



# GRAND CANYON MODEL RAILROADERS

## MAIN LINE

AUGUST, 2010

Volume 19

Number 8

### PRESIDENT'S MESSAGE

by Bill East

The July meeting was a little short because some of our members were attending the "In the Heat Meet" at the Phoenix Baptist church that morning. Some people were out of town making for a small crowd. In spite of the small crowd, we had a nice meeting. The other reason for a short meeting was those at our meeting didn't want to miss out on the fun at the "In The Heat Meet". The best part was to see Peter and Mary Jane Atonna at our meeting. It has been a long time since we've seen them here, and we hope to see more of them at future meetings.

The trip to Prescott is a go. We have enough riders to pay for the trip. I know all those that will take that trip will have fun at the "Beat the Heat Meet."

We discussed our train display at the National Train Day event in Williams Arizona. Peter Atonna informed us that our group was well received at the show, and that they want us back again next year.

The show and tell was a model of a Santa Fe diesel crane in "S" gauge. I've always liked the crane very much. Tom Stange won it as a mystery prize. After the meeting, Beth Stange came over to me and said to come over to their table. I went over to see them, and Tom handed me the Santa Fe crane, and said it was for my Birthday in May of 2004. This touched me greatly so, this crane has a special place in my collection.

We still are looking for a garage or space to house the trailer. If you have a space or know of a space please let me know ASAP!

The "S" gaugers will be running at the August meeting.

Happy Train times!

### 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.*

**August 28** - GCMR meeting - Our Saviour's Lutheran Church

**September 25** - GCMR meeting - Our Saviour's Lutheran Church

**October 23** - GCMR meeting - Our Saviour's Lutheran Church

### OTHER TRAIN EVENTS

**September 1 - 4** - National Narrow Gauge Convention, St. Louis. Info: [30ngconvention.org](http://30ngconvention.org)

**October 9, 10** - Railfair, Scottsdale Railroad Park

**October 14 - 16** York TCA meet, York, PA

**November 20, 21** - Cal Stewart meet, Pasadena, CA

**November 27, 28** - Turkey Meet, Mesa, AZ



Bill showing his crane from Tom Stange

## MEETING NOTES:

+ The bus trip for the Beat the Heat meet is a go. (22 adults and one child so far). Peter needs a list of who wants lunches a week in advance.

+ TCA has offered the GCMR \$100 to \$150 to have our trailer setup at there November meet. Rather than including a few admissions, none would be included under this arrangement. It was noted that the club is better off with the fee than a few free admissions.

+ Peter Atonna has a DVD of the Williams National Train Day and offered to make a copy for the club. We will pick up a copy from Peter at the Beat the Heat Meet. Peter has told the membership that the club was very well received at the National Train Day and the GCMR has been invited to participate again next year.

+ Ken Barnes suggested we open the December Open House to other clubs so they can display their trains. Outside areas are available if the interior room is filled. Glenn Saber expressed the need for advertising to improve attendance. Poor attendance at last year's indicates another poor showing might be disappointing to other clubs that might attend. John Draftz indicated that the hall's interior space has been rather full at the last open house. Inviting others may crowd the space. Glenn suggested we advertise more widely. Peter Atonna suggested posting fliers around the valley at hobby shops etc. The open house would be on December 4, 2010. Fliers could be made available on our layout(s) at the November TCA meet.

### Show and Tell:

Bill East displayed a crane that was given to him by Tom Stange. Bill has an extensive collection of cranes and this one holds special memories for him. Tom won it as a Mystery Prize a couple of years ago and then gave it to him as he felt that an S gauger would really appreciate the car.

## ON THE ROAD AGAIN

by Paul Boston

It was early in the morning. The sun was just rising

and the first group was loading at Arizona Mills for a great day at Beat the Heat and the layout tours. By this time our driver, Rodger, is a familiar face to those who make the trip an annual pilgrimage from the valley heat. He always wears that smile and takes great care of us on our journey. It'll be a long day for him picking up the first group at 6 AM and dropping the last group (same bunch) at 6 PM.



### Bright and cheery at 7am!

We arrive at the meet with plenty of time to spend all of our train funds, and most find something they really can't live without. We meet old friends that we haven't seen for a year and renew the bonds that trains bring while trying to choose just the right stuff. Like a kid in a candy store we move from aisle to aisle, shuffling slowly so as not to miss anything as we count our money to see what is highest on our lunches, and a doughnut and coffee is only a dollar, we have a little more cash for those little items that make trains more fun.

As the noon hour approaches we gather outside on the priority. Since most of us bought one of the bag front terrace of the Armory in the shade of those magnificent trees to discuss and display our treasures. The phrase "lemme see what you got" is repeated for each member that joins the terrace club. Ooh's and ahh's mix in with the "I like that one!" and we all feel good about our purchases. Train people are good company!

The herd is motivated to head-em-up and head-em-out as our bus awaits. Rumor is spreading that we are heading to Peter Atonna's first. We beat him there again since Peter and Mary Jane had to pack their stuff at noon and beat their feet to home. Nobody

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minds the wait for Peter's layout. We just can't wait to see what he is doing this time, and we are not disappointed!



**Scenery on the Lowell Branch of the Atonna layout**



**The beginning of scenery on the new addition to the Atonna layout**

The Standard gauge section had a major revision. It has been transformed to an interesting loop from the main line and the addition of On30 train. And I just thought he had shrunk the Standard Gauge stuff. With the bones exposed we layout wannabe's get to see how a master makes his mark. Pink foam planks lie stacked and ready to be transformed into sculpted hills and valleys. Already carved foam gives us a preview of the elevations that will yield majestic mountains.

If it seems from the photos that everyone is looking sort of somber that is either because of amount of things that need to be absorbed is overwhelming, or perhaps they are thinking of what they can do to their own layouts. Some of us are thinking of how much gasoline it would take to burn our layout.

All too soon we are badgered into leaving for the next layout at Marlin Benson's train building. We have seen this one from its infancy and each year the hosts provide an enjoyable visit. Just looking at the displays keeps us in awe and veteran Beat the Heat tour



**Millions and millions of trains in Marlin's train room.**



**The bus gang enjoying Marlin's train room**

participants like to point out things like the states plates and cars. Along the top shelf in the big room there is a plate for every state, in alphabetic order with a rail car from that state displayed on the shelf below. OK, maybe there are a couple missing, but I don't think so.

Then it's off to Stan Cedarleaf's G gauge layout. This one just keeps getting better every year. We didn't see a live steam loco this year but there is a REALLY STEEP incline along one wall. It had a lot of people looking for the cogs used to traverse an incline that looked like 20+ degrees. Couldn't find the cogs. And we are worried if the grade is greater than four degrees! Not this train!





Stan's outdoor G gauge trains



Stan has lots of clever equipment and cute scenes on his layout

The last tour layout, Mike Nelson, was a combination of two rail O gauge and On30 in a compact two-car garage. The lift bridge looked really spectacular and is the only lift bridge on the tour (so far). Scenery is well done even to the outdoor G scale mine tippie and oh-so weathered engine. The weathered condition of this mine seems just about right in view of the current state of mine ruins that abound here in Arizona. Sort of like looking at Arizona in the rear view mirror.

Oh yes, and there was a chair for sale on the sidewalk leading into this layout. Sure enough Rodger found a place for it in the bowels of our bus. Not sure who the lucky new owner is, but perhaps he will be referred to as our Chair Man. All in all, it was a great trip, and we extend our thanks to all the hosts for opening their homes to us.

## MORE BEAT THE HEAT TRIP PHOTOS

Dave Brown also shot some great photos during the trip.



Everybody knows when the GCMR bus group arrives!



An engineer's eye view of John Pryor eyeing the Atonna layout



Paul Boston checked out the new construction on the Atonna layout



No matter which way you turned, there was something to see at Marlin's train rooms



In the Prescott area, garden railroading is an all year activity. Stan's layout is main part of his home's outdoor space.

## THE ROBERT SHERMAN MYSTERY

by Peter Atonna

No, his name is probably not as familiar with you as Joshua Lionel Cowan, Lawrence Cowan or even Joe Bonnano's. But Robert Sherman may have more to do with your memories of the Lionel trains from the '30s to the '50s than you realize.

Sherman worked for Lionel for three decades during a long life from 1912 to 1995. As an accomplished illustrator and model maker, his work was first made available to the toy train world through drawings of hypothetical train layouts shown in booklets and Lionel's Model Builder magazine. Illustrating the wide range of possible locations and sizes a boy and his father could create, the layouts ranged from small loops built on tables to roll under a boy's bed to large attic or basement filled empires. In an upcoming series, I will share some of these with you.

During the war Sherman's building model projects often graced the pages of Model Builder, along side the famous ones by Frank Ellison. Following the war, he worked with the Diorama Studios group to create model scenes that were photographed for inclusion in postwar promotional flyers.

And perhaps, his most lasting contribution, and the one that is indelibly marked in many of our memories, is his style of artwork for the annual Lionel catalog. As Roger Carp notes in his book, the Art of Lionel Trains, "He helped pioneer a concept that raised Lionel art to a peak in the 1950's. Sherman and other artists portrayed sets in a range of scenes, so that flipping through a catalog was like unfolding a pile of travel brochures. Brawny work trains roared by steel mills and along docks in illustrations. Elegant streamliners glided along forested hills and by placid lakes."

Note, in the 1948 catalog, the impact the illustration of the 671 steam turbine loco pulling its long line of (three!) pullmans beside a lake under a twinkling night sky. Now compare that to the technically well done, but bare illustrations of the balance of the sets, stacked usually three to a page. This began a decade of perhaps the finest illustrations ever of toy trains - far superior to the poor quality of the drawings in the late '50's and photographs of sets in the '60s (there was not much you could do to the photo of a #1065 0-4-0 steamer set to make it look attractive!)

But, that is not what I want to bring to you. It is the Robert Sherman mystery.

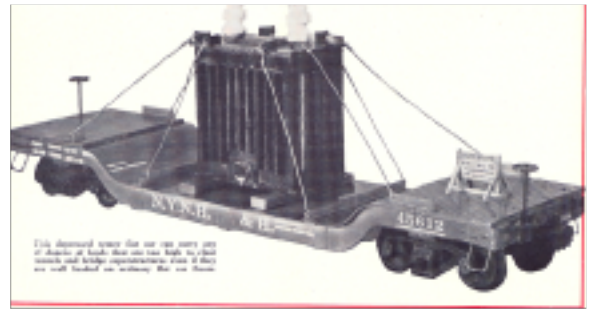
During a brief period from 1946 to cessation of publication in early 1949, there was a series of articles in Model Builder by Sherman. In each, he didn't describe how to build a structure from sticks and cardboard, but using many of the same materials, how to build a unique car or even locomotive. Maybe starting with an old motor or with newly available knuckle coupler trucks, he would describe how to build a unique freight car - one that was not in the current Lionel catalog. Remember at this time, the offerings were still pretty basic - flat car, tank car, box car, gondola and caboose. A couple were very well done models of passenger cars using illustration board and wood to create a diner or mail car to supplant the basic pullmans the were then cataloged.

Now, here is the mystery. Following are illustrations of several of these Sherman projects. Look at them and then thumb through your Lionel catalogs from the mid 50s on. Hmm, what do you see? Where these Sherman projects from the 1940's the inspiration for the later cataloged items?

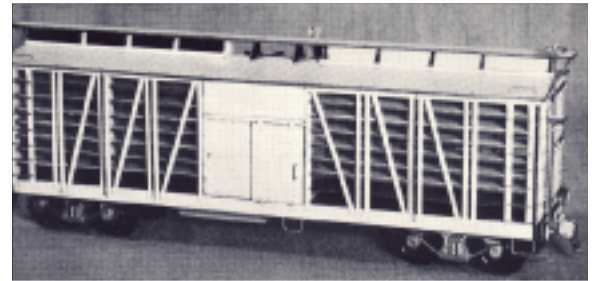




trolley car



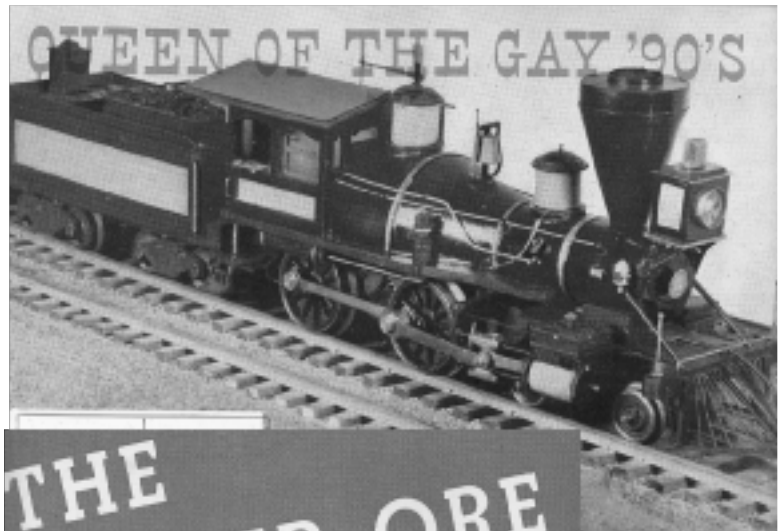
depressed center flat car



chicken car



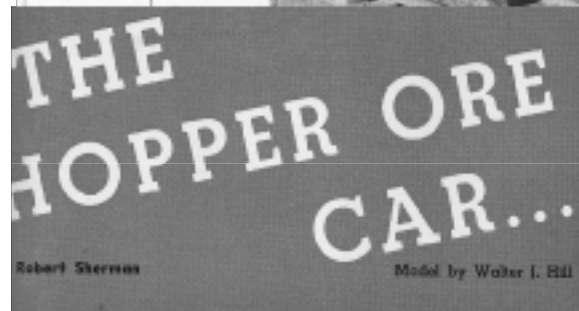
cattle car



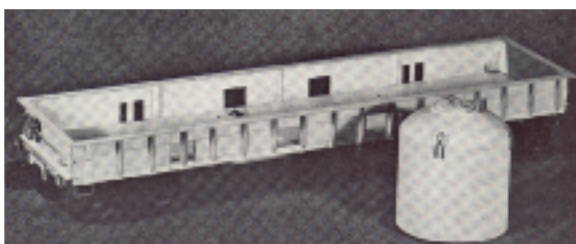
General loco



pickle car



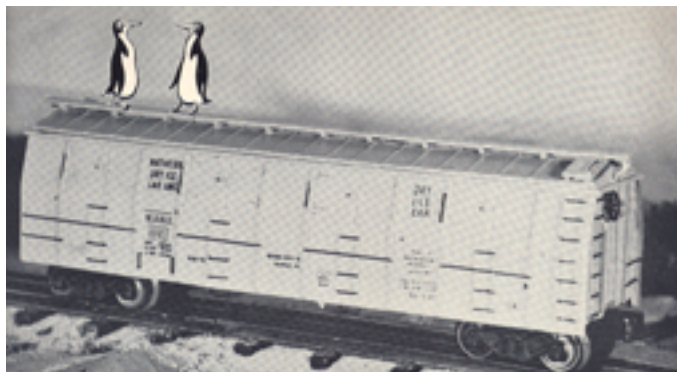
ore hopper



LCL container



A few projects did not show up in catalogs later, but still illustrate Sherman's inquisitive mind, searching for unique items that would add to the roster of realistic, but unique rolling stock for the Lionel hobbyist.



A "dry ice" car. Maybe it was just not unique looking enough, or maybe the Lionel marketing folks figured not enough people had ever heard of "dry ice" in the early 1950's to be able to sell enough. Who knows.

Finally, here are the pullmans that Sherman built. Of course Lionel finally did other styles of passenger cars, but other than the dome cars of the '50s and '60s, it took another decade until the 70s for them to do so.



# WINNERS !

Lionel NYC Flatcar	Katie Elgar
Lionel New Haven Boxcar	Bob Dennison
Lionel NP Boxcar	Art Triant
K-Line Ewing Oil Tank Car-TTOS 1989	Bob Prehara
K-Line GE double dome tank car	Frank Birney
Mystery Raffle	Bob Dennison
\$50 Drawing	Frank Birney



Rodger, the friendly Bus Driver to Prescott



## THE MAIN LINE

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Here is the Beat the Heat bus tour crew, just arrived at Peter and Mary Jane Atonna's home in Paulden. Morning train shopping is done, lunch served, and now it is time to begin an afternoon of layout visits. And to think, some people would rather spend the day at home rather than this!