryan Jewell has been planning his layout for some time now. He improves his concept with each iteration. Here is the current plan he would like to share with you.



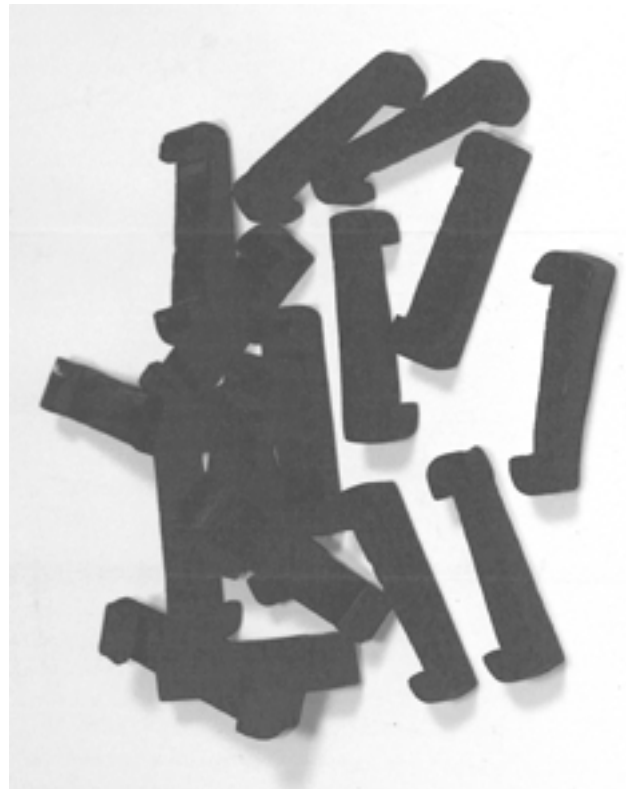
AMERICAN FLYER'S SILENT TRACK BED

by Bob Dennison

The American Flyer #424 rubber sleeper sets apparently were in answer to Lionel's #030 through #034 ballasted rubber roadbed that first appeared in Lionel's 1931 catalog. Flyer was apparently slow to come up with their own silent track bed. The #424 set first appeared in the 1935 Flyer catalog and was gone by the 1937 catalog, replaced by the new roadbed track #600 curve and #601 straight that appeared in the 1936 catalog along with, but not compatible with the #424 sleeper set.

The set I have is not boxed, so I have no idea how it was packaged. If I read the catalog right, the set costs 30 cents in 1935. It should be noted that in the 76 years that have gone by, the rubber is now hard as a rock.

In 1939 the number, 424, was reused on an O gauge 2-4-4 steam locomotive, then again much later on a Northern Pacific F-3A dummy diesel unit in HO gauge.



Here are Bob's, now rock hard, sleepers. They slipped under the rails and were designed to look like regular ties.



BUILDING THE ASH FORK EXTENSION

by Peter Atonna

I've been showing you teaser photos of the construction of the Ash Fork Extension on my layout. I thought I would give you a more comprehensive story of the construction to date.

Recently, I recognized that my main hobby enjoyment comes most from building and operating my high rail layout. So, why not take down the prewar layout and expand the high rail layout onto it? As Mary Jane pointed out, "that should keep you busy for a few more years!".

The first step was to remove and box all the track and accessories, most of which are still waiting in my dining room for buyers. Then the risers were taken down to the basic 36" high table.

Next it was time to come up with a plan. Even though

the L shaped table was generous in size, eight feet wide and 16 and 20 feet long, creating a plan for 36" minimum radius O gauge curves was a challenge.

When I do a layout plan, I have a mental vision of what I want the scene to represent, then fit trackwork to that. In this case, I had two themes. On one side I wanted a town at the base of a mountain while on the other would be devoted to a major mountain scene. That second came from an inspiration I got a couple of years ago when riding on the Cumbres and Toltec through beautiful fall colors. Frankly, I caught the narrow gauge bug! So the mountain scene had to feature an On30 train and "big" mountains.

What I ended up with was a new track, crossing the aisle and looping over itself and then slowly descending through a mountain pass back to the original main. Since the loop was at the foot of a grade, I decided to call the town, Ash Fork, which lies at the foot of the old Santa Fe grade to Williams. In addition, Ash Fork lies on the side of a hill and I would try my hand at a hillside town.

On the other side, O gauge would be visible only briefly while you see the narrow gauge train creep around the edge of a valley on its way to the town of Anita.

Those of you who have been to my place know that I use names of real Arizona towns, but do not try to literally copy them. They are the basis for the theme and for Ash Fork, I wanted a small Arizona town located on Route 66.

Trackwork followed and used my standard practice of half inch plywood, half inch Celotex topped by cork roadbed. Track went down and a new power zone installed for my TMCC control system. Finally, signals were wired in.



Tablework was extended across the aisle and the track is ready for testing

Before starting scenery, I operate the trains for several months to correct glitches that may occur - and they do. In a few places track or roadbed needed adjusting.



Pink foam and texture paint scenery

For scenery my standard practice of a pink foam base topped by texture paint and then scenic materials works for me, so was followed. But Ash Fork proved one challenge. Being on a slope, every road was on a grade and every building had to have angled

foundations added to keep them horizontal. Another innovation on this layout was the use of Plasticville buildings for the non-scratch built structures. The design of Plasticville buildings really does a good job of representing 1950's design and being, of course, plastic, they are a natural for modifying.

Ash Fork is now done except for the station, so it is time to begin to get more serious about mentally designing a really big mountain.



The day is done and Ash Fork welcomes you stay the evening and enjoy the town.



You are entering downtown Ash Fork, a great place to watch trains labor up the grade as they climb the mountains.

MEETING NOTES

Peter Atonna, our Main Line Editor, was acknowledged as joining us from the North Country (Paulden, AZ) Good to see you Peter

Visitor: Wayne Horvath introduced by his brother John

Swap meet results: Secretary Johnson to send those to Peter to include in the April Newsletter with details

on areas of expenditures and revenue. Overall Profit was \$2095.67. President Bean noted a great job by all who participated.

Treasurer's Report:

Checking \$3866.60
Savings \$1260.66
Moved & seconded Approved



George demonstrating his scratch built lift bridge

Old Business:

+ On the swap meet, President George related his thanks to all who participated. We had a super turn out at the door and everything made money. Good show!! The successful swap meet takes pressure off funding from members. Next year we will set up a special committee for the meet. Many venders said that our meet surpassed the Turkey Meet in November.

+ President George noted that we are seeking more interaction between the three major train clubs in the valley. Secretary Rod will send out email notices to those who are past due on their dues. Wayne Ross noted that thank you letters to all swap meet major prize donors have been sent. Rod noted that John Draftz agreed to temporarily take over secretarial duties after the April meet.

+ Ambassador Vests will be available to anyone in the club who is a regular participant in outside activities. Vests will be red, either with buttons or no buttons; pockets or no pockets and in sizes ranging from small to XXL. Depending on the options chosen, costs to members will be \$17 to \$26. A club logo patch will cost an additional \$9. There was some discussion to recognize members who participate in outside events with either pins, patches, buttons, etc. A motion was made to go with the vests; seconded, approved. A list was passed around for each member to indicate his/her choice. Incidentally, if you need a new club shirt contact Bill Rodgers.

New Business

+ President Bean said he would like the club to push to get outside advertisements into the Mainline. Retail

outlets such as Lowes, Home Depot, Michaels, Hobby Lobby, etc and restaurants will be solicited.

+ President George mentioned that in upcoming regular meets we will set up a "blue table" if you want to donate an item to the club.

+ The mobile trailer will have rework done on the HO gauge portion. Glen Saber will form a committee to get this accomplished. Bill Richardson will be committee chairman for the rework on the trailer. Committee to set work dates so that this can be accomplished before National Train Day on May 8th.



Paul's micro layout gives new meaning to "small"



Just chatt'n

+ TCA Globe meet is the same day as the Falcon Field 70th Anniversary celebration (trains, planes, and automobiles). Glen Saber will have trailer at Falcon Field at 7 am and we will run trains from 9 am to 3 pm. Be sure and have available lots of handouts at Falcon Field.

+ Glen Saber noted that on April 16 and 17 garden rail layouts will be open to the public and contributions taken to the MAKE A WISH

FOUNDATION. They are open each day from 10 am to 4 pm except Sunday which closes at 3 pm. Glen asked for assistance at his home either day as he will be one of the open houses. For more information go to the website: www.eaglewingsironcraft.com

+ Dave Brown will coordinate the BEAT THE HEAT trip again on the 20th of August. Let Peter Atonna know what layouts you may want to see in the Prescott area (if you have a preference). Peter needs to know the number of bus riders a week ahead of time to order lunches.

+ Sign up list for National Train Day is available at the front table. We will have the trailer there in Williams on May 7th and 8th.



Bill Rodgers with his raffle "prize"

+ At the same time the S-gaugers will set up their modules at the Chandler Train Museum. John Draftz and Bill Richardson will coordinate.

+ There was discussion on modifying the O gauge modules by the end of June. The corner modules are the key to make everything fit. We need a work party. John Draftz will check on using the live steamers club house to do the work. Remember, the corner modules belong to the club. Straights belong to each individual. There is a possibility that the P&MP trailer may be available permanently for our use.

Show & Tell (your home made or unique items):

Gordon DeRuiter: Lionel cars that were never made that he then made including a pill box train

George Bean: amotorized lift bridge

Rod Johnson: an aluminum lift Bridge

Dave Brown boom & tender car

Paul Boston and Frank Birney each showed their different "nano" trains.

Sam McElwee: a warehouse front

SWAP MEET FINANCIAL REPORT

	Income	Expense
Tables	\$2748.00	
Raffles	255.00	\$4.34
Food	455.50	217.96
Registrations	1254.00	
Table rentals		1403.20
Advertising		205.00
Printing		122.04
Hall rental		389.29
<u>Security</u>		<u>275.00</u>
Total	\$4712.50	\$2616.83
Profit	\$2095.67	

WINNERS!

Katy Elgar	Rotating Searchlight Car
Dave Brown	Southern Boxcar
Beth Stange	NYC Flatcar/Gondola
Rod Johnson	Union Pacific Tank Car
Bob Prehara	Visitor Center Boxcar
Bill Richardson	Santa Fe Hardhat
Bill Rodgers	Train Clock
Katy Elgar	Locomotives picture
Rod Johnson	Mystery Prize
Frank Birney	Mystery Prize



David Wildman wins a really neat hat

THE MAIN LINE

Peter Atonna, Editor

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And another teaser from Peter Atonna's Ash Fork Extension that you can visit on this year's bus trip to the Beat the Heat Meet in August