



# GRAND CANYON MODEL RAILROADERS

## MAIN LINE

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### PRESIDENT'S MESSAGE

by George Bean

The meeting last month was just a little short on people in attendance. I believe that it was due to the fact we had a work day on the trailer and who wanted to spend a day in the AZ heat. However, the work on the trailer panned out and we got the HO moved down and a small 027 loop installed on the old HO platform. At the same time we removed the old O-gauge outer loop and replaced it with Lionel Fastrack. This looks much cleaner. We spent several hours (ok maybe not hours), but we did spend some time to make sure the track did not have any misalignment. We also spent some time on the S-gauge track, reset the hold down screws and made sure that it was in alignment at the wing pivot locations.

Now that we have all of the minor repairs complete I believe it is time to dress up the trailer with some accessories. I have a couple of things in mind and will bring them to you at the August 27 meet. I understand Glenn is working on the rack for the modules and he may have something to put before us at the meeting.

Speaking of Glenn, he has stated that he will have his layout complete and he will have an open house after the meeting. I'm sure that he will provide some type of refreshments for us.

Our theme for the meeting will be "Show Us Your Weathered Structures" (houses, buildings, train stations, and etc.). Yes, you can also bring any train

that you may have weathered. We will have a guest, Bruce Bessette from Tucson, to demonstrate how to weather items. This is a subject that I know nothing about and I hope to pick up some pointers on this subject.

We have been approached to maybe work with the museum at Adobe Mountain and to have our trailer up and running on week ends. I believe the dates would be from October through April. I think this would be a great opportunity to let others know who we are and possibly raise some funds at the same time. I will try to have more information for you at our August meeting.

My thanks to Gale for bringing out rolls and coffee to the Adobe Mountain work day. I would also like to thank all that helped with the work. I'm looking forward to seeing some better trains running on the HO. The little circus train has worked well but it is time to give it a break.

I'm not sure if the news letter will be out before the "Beat the Heat" meet, if so I hope that you have made your reservations with Dave Brown. It's a great trip. I hope to see all of you on the bus!

### 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 27** - GCMR meeting - Our Saviour's Lutheran Church

**September 24** - GCMR meeting - Our Saviour's Lutheran Church

**October 22** - GCMR meeting - Our Saviour's Lutheran Church

## OTHER TRAIN EVENTS

**August 20** - Beat the Heat swap meet - Prescott.

**November 5** - Gadsden Pacific Museum swap meet - Tucson -Las Cazuelitas Events Center, Grant Road.  
Info: [bud@at.tuccoxmail.com](mailto:bud@at.tuccoxmail.com)

**November 18-20** - Cal Stewart Meet, Pasadena, CA

**November 26** - Turkey Meet - Chaparral Suites, Scottsdale

**November 27** - Turkey Meet Auction - Chaparral Suites, Scottsdale

Our club information will be slim this month as with the trailer building session in place of a regular meeting, there will be no meeting notes, drawings or regular meeting photos. However, Dave Brown has the following article describing the activities at the work session.

## JULY WORK PARTY

by Dave Brown

Instead of the usual club meeting in July, for the umpteenth time the trailer had some track work done. The first job was to move the HO loop from the top tier back to the main table, and in its place return the 0-27 gauge track loop to the top tier. The HO loop has been expanded to run on both sides of the center island, meaning that the MTH 0-31 track

has been realigned to also run on both sides of the center island, but inside the HO loop. The last alteration was to change the 0-72 O gauge from tubular track to Lionel FasTrack.

People started gathering at 6:00 am to take advantage of the cool morning temps. At about 10:30 some of the crew took a short break to go to the "In The Heat" meet. Returning around noon, the crew worked till about 4:00 in the afternoon. Yes, it was hot when we left, but all the work was completed.

I would like to thank the crew that worked on the trailer. They were: George Bean, Bob Prehara, Bill East, Bill Richardson, John Draftz, Glen Sabler, Jack Eaton Larry Marvin and Dale Downing.



The workers really were "workers"

### Board of Directors

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**Big tools for a big job**



**Glamour shot**



**Yes, I really was born to be a Straw Boss**



**Actually, this really was a fun day!**

## **THE STORY OF LIONEL' S PS-1 BOXCARS**

by Todd Wagner (reprinted from the OGR Chatline)

There's not any great story associated with the PS-1 in particular, but I'll give a little background on the Standard O freight cars in general that I managed in the early 2000's.

Sometime in mid-2000, the "Product Guys" - me, Eric Shreffler and Ken Sylvestri - met at Ken's house to plan the 2002 product line. Lionel had already shipped the "new" 8000 Gallon Tank Car and the Cylindrical Hopper, which

apparently were nothing more than copies of the Intermountain and Atlas cars. When the topic came around to new freight cars, Ken wanted to do new cabooses (Bay Window and Extended Vision) and I had suggested two others - a stock car (not modeled





by Lionel previously in Standard O) and a longer "mill" gondola, as the existing Std. O gondola was quite the oddball.



Ken kicked-off the cabooses just before his departure in late 2000. In early 2001, Eric and I were placed in charge of the product line, and we needed to get to work quickly on how we were to shape the remaining 2001 - and beyond - product lines. Fortunately, a nice bit of good luck landed in our laps, in the form of Brit Richard Webster, formerly of Kader. One of Richard's first tasks was to put together a group of designers in China that would work exclusively for Lionel and be independent of the production partners there. Some of these guys were the same ones that designed much of Bachmann's successful On30 and Large Scale lines, and were the same ones that would later design FasTrack. Working closely with Richard and his designers, we started work on the stock car and what became the PS-5 Gondola.

First up were the trucks - I wanted new trucks from the ground-up, and gave Richard one of the "thumbtackless" postwar trucks (like on the passenger cars and bay window cabooses) with the suggestion that it would be nice to lose the thumbtack. The resulting design (while admittedly overbuilt) accomplished all the features we laid out: no thumbtack, scale size, needlepoint axles AND truck bearings for low rolling resistance, a real working "sprung" suspension, and absolutely bullet-proof coupler operation.

We chose those particular stock car and gondola versions simply because we had quite a bit of information in the Marketing Library on them.

Pullman-Standard seemed to feed a lot of information to Lionel over the years, and as a result we had builder's drawings for most of the PS Series. We spec'd a similar laundry list for the new cars: scale size, etched brass for things like roof walks, wireform for piping, and die-cast metal for stirrup steps, ladders and underbody details. We handed-down one more guiding principle: if a decision came down to "scale/more fragile" versus "oversized/more sturdy" for a particular part of a design, they were to take the oversized/more sturdy path. After all, we saw it that Lionel was a toy train company that happened to make a scale line of trains, and not the other way around. We didn't quite accomplish everything on the first few car designs - there was plastic underbody detail on some, if I recall correctly - but we upgraded everything to metal within a year or two.

The PS-5 Gondolas were first, followed by the PS-1 Boxcar (6- and 8-foot door variations), PS-2 Hopper

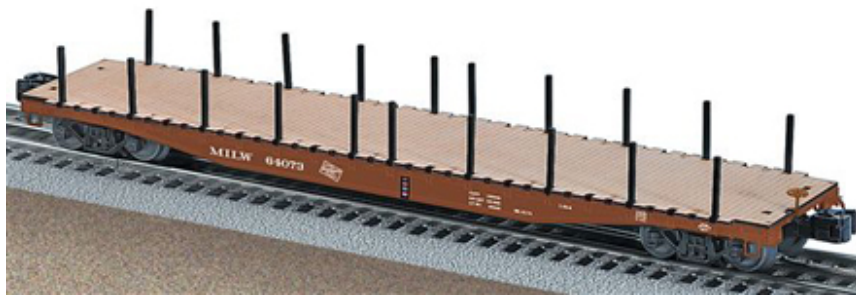


(two completely different versions) and the PS-4 Flat Car. We never really had plans to do the PS-3 Open Hopper, as the design was something of a prototypical orphan, with only a small number of roads purchasing the design. These releases were intermixed with several other new freight car designs through 2004 - the Milk Car, Tank Train, Steel-sided Reefer (and variants), Double Door Boxcar, Offset Hopper, Aluminum ACF Hoppers, I-12 Caboose, PS-4 Flatcar with Trailers, Hot Metal and Slag Cars,

and probably one or two others that I can't recall at the moment. While I was the guy ultimately responsible for these cars, proper credit also goes to all the folks mentioned above, plus Dana Kawala, Todd Eib, Matt Ashba and Bill Leto who carried the torch in later years. Project Managers Steve Greening and Lionel Grange made sure we didn't get too crazy. And while I'm dropping names, I should note that



So that's the short version of how the freight cars, including the PS-1, came to be. I've got to say writing this was a pleasant trip down memory lane, and I'll admit I still get a kick out of seeing something with which I was associated at a local show... "Hey, I had something to do with that!"



Dick Maddox, Bill Bracy and John Brady gave us just about complete free-rein so that we had the support and resources necessary to complete the task. In return, we gave them the sales dollars and margins necessary so that we could do it all again the next year.





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This month, you can read the story of the development of Lionel's series of full scale freight cars based on Pullman Standard prototypes