



GRAND CANYON MODEL RAILROADERS

MAIN LINE

AUGUST, 2021

Volume 30

Number 8

PRESIDENT'S MESSAGE

by Dave Brown

It's August and we have two events happening. First is the Beat the Heat bus tour. Four convenient pick up points, train videos on the way and back, an optional lunch, a \$25 raffle, priority admittance ahead of all the other people, then the bus will be visiting several layouts in the area. So if you haven't signed up yet, Hurry up.

The second event is the week after the bus tour, our regular meeting. The board meeting starts at 8:30, meet and greet at 9:00 and the membership meeting at 10:00. This is our Guess the Heat meet. Bring a car with your guess at what Sky Harbor will state the 11:00am temperature is. What ever Sky Harbor says it is will be the winning number. If they say it's 32 degrees, then 32 is the winning number even it is 120. we have no control over Sky Harbor, so what they say is final. The person closest without going over will win six monthly tickets. If all guesses are to high then the closest to Sky Harbor will win.

I know covid is making a come back, I hope it wont goof up plans for the rest of the year. We still have the September Mini meet, and being in September it can be quite hot so I hope we can be inside for that one. Also in September, on the third Saturday will be a work party on the trailer. It's been well over a year since it has been used, so we need to check it out and clean the track because Railfair is right around the corner - happening on the first weekend in October.

Our last meeting of the year will be our big raffle, hopefully with a pizza meet and drag races. Of course there is the three club Christmas party in December that we will get info out to you soon. Also we may be running trains out at Adobe Mountain Park toward the end of the year. More on that to come.

Hope to see you on the bus as well as at this month's meeting.

CALENDAR

GCMR meets are held at 9:00am in the Parish Hall of Our Saviour's Lutheran Church at 1212 East 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 21 - Beat the Heat Swap Meet - Prescott. Bus tour to the Meet. See the flyers this issue

August 28 - GCMR meet - Our Saviour's Lutheran Church

September 25 - GCMR meet - Our Saviour's Lutheran Church

October 23 - GCMR meet - Our Saviour's Lutheran Church - Annual raffle drawing, pizza, drag races

November 20 - Desert Division Turkey Auction, Paradise Valley United Methodist Church.

Info:tcadd.org

LET'S HEAD TO THE NORTH COUNTRY

Join the group for a day of trains and layout visits

The streams are running, the land is lush green and the trains our out. So, the best way to enjoy a day of trains in the Prescott area is to join your friends on the bus for next Saturday's Beat the Heat Meet. We'll make it easy, you will get into the meet as soon as you arrive, no waiting in line. If you want one, your lunch will be delivered to you and when done, hop back into the bus to visit some great layouts - perhaps a spectacular outdoor large scale layout, a massive high rail O scale layout, a beautiful, scenic HO layout.

In the hall, every table is sold out, so it will be filled with trains of all scales
Just fill out the form in this issue and send in today!

Remember: August is our Guess the Heat contest with the winner getting
three (3) annual raffle tickets (white).

Your entry is your guess using the **LAST 2-3 digits** of the engine or rolling stock
you have brought and which did not go over the temperature as of 11am.

One person per number. First come, first served.

SCENIC RAILWAYS

Lin Sinclair

For this month's DIY model train project you will need:

1. 60 acres of New Zealand "bush" land which surrounds a pretty steep mountainous incline.
2. a) Mechanical engineering skills sufficient to design your own i) locomotives with fore and aft cabs and the power to navigate the mountain fully loaded, ii) hopper cars of a construction capable of carrying loads of wet clay down your own personal mountain, and iii) (eventually) open air passenger cars; b) electrical

engineering skills sufficient to design a system that will be self- contained within this custom-built train system; c) civil engineering skills sufficient to design an overall scheme that can accomplish all of the complicated grading, build-ups, tunneling and detonation required; d) drafting skills sufficient to communicate all of the related plans to any highly skilled labor that might be able to handle the logistics of this particular project; and e) the resources to pay for all this.

DOWNSIDE: This doesn't really look like a month-long project, right? (Think decades...)
UPSIDE: You're going to make SOOOO many people really happy.

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Okay, so today the U.S. has quite a few historic/heritage traditional “narrow gauge” trains operating in 3-D on a limited basis. Ditto New Zealand. Both countries have relatively VERY small scale train layouts operated by resident clubs (known as “model” trains in the U.S. and “miniature” trains in New Zealand). This story is nothing like either of these scenarios. And especially not fully operational, full-sized antique trains.

This is a story about one guy in New Zealand who--despite the lack of any apparent formal training--accomplished the completion of a functioning 15-INCH gauge train that eventually became self-supporting. A train with a popularity that has had paying passengers coming back over and over across a protracted period of time. And a train capable of attracting new paying patrons as well as time went by.

Why 15” gauge? One of the stories told was 15” gauge was the minimum space that could accommodate a bench seat that would just barely fit two average-gauged derrieres. [That would have been before the days of binge-watching TV, I suppose—and presumably with other types of accompanying binging as well. ;-)] This dinky little train today carries passengers up to a height of 172 meters (their claim, not mine). To give it some scale, my measurement calculator says 172 meters is equal to approximately 564 feet; which divided by the height of the average household ceiling (8 feet) I call equal to approximately SEVENTY stories. [Independent source: Luntsfords Mountain in Fauquier County, Virginia, is listed by Topozone.com as having an elevation of coincidentally 564 feet/172 meters, so somebody somewhere is for sure calling that measurement a “mountain”.]

That New Zealand guy with the 15” gauge train--Barry Brickell--said his father had wished for him to have a conventional career: Forestry, teaching, etc. He did get a degree in geology and botany, and was able to get a teaching job in secondary education with that education. His ultimate goal, however, was to be a full-time stoneware potter—not really a “conventional” career. In 1961 he left teaching—his net

assessment being: "I've got no charisma - none at all." What Barry Brickell DID have was a vision that he successfully brought into being.

Barry Brickell purchased the present day Driving Creek Railway property (located near Coromandel, New Zealand) in 1973. Its potential value for him was as a rich source of “yellow plastic clay” to mine for his ceramics/sculptures and to build a railroad to bring that clay to a location easier for him to work with other than at the top of his mountain. The property was originally poor quality scrub and farmland, but Barry Brickell quickly began to reforest his land with native species. The railway was not to be a haphazard effort: Barry Brickell had a clear desire to create a replica of an Ongerue bush tramway he had seen many years before, and which had long since vanished. Some folks jokingly said a side benefit of the land was Barry Brickell’s being able to “play trains” with his 60-acre domain.

Barry Brickell was a big believer that “rail has got to have a constant gradient” and he was known to have designed a personal “measure of thumb and surveying”, with which he laid out his railway with just the right gradient, employing little bridges crisscrossing over one another to delicately implement that gradient along all of his track work. His railway design was reportedly recognized by the Institute of Professional Engineering NZ as a serious example of civil engineering and he received a “Certificate of Recognition” regarding same.

Barry Brickell eventually planted hundreds of THOUSANDS of kauri, podocarps and rewarewa trees, amazingly funding his bush restoration and wildlife sanctuary efforts and the construction of the railway itself by selling commercially popular pottery. Not coincidentally, many an artist or potter arrived at Barry Brickell’s property--expecting to find an artistic retreat--only to be put to work instead on a railway designed to bring clay down from the upper property quarry down to Barry Brickell’s studio, as well as to transport wood to feed his self-built kilns! Barry Brickell poured quite a lot of money into his railway’s construction before it was granted a license to carry a fare-paying

public in 1990—a much beloved goal was reached which managed to net Barry Brickell a big financial payoff!

I used to have a co-worker from New Zealand. His cubicle at work was lined with lushly colored photos of his homeland. It always reminded me of the pictures I had seen of the Emerald Isles, with their gently rolling hills and their shifting-sugar appearing mounds scored with different shades of green parcels of land, from forest green property boundaries to the most deeply saturated apple green pastures. The views from the top of Barry Brickell's mountain railway rival all those images. The up-close and personal vegetation populating the track landscaping appears surprising with its HUGE ferns and its very tall (up to 50 meters) native Kauri trees (conifers, as are firs and pines) appearing quite stately overhead and all of the strangely bromeliad-looking small natural foliage everywhere along the way.

The whole railway features ceramic-based art along its path: Ornate brick walls, glass-incorporating murals, clay statues, etc., from a variety of artistic viewpoints/scales. This tourist destination routinely gets good reviews for beauty of views, education/preservation value and fun quotient.

Because of its inclusion of a spiral section, a tunnel (great design, of course), switchbacks, bridges, viaducts, loops and a drop-dead/dead-end awe-inspiring scenic promontory (referred to as the 'Eyefull Tower'), this earthy attraction qualifies more as a "Mr. Toad's Wild Ride", minus the speed and jolts. The "Eyefull Tower" has got to be one of the best terminal vistas in the world, with its unobstructed spectacular view of the not-too-distant Hauraki Gulf. The "Eyefull Tower" portion of the ride DOES have one scary aspect: It depends on the engineer/driver to successfully slow down the train at the end of the line and bring the cars to a gentle FULL STOP—because there is barely

what could figuratively be called an upright barrier, and then the track just ends right before a literal drop-off!

This story is really about one very successful artist's creative vision that spanned most of his lifetime. And it is a story about an artist who just happened to passionately love steam/rail/trains, as well as early industrial sites, engineering and geology, as well as native New Zealand flora and fauna. ...

Barry Brickell actually managed to combine most of his strongest interests in his Driving Creek Railway property. (Barry Brickell, author, *"Rails toward the Sky"* (2011)). Not the worst project, overall, I guess...

Barry Brickell died in 2016 at the age of 80. His property is now in a public trust and cannot be sold. NICE.

DO YOU LIKE "REAL TRAINS?"

by Peter Atonna

In Arizona, we had two of the original trans continental railroads, the Santa Fe and the Southern Pacific. They crossed the state in the late 19th century and eventually served, or connected to, almost every mine and town in the state. Of course, their descendants, the BNSF and the UP still serve Arizona.

As with many other railroads, both of our railroads have historical societies to preserve and share information about their subject lines.

They maintain archives, publish periodicals and hosts conventions. In fact the SP Historical Society has had national conventions in Tucson and Tempe while the Santa Fe group has had a convention in Flagstaff and will be back in 2023.

If you are interested in joining either of these, following are copies of their quarterly magazines and information on joining the organization.



Santa Fe Railway Historical & Modeling Society

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PLEASE NOTE: Society memberships do not follow the calendar year. A membership year is defined as any four successive issues of TRAINLINE. Foreign residents please make funds payable in U.S. currency.

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I am most interested in the following:

Modeling	_____scale	Time period of interest:	_____
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Steam	<input type="checkbox"/>	Cotton Belt	<input type="checkbox"/>
Diesel	<input type="checkbox"/>	Other subsidiaries	_____
Technical Info.	<input type="checkbox"/>	Photography	<input type="checkbox"/>

I can provide assistance in the form of photos, articles, diagrams or drawings in the following areas:

THE NEW STATION

by Peter Atonna

Those who have visited my layout know that the current version, six years old now, features a downtown scene as the major highlight as you walk in. Roughly based on Chicago, it featured a TrainWorx model of the historic Chicago Union Station which is situated at the far end of “downtown” next to the train shed. As in Chicago, the tracks are a level below street level.



Unfortunately, in its present location, it is not particularly visible, or have a “presence”. As you can see from this photo, here is what you see of the station when looking straight at downtown. Not only is the color grey, but the wings are only one story high, and thus not very visible when looking down the street. In the earlier version of the layout, it was located right at the edge of a table in the location of the earlier “downtown” section.

Several months ago, I decided I wanted to have a new station for that location with greater visibility and more color.

Searching the internet, I finally found a Northern Pacific station in Livingston, Montana that fit my bill. Although not a typical “station” looking building, I really like the scale, color and size of this building.

So, this would become my new downtown station. And as I’ve done with several of the



earlier downtown buildings, this would be a scratch built project.

I removed the old building. measured the footprint available and drew up a set of fairly general plans. Its footprint is 31 by 14 inches, roughly the same as the old building.

Fortunately, I still had a stock of 0.04” sheet styrene and 1/8” Masonite. All that was needed were Plastruct embossed brick and roof shingle material, styrene strips of varying sized and Grandt Line windows and doors, close to the style at Livingston. And thanks to Joe Fauty, those were ordered.

Masonite is for the base/sidewalk and for the roof plate. The walls, roof and roof bracing are all styrene. Interior bracing is needed for a building this size and that was ripped to size from 2x4” stock.





Chicago Union Station went back into its box and will be sold at the upcoming January Desert Division auction.

Interior lighting is two tiers of warm white LED strips.

Major buildings such as this have taken about 4-6 months. Of course, they are not worked on but an hour or two a day and many times, I need to let the plastic cement dry. But the station is now in place, wired and welcoming travelers

REPORT ON THE TEMPE UP BRIDGE COLLAPSE

PHOENIX (3TV/CBS 5) – The National Transportation Safety Board (NTSB) on Thursday released a report containing new information about the Union Pacific train derailment that damaged a portion of the Salt River Union Pacific Bridge in Tempe exactly one year ago Thursday. The derailment happened when a westbound Union Pacific Railroad freight train traveled over Tempe's Salt River just after 6 a.m. on Wednesday, July 29, 2020. The accident sparked a massive fire on the bridge. It was the second derailment in that area of tracks in less than a month. And although the first derailment didn't draw too much attention at the time, the second derailment caused extensive damage and closed the bridge for repairs.



This image contained in the NTSB report shows the moment of the train derailment.

(Source: NTSB)

The FBI ruled out foul play in the [initial NTSB preliminary report](#) released in September, 2020.

Thursday's release included toxicology reports on Union Pacific employees, including the train engineer, conductor and brakeman. Those tests showed nothing abnormal. Union Pacific officials acknowledge disrepair as the cause behind the July 2020 derailment. "We determined that the cause was a wide gauge due to the ties and fasteners in that location at POD [point of derailment] being in disrepair," Union Pacific officials said.

SETTING UP FOR CACTUS

John Draftz photos



DURING CACTUS

John Draftz photos





great to have an Arizona specific train running on his layout.

However, Lionel is not precise about set and locomotive details (generic runs with different road names), I was concerned that this loco and cars are not close enough to the prototype to open my wallet.

Looking at it closely, it turns out to be a pretty good representation of #29. Two main changes would have to be made, put full steps from the pilot to the running board and install a set of the unique piping on the fireman's side. There may be other details, but for a set I never thought I would see, close enough.

But, one more item was critical, and that was not visible on the illustration. Do the cars have Harriman rather than clearstory roofs? An email to Lionel brought a nice reply from Ryan who said they are not specifically Harriman, but the arched roofs used on earlier series of cars.

Enough for me. The order is in.

LIONEL PRODUCES A GRAND CANYON RAILWAY TRAIN

by Peter Atonna

A surprise in the summer Lionel catalog was a Grand Canyon Railway set pulled by GCR #29. This excited your editor as he felt it would be

GRAND CANYON RAILWAY STEAM PASSENGER SET

Now available in the Lionel catalog is a new addition to the Grand Canyon Railway set. This set includes the locomotive and passenger cars, all of which are new to the Lionel catalog. The set is made of high quality plastic and is designed to look like the real thing. The set is made of high quality plastic and is designed to look like the real thing. The set is made of high quality plastic and is designed to look like the real thing.

FEATURES

- 1. Detailed locomotive and passenger cars
- 2. Realistic engine design in clear plastic
- 3. Realistic engine design in clear plastic
- 4. Realistic engine design in clear plastic
- 5. Realistic engine design in clear plastic
- 6. Realistic engine design in clear plastic
- 7. Realistic engine design in clear plastic
- 8. Realistic engine design in clear plastic
- 9. Realistic engine design in clear plastic
- 10. Realistic engine design in clear plastic

SET INCLUDES

- 1. Locomotive and passenger cars
- 2. Realistic engine design in clear plastic
- 3. Realistic engine design in clear plastic
- 4. Realistic engine design in clear plastic
- 5. Realistic engine design in clear plastic
- 6. Realistic engine design in clear plastic
- 7. Realistic engine design in clear plastic
- 8. Realistic engine design in clear plastic
- 9. Realistic engine design in clear plastic
- 10. Realistic engine design in clear plastic

ADDITIONAL FEATURES

- 1. Realistic engine design in clear plastic
- 2. Realistic engine design in clear plastic
- 3. Realistic engine design in clear plastic
- 4. Realistic engine design in clear plastic
- 5. Realistic engine design in clear plastic
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- 9. Realistic engine design in clear plastic
- 10. Realistic engine design in clear plastic

CACTUS MEET REPORT

by Glenn Saber

July 24th, 2021 ... FINALLY ... we had another Cactus meet at the North Phoenix Baptist Church ... the 1st Arizona indoor large toy train swap since the start of Covid 19.

I think we threaded the needle between the recovery from the original virus and the concern with the newly morphed Delta variant. Our numbers weren't all that great, but not bad considering. The swap hall got reduced in size by 1/5 with partitions, so could only sell 123 swap tables vs our usual 151 and only managed 101 tables sold - still the largest indoor toy train swap in Arizona. In Addition, our General Admission was down from the usual 350-400 people to near 300 as it rained cats and dogs.

All this affected our bottom line. Average net profit from past swaps was about \$3,300 to only approximately \$1,760 for this swap. This still is a decent profit for the Club and all involved had a good time as I heard good reviews for both sellers and buyers.

The Cactus Winter swap has been scheduled for February 19, 2022, and, after 12 years of honing the Armory and Cactus swaps identity, reputation and profitability, I will be stepping down as Swap Chairperson. I will still be involved with Casey Cactus artwork, printing, advertising and day-of-show tasks, but it is time for others to grab hold of the steering wheel.

ANOTHER SURPRISE FROM LIONEL

by Peter Atonna

If you have the summer Lionel catalog, another surprise is that a new

Amtrak engine is being offered. It has been several years since any Amtrak offerings have been made, but with the full catalog we have a new Acela and now a Genesis diesel.

With Amtrak celebrating its 50th Anniversary, most model companies are offering a wide range of Amtrak locos and cars. And since Amtrak has six paint schemes for their locos, most of them are also being made.

And for me, finally after a five year wait, Sunset Models have produced not only their Amfleet cars but also the newer Viewliner cars (of course, as I write this, they have been sitting in a container ship off Los Angeles harbor for a week, waiting for a dock to unload - but after a five year wait, this is not that bad!)

TrainWorld recently hosted a web broadcast featuring reps from most manufactures who presented their various Amtrak offerings.

Ryan Kunke, from Lionel, discussed the new LionChief offering, but admitted that the two schemes were not up to what others were offering. But then, with a grin, he noted a surprise, later in the year, Lionel would be announcing the Genesis loco in ALL six Amtrak 60th schemes. As he said, "you heard it here first!"



Model Train Swap Meet Save this Date

Saturday October 9th, '21

All Scales

Arizona Railroad



Historical Society



Vendor Tables \$25.00 each

To sign up, send stamped
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ARHS, P.O. Box 5816,
Glendale, Az. 85312-5816

9:00am - 1:00pm

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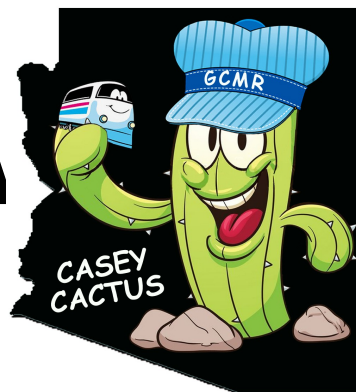
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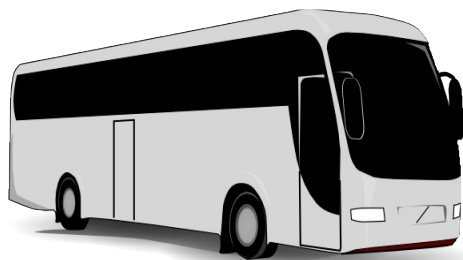
(Swap meet presented by Central Arizona Model Railroad Club)



SATURDAY, AUGUST 21, 2021

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Number of adult GCMR club members: _____ at \$35 each = \$ _____ Bus Trip Presented By:

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Total: **Make checks payable to "GCMR"** \$ _____

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