



GRAND CANYON MODEL RAILROADERS

MAIN LINE

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Number 2

PRESIDENT'S MESSAGE

by George Bean

We have completed our first meeting of the year and it was full of information. It was good to see everyone again. We gave out two awards. Bill East received an award of the past president and Bob Prehara for holding down the treasury position for the last 7 years. Thanks to both of them for their service to the club. Don't miss any meetings there are more awards coming.

We are moving forward with the Midwinter meet. As of this writing we have reservations for over 100 tables with payments. Bob Gacey will provide the audio equipment and Bill Richardson's daughter will work the food again. All of this is great news and it looks like the meet will once again be a success.

We have several dates set for the trailer and modules this year. If you have not run with us I would encourage you to do so. Not only do you get a chance to run and show off some of our hobby to the public but it also provides us with an opportunity to develop ideas and up dates for the trailer and modules. I will send a calendar to Peter for the news letter. The event coordinator will be listed on each date, please contact them if you would like to run.

As discussed at the meeting we are working on the Ambassador theme for the club. If you have any ideas please pass them on to the board.

As we go to press with this news letter I have a deep concern about our membership, or should I say the loss of membership. In 2006 we had about 36 members. I'm not sure that we will hit 26 this year. I am open to ideas on what we can do to stop this trend and turn it around. We need to talk to all of our train friends to encourage them to check us out. Most of us know at least one, if not more, individuals that have trains and are into this hobby. Let's talk to them and work on adding to the membership. I know when

being out showing the hobby with the trailer and the modules we can make contact with several that share our interests and if we let them know about us they will join. Please when you are running trains talk to the people around the trailer or modules. I also know that several of our members are in other clubs. Let their member know that they are welcome in our club also and that we are not trying to duplicate or infringe on their club. We are an operating club dedicated to the promotion of the hobby around Phoenix and the local area.



Some of you may know that I have built a bridge for my home layout. It is coming along quite well but I am stalled in the development of the motor for the lift. The motor I was going to use (a landing light retract motor for an airplane) has a burnt out field winding. So I ordered out wire for it and I will rewind the field windings (75 feet) one turn at a time. I'll keep you

posted if it did work. If it doesn't work you will never know about it. Just kidding. See the pictures.



I hope to see all of you at the swap meet.

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.

February 19 - GCMR Mid Winter Open Meet

March 26 - GCMR meeting - Our Saviour's Lutheran Church

April 23 - GCMR meeting - Our Saviour's Lutheran Church

OTHER TRAIN EVENTS

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.

MEETING NOTES

+ The upcoming June Meeting will devote some time for Recognition of long time Club Members.

+ The Special Presentation made today is to Bill East: GCMR President for past two years.



+ Also a special Presentation was made to Bob Prehara: Treasurer for the past 7 Years.



+ Secretary's Report:

November 2010 Regular Meeting Minutes were read and approved. Reminder that end of February is deadline for 2011 Dues. Forms available at the head

Board of Directors

President:	GEORGE BEAN	623-975-3823	Treasurer	BOB PREHARA	602-841-9552
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table to fill out for renewal. Remit dues to Treasurer and give completed form to the Secretary.

+ John Draftz commented on being cautious of sensitive issues being printed in the Meeting Minutes. Secretary Johnson noted that items of that nature are generally restricted to only Board Meetings and not published.

+ Invoice to Armory (Mid-Winter Swap Meet) for Security and Rental will be paid this coming week.

+ Discussion was held on the Open House at the Church in December (Run Day). Dave Brown stated that the public attendance was so meager, he questioned whether it was worthwhile to continue this annual event? John Draftz noted that maybe we could advertise in the local area schools with a flyer or something similar. Bill Richardson commented that the Adobe Event (about the same time) is an excellent venue for the Club Trailer, etc. and the Church Open House is basically a dud. More discussion continued on viability of the event by Glen Saber, Art Triant and others. Motion was made to discontinue the Church Open House by Jack Eaton, Seconded by Paul Boston-----Motion Approved

+ Dallas Dixon noted that the Falcon Field Trains, Planes and Automobiles Event is scheduled for April 2, 2011 (Saturday) The Club should plan to have the trailer in the regular hanger as in the past.

+ President Bean noted that we need to get Member Information updated and each of us strive to bring in more members. More on this later.



Mid-Winter Meet Discussion

+ It was noted that it is very important to recruit new members at the Meet. President Bean indicated that we need at least two participants for each function listed on the Meet Volunteer Sheet. Glen Saber and Dallas Dixon agreed to sell admission tickets outside

before the doors are open and pass out membership applications at the same time. Mrs. Richardson (Trisha) will sell raffle tickets on the floor. Bill Richardson's daughter (Kate) will handle the food counter again, and Dave Brown will procure the food, coffee and donuts.

+ Raffle Ticket Prizes committed by Glen Saber are:
- Player autographed football from Arizona Cardinals (\$200 value)
- Grand Canyon Railway Adult Roundtrip ticket for 4 (\$280 value)
- OGR Publishing two year subscription (\$63 value)
- Orange Empire Railway Museum Run One Alco Engine Experience (\$190 per hour)
- Verde Canyon Railroad Adult Coach Class tickets for two (\$110 value)

+ Wayne Ross mentioned that the Cumbres and Toltec excursion railroad (Chama, NM) will probably come through with some tickets as well, and Classic Toy Trains magazine with a free subscription should be coming by the time of the Meet.

+ Kid's Layout at Swap Meet to be manned by Bob Prehara's granddaughter. We will need one more person.

+ Regarding the Mid-Winter Meet, Glen Saber and George Bean mentioned that we need to come up with a Motto and a Mission Statement for the Club as well as appoint one or more Ambassadors for each event whereby we run the trailer or modules, and of course the Mid-Winter Meet.

We are a mobile club as noted in the discussion and Art Triant mentioned the therapeutic value for young kids to see and run toy/model trains. We should find more locations to do that. One idea is to have a couple of special colorful vests made for the Ambassadors to wear at our venues and assign one or more folks to that task. Ambassadors will talk up the club, pass out recruiting flyers, etc. Ken Barnes noted our mission statement should include something on education. The Ambassadors appointed for the Mid-Winter Meet are Bill Rodgers, Paul Boston, John Pryor, and Sam McElwee.

+ Table Setup for the Mid-Winter Meet to be determined with 100 tables on the floor. 61 tables are sold with an estimate of another 40 prior to the Meet.

+ Members should arrive at the Armory at 4:00 pm for setup on the Friday before.

+ The advertising Flyers for the Meet include a \$1 off coupon so be sure to spread them around. S Gaugers will have their modules setup, but no O gauge units.

Work on Trailer Layout

- + President Bean noted the following changes to be done on the mobile layout:
- HO track will go back down to main level and 027 back on top.
- Label Track with the proper gauge. (O, HO, G, S)
- Need to come up with an annual Venue Schedule for the trailer
- Designate an Events Coordinator for each Trailer Event
- Determine actual value of the Trailer
- Get missing items back into the Trailer and repair if necessary
- Bob Prehara motioned to move HO and 027 track sections - Approved

Discussion of Annual Venues for Layout Displays (Estimated Dates)

Adobe Mtn swap meet - March 3
Trains, Planes & Automobiles, Falcon Field - April 2
National Train Day, Williams - May 7, 8
Railfair, Scottsdale - Oct 8, 9
Adobe Mtn swap meet - Oct 22, 23
Cal Stewart swap meet - Nov 12, 13
Arizona Train Museum - TBA

Annual Raffle Modifications

- Open to public maybe
- Maybe only cash (gift certificate) for each prize
- Only \$1000 for gift certificate for first prize, Ford Motor Showroom layout for second prize, and \$100 gift certificate from Sam McElwee
- Reduce \$50 drawing each regular meet to \$25

Table final decision until next meeting. Approved

A PROMONTORY VISIT

by Rod Johnson

Twice a year a very conscientious group reenacts the all important driving of the last spike of the transcontinental railroad completion on May 10th, 1869. This ceremony is performed at the actual site (a National Monument) which is virtually in the middle of nowhere in Northern Utah, but it is easy to get to.

The performers are all decked out in the dress of that time (quite formal)----and the lady participants especially are in quite elaborate dresses with matching parasols, etc. One performance is done on May 10th every year, and the other date is usually the second Saturday in August. I was particularly impressed with the fact that these performers that give the speeches representing Leland Stanford of the Central Pacific, and Grenville Dodge of the Union Pacific and others memorize them word for word from the historical



documents. The gentleman that acted as the Master of Ceremonies picked yours truly to be the Mayor of Ogden, Utah. All I had to do was stand up and wave when the Mayor's name was announced----tough assignment.

For me, one of the highlights was the opportunity to get up in the cab of "Jupiter" and talk to the fireman

(actually firelady) about the operation of the locomotive, the dials, and all that. Of course they actually run the two units during the reenactment ringing the bells, whistles and all. Quite the deal. As far as I know, the Monument is open year around to the public, but if you're in the area on one of the two days they perform----don't miss it.

A COINCIDENCE, OR?

by Peter Atonna

For those of us who are amateur toy train historians, some of the highlights of that history come when one of the train manufacturers comes up with an idea that competitors can't match, at least right away. Perhaps the earliest of these was Joshua Cohen's "invention" of Standard Gauge track. After shunning it for years, his principal competitors, Ives and American Flyer, had to duplicate it to continue competing with Lionel.

Later, Lionel purchased the bankrupt Ives Corporation, supposedly as much to obtain the patent for the reversing unit Ives had developed as anything else.

Then in the '30s, Lionel's invention of a remote control whistle had American Flyer scrambling for years to catch up. When they put a whistle in a steamer's tender in 1950, Lionel quickly sued, noting the close resemblance to Lionel's version.

So, when Lionel invented an operating coupler in the form of a real knuckle coupler, it left American Flyer in the lurch for years. Lionel's original solenoid version was soon replaced by a less expensive and more reliable track based magnetic coil operated version, and still American Flyer could only offer its version of its prewar link coupler.



Finally in 1952, Flyer announced their version of a knuckle coupler, but one which did not infringe on Lionel's patent. It basically consisted of a plunger, which when pushed up, released the coupler knuckle.

But, curiously, competitor AMT (recently purchased from Kusan) also announced that year an operating knuckle coupler which basically operated on the same principal as the Flyer version. The main difference is that the plunger was shaped to appear as an air hose, similar to today's Kadee couplers.



Hmm, where companies friendlier those days, or wasn't Flyer worried since AMT was an O gauge company (although that didn't deter Lionel and Flyer), was some company lawyer asleep at the switch, or what? (Ironically, a scale O gauge coupler by Monarch (I believe) was almost identical to the AMT version, except in my memory, the plunger was so stiff, it took a pair of pliers to move it up and down. Not very handy when switching!

WINNERS!

Bill East:	Lionel Refrig. Car
Paul Boston:	Railking UP Hopper and K Line B&O Ore Car
Bill Rodgers:	Cities Service Tank Car
Ken Barnes:	Lionel Susquehanna Box Car

Mystery Raffle:

Bill Rodgers: Truck Loading Dock

\$25 Drawing: Wayne Ross

THE MAIN LINE

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Construction continues on creating the Town of Ash Fork on the Atonna Seligman and Paulden Lines. You should be able to see the completed town this summer when you come to visit during the Beat the Heat bus trip.