



# GRAND CANYON MODEL RAILROADERS

## MAIN LINE

JULY, 2010

Volume 19

Number 7

### PRESIDENT'S MESSAGE

by Bill East

We are coming down to the wire on the bus trip to Prescott to the "Beat The Heat Meet" train show. We need more members who would like a fun filled Saturday on the second weekend of August. If you would like to come, or if one of your friends would like to come, use the form in this newsletter. The cost is \$30 for adults, \$12 for kids and \$7 if you want the lunch from the people who put on the meet. To date we are still 7 people short, so get those reservations in now. We will start the Saturday with the swap meet, do lunch and then do some layout tours. We are looking forward to seeing all of you on the bus.

As you know, the trailer needs a place to stay, as we must move it to a new location. The trailer has been lowered so we can put it into a standard garage. The club needs your help. If you know of a new home for the trailer, please let me know as soon as possible.

The "S" gauge group ran their modules with the freedom train and other "S" gauge passenger trains as well. The club had its hot dog soda and apple pies in celebration of the upcoming 4th of July holiday. Dave Brown did the cooking, and Dale Downing and Ken Barnes served them.

The July 24th meeting will have the "O" gauge modules running. The theme for the show and tell is you favorite operating car or accessory. Hope to see you all there.

### 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.*

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

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

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

### OTHER TRAIN EVENTS

**August 14** - Prescott - Beat the Heat swap meet and layout tours.

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

### MEETING NOTES

- + Jack Eaton indicated that we still need to find a place for the trailer. The Sands facility where it is now housed will not be available as a permanent home
- + Glenn Saber solicited layouts for open houses. Though several members indicated they have layouts, no one offered to host a visit in the coming months.
- + Dave Brown will host an open house today following the regular meeting.
- + Paul Boston asked the membership for articles for the Main Line. Articles may be sent directly to Peter Atonna or Paul Boston at the addresses in the membership roster.
- + The club's web site, [GCMRR.ORG](http://GCMRR.ORG) is currently limited to information about the February meet. It is available for additions and will be expanded with information supplied by the membership. Contact Paul Boston with articles, information, photos, etc. for use on the web site or in the Main Line. Dave Brown suggested that a home page should contain the club objectives so that persons visiting the site might be encouraged to visit our meetings and join the GCMR.
- + Welcome back George Bean. This is George's first meeting since his return to the Valley of the Sun following an extended tour in Washington DC with

the FAA. You will also note that he won the \$50 drawing this month.

+ Following Show and Tell and the raffle drawings, the members enjoyed our traditional hot dog gala. Dave Brown again cooked the dogs while Dale Downey, Ken Barnes, and anyone they could draft served up the hot dogs, chips, apple pies, and soft drinks.



**Master of the barbecue: Dave Brown**

#### Show and Tell

+ Ralph Treichel showed a flag decorated boxcar. Glen Saber shared his Lionel USPS car, as well as an LGB circus engine, a tent car and an Emmett Kelly car. Bill East shared the American Freedom train, and a hopper with the American flag.  
+ Bill East showed a number of items that are for sale by members.

## **BEAT THE HEAT BUS TOUR**

Time is running out to get the minimum for the bus tour. We need seven more people to make our minimum. We have four pick up points, and a great trip planned. With the price of gas, it well worth the \$30 for the ride, plus you don't have to do the driving, how can you beat that. After the swap meet, we will visit Peter Atonna's layout as well as a few others on the way back down to the valley. Now's the time to get your seat now.



**Master servers: Ken Barnes and Dale Downey**

## **CLASSIC EXCURSION TRAINS TO RESUME**

from the Trains Magazine newsletter

Mainline steam excursions could return to Norfolk Southern rails as early as this fall after NS said Wednesday it is negotiating with Tennessee Valley Railroad Museum to operate a limited schedule of steam locomotive appearances and public passenger excursions beginning later this year.

Norfolk Southern and its predecessor Southern Railway ran an extensive series of excursions each year from 1966 to 1994. The new program, called 21st Century Steam, marks a return to steam-powered public relations on the big Eastern carrier and would highlight important dates in railroad history and provide an opportunity for audiences to learn about modern freight railroads.

The program would feature three venerable coal-powered steam locomotives:

- Southern Railway 2-8-2 No. 4501, a 1911 Baldwin which began the Southern excursions in 1966, and requires a complete overhaul at TVRM, which owns the Mikado. TVRM President Tim Andrews said the engine could be made ready to run in a year if enough laborers are assigned to the engine.

### **Board of Directors**

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- Southern Railway 2-8-0 No. 630, a 1904 Alco product that also ran on Southern excursions from 1968 to 1978. An extensive six-year rehabilitation to Federal Railroad Administration standards is set for completion at TVRM's Soule Shops complex with a target date of September.

- Tennessee Valley Railroad 2-8-0 No. 610, a 1952 by Baldwin-Lima-Hamilton product for the U.S. Army. The engine has been the mainstay of TVRM steam operations since 1990. It also appeared on several Norfolk Southern steam excursions from 1990 to 1993.

The launch of 21st Century Steam would coincide with key dates. 2011 will be 4501's 100th birthday and TVRM's 50th. The year 2012 will mark Norfolk Southern's 30th anniversary. Later this year, Norfolk Southern and TVRM plan to launch a website in support of the program.



Just relax'n: Boyd Reasor and his mom

## THE MOTOR CHALLENGE

by Paul Boston

What could you do with an inexpensive, small, low speed electric motor to make something move on a train layout? That's the challenge, and the winner will receive one of these motors FREE in exchange for their idea!

Here's the scoop on the motor as written by the vendor, Phil Dipple of Phil's Narrow Gauge, located in Colorado. "These are a great little motor for that accessory that needs movement. While rated at 5 Volts DC, I have tested them at 1 1/2 volts. They run at about 30 RPM with so much torque that you cannot stop them. At 1 1/2 volts they pull about 30 mills of current. That will increase under load. Mounting is on the shaft face. 2 holes tapped at 1.6 mm by 35 threads. The mounting holes are 9 mm apart". Taken from

Phil's web site at  
<http://philsnarrowgauge.com/Parts.html>.

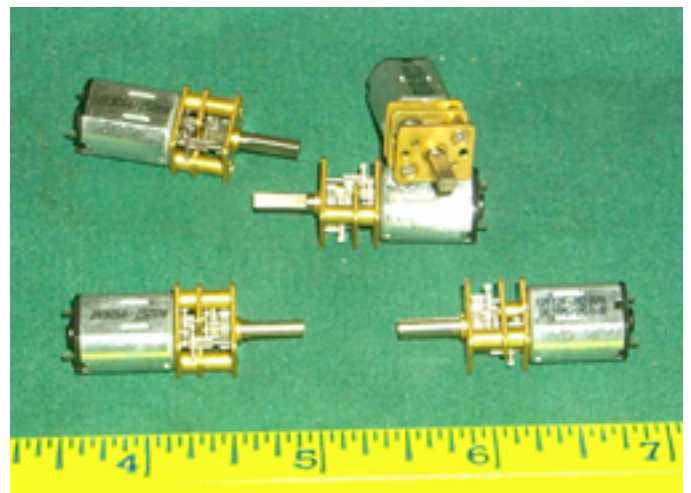
According to the manufacturer at 5 volts they run at 45 RPM and use 80 milliamps of current, so these little guys go slow and sip power. A typical cell phone charger listed at 5 volts or less will run them just fine. In a test a Motorola 4.4 volt charger spun the shaft at about 50 RPM.

How small is small? The motor measures a half inch in diameter and with the gear is 1 inch long. The drive shaft sticks out another 3/8 of an inch.

Now, what can you do with it? I already have dibs on a hot air balloon that rises and falls slowly over the layout, so don't submit that one as it would result in a tie.

Submit your detailed ideas to [paulboston@cox.net](mailto:paulboston@cox.net). No pie-in-the-sky stuff, please, just a real good idea with an adequate description of how it would be built and, if you can, a drawing of how it would be built. We need this to evaluate your idea in light of the enormous value of the prize. (\$5.00) All decisions made by the judges are final, and all entries become the property of ..... Oh, you know the drill!

Final decisions will be made by the committee on the bus trip to the Beat the Heat Meet. You need not be present to win, but we sure would enjoy your company! Winner to be announced an upcoming newsletter.



## JET POWER COMES TO THREE RAILS

*(Lionel's announcement of a model of NYC's famous Black Beetle" brings back one of the more bizarre moments in railroad history. I was living in Toledo, OH at the time and well remember the news articles*



*on the flight of the Black Beatles. The run was conducted just west of town on NYC's longest stretch of straight track. Here is a nice article about it from the website, Dark Roasted Blend. Will I order one of Lionel's, boy it is tempting! - ED)*



Something out of Buzz Lightyear's imagination, this jet-enhanced train car was tested (successfully) in the summer of 1966. This was the time when railroad usage declined in America, as the interstate highway system completed its major routes and airlines drew increasing numbers of travelers. New York Central research team, led by Don Wetzel, was assigned a task to collect data on possible high-speed rail service and whether the tracks could handle high-speed passenger traffic.

You can read the account of the jet locomotive's test in this article, or check out a book "Flight of the M-497" by Hank Morris and Don Wetzel

"Wetzel and his crew adapted two General Electric J-47-19 jet engines, which had been designed as boosters for the Convair B-36 intercontinental bomber. These were mounted just above the engineer's station at the front of the car. Wetzel's original design had the jet engines at the rear, but this changed after his wife, making her point with some sketches on a dinner napkin, suggested that the locomotive would look better with them mounted up front. This switch also helped keep the nose of the locomotive on the tracks. The Cleveland shop fashioned a black streamlined cowling for the front of the Budd car, which was designated M-497. Workers called it the Black Beetle."

The tests have seen the M-497 flashing by at 183.85 miles per hour, a U.S. rail-speed record that stands to this day.

"Jet-powered Budd cars were never seriously considered for practical passenger service, and modern high-speed trains in France, Japan, England, and the

United States all use conventional diesel-electric or all-electric motive power.

Wetzel and his team reused the jet engines for another research project, a high-powered snow blower for opening winter track. In tests at the Central's Buffalo yards, the jet blower efficiently cleared the rails; it also blasted most of the ties and ballast from under them."



Lionel's version



Train guys and food: what can be better?

## NATIONAL O SCALE CONVENTION

by Peter Atonna

As those of you who have been to my layout know, I consider myself a high railer, which means that I try to do my layout with as much full 1:48th scale equipment, buildings and scenery as possible - while operating with three rail track and trains. So, several times in the past ten years, I have gone to a swap meet in Santa Clara, CA called O Scale West. It is devoted primarily to scale O gauge, but three rail items also sneak in. One of the main attractions is that they host open houses around the Bay area and I have been able to see some of the most fantastic layouts ever.

So, this last winter I found out that the National O Scale convention would be held this summer in Santa Clara in place of the winter meet. Mary Jane and I decided to make it our summer trip. (I also used it as

an opportunity to bring some Desert Division Apache Beer reefers to sell on part of Mike Nelson's tables.)

Layouts were open starting in Tehachapi, so we made that our first overnight, although with my 50/50 luck I managed no train sightings on the Loop. Then it was on to Santa Clara for the meet and a week of open houses. Finally, on the way home we overnights in Fresno, as two of the world's finest O scale layouts (my opinion!) are located near Mariposa, a small town tucked in the foothills of the Sierra Nevada mountains.

The swap meet was OK, although I was unsuccessful in finding anything for my newly installed On30 loop on the layout. I did pick up a Lionel Maxi Stack and an Atlas articulated auto carrier car - so tinsplate was there. But in addition to layouts, a trip on the San Jose light rail, one on Cal Train to downtown San Francisco and on the Niles Canyon railroad, made this a total railroad indulgent trip. (Although I will admit, so as not overload her, Mary Jane did not accompany me on the real railroad trips or some of the layout visits.)

Here is a sampling of the layouts visited:



**Bob Brown's On3 layout**



**Tom Davis, one of the Mariposa folk, has a fine high rail layout.**



**Ed Loizeaux's S scale layout**



**Dave Adams' On3 layout with some of the most beautiful Colorado scenery ever**



**Dave Viale, also in Mariposa, has spectacular O scale layout.**





My favorite O scale layout anywhere, Bob Jakl's again in Mariposa



Another scene on Bob's layout. The ship is five feet long and took a year to build.



Finally a surprise, while visiting the Golden Gate club's layouts, in a side room was a standard gauge layout. Turns out it was Tom Snyder's layout, donated to a friend after his death who didn't have room for it, so donated it to the club.

## DOES IT MATTER?

by Paul Boston

We play with our trains, talk trains at the GCMR meetings and share our ideas with each other. But do we impact the larger audience?

The GCMR trailer and modules are a big hit with people that get to see these club effort on the rare outings that are afforded us. Malls want their profit, so displays of trains falls short of their goal of producing verifiable revenue for the shopkeepers and mall owners and these invitations have ceased. We know that kids of all ages enjoy our trains almost as much as we do, but without advanced advertising the shoppers would have to stumble upon us in any venue in order to revel in the joy of toy trains.

The February Meet is one example of how, with a little advertising, we can get people interested in trains. Sure, we have the diehard train buff looking for a bargain, but it is surprising the number of people that just come to our meet to have something to do and share with their family.

Kids watch the trains and sometimes get into the action even without an invitation. At the Christmas open house we had a couple of interesting "events". This guy is watching the "Pure Magic" loops in operation.



The next guy is really into figuring it out.



As he watches, I begin to wonder what thoughts are going on under the NFL cap. The attention he is giving the system is really interesting and it's beginning to feel like an "event" is about to develop.

Then it happens! A sudden deft move of the hand secures a purchase on the throw bar of the turnout, and a theory is tested!



"Yep! It worked! The two engines did a head-on just like I thought" seemed to be the message radiating from that innocent face. Well, not really. He just seemed unconcerned.

Meanwhile it's decision time for the photographer.

Do we get the photo or do we try to save the engines from a head-on. What did we do? You see the photo and you know from the blur of the approaching engine that it's a done deal! Too bad there isn't a next photo to share the rather blank look as he reflects on the crash. The thought seemed to be "That was just as I expected. I wonder what else there is to do here?"

But we did touch a couple lives!

The same loop layout garnered a lot of attention at the swap meet. Enough for one young man to implore his granddad to take it to the next step. Granddad contacted one of the GCMR members to enlist the aid of a member to render some technical assistance with a summer camp that involved toy trains. Imagine that! Someone was actually going to use toy trains and share the joy we all knew, with any child that would come to their camp. Unfortunately, the camp will remain, for the moment, nameless since the Stick was not given permission to share names and photos of the trains at camp. But it did happen, and is going on as you receive this newsletter.

At Easter the GCMR has shared toy trains with the Paradise Valley Methodist Church, and from reports their advertising paid large dividends with many families taking advantage of the spring day and sharing toy trains. The request is already in for next year's visit by the GCMR.

Many of our GCMR members are also members of the P&P club where they are afforded the opportunity of sharing toy trains with the public on a regular basis. The smiles and the comments like "I had one of those back when I was a kid" and the remorse in the tone when they share "I sold it when I was a teenager".

Others ask "Man, can you imagine what those trains would be worth today?"

By asking the question they have already answered what it would be worth today. They are thinking of money, but I am thinking of the joy of having a memory that is so vivid as to return us to our childhood. What's it worth? Priceless!

In answer to the first question, "does it matter?", it seems that when we share our trains we share the joy of our lives, making ourselves happy by spreading joy. It doesn't get better than that.



## A RED - WHITE - BLUE MEET

To help celebrate the upcoming 4th of July theme, at the June meet, folks brought a variety of patriotic equipment to display and run. We thought you might enjoy a gallery of them thanks to Wayne Ross and Paul Boston's photos:



### WINNERS!

Lionel NP boxcar	Bob Prehara
Lionel Louisiana	
Midland Boxcar	David Wildman
Lionel Mobilgas	
tank car	Jack Eaton
K-Line Atlanta West	
Point boxcar	Gordon DeRuiter
Sunoco race car hauler	Gordon DeRuiter
Mystery Raffle	Frank Birney
Bugs Bunny Outlaw Car (Lionel)	
\$50 Drawing	George Bean



George Bean's welcome back to Arizona included winning the \$50 drawing





Couldn't resist showing a few more shots of our California trip - Ed

The Santa Clara SP station has been restored and inside was a nice display of railroad history. The surprise came when I walked into the baggage room and saw a huge HO layout



To the upper right is the SP's San Francisco station, now used as a commuter terminal for CalTrain. This is the lineup ready to head south for the evening rush hour.



To the upper right is the "Skunk" railcar now operating on the Niles Canyon Railway. It delightfully chugged along at a 15mph pace!

Finally, I couldn't resist another shot of Bob Jakl's layout. This is his main passenger station while the bricks behind surround an elevated control station where he, his wife and sons run their trains.

The Main Line  
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### Beat the Heat Bus Tour

One of the GCMR's major activities is our traditional bus trip to the Prescott Beat the Heat Swap Meet. It has always been an economical and fun way to spend the day. We still need a few more people to join us, so please consider signing up.

We will get to the beat to the meet around 9:30 AM. Those who don't want to go to the meet will have use of the bus till about 12:30 PM to go antiquing around the Prescott area. An optional \$7.00 lunch can be purchased from the people that put on the meet. After that time we will be doing layout tours in the area including Peter Atonna's great "O" gauge layout as well as many of the others that can be fit in.

The first pickup point will be at Arizona mills at 6:30 AM, followed by a pickup at Paradise Valley Mall at 7:00 AM, followed by a pickup at Metro Center Mall at 7:30 AM. The last pickup point will be at the Carefree Highway and I 17 area about 7:45 AM.

Please fill in the form below. We need your phone number because the person of pickup point you choose will contact you with instructions on where to meet for the pickup. If you have any questions, call Dave Brown at 480-650-5336. I'm looking forward to seeing you on the bus on August 14, 2010

Name \_\_\_\_\_ Phone No. \_\_\_\_\_

Your Pickup Location (please check):

< > Arizona Mills at 6:30 AM

< > Paradise Valley Mall at 7:00 AM

< > Metro Center at 7:30 AM

< > Carefree highway at 7:45 AM

Number of Adult riders \_\_\_\_\_ at \$30 each \$ \_\_\_\_\_

Number of children under 14 \_\_\_\_\_ at \$12 each \$ \_\_\_\_\_

Number of lunches (OPTIONAL) \_\_\_\_\_ at \$7 each \$ \_\_\_\_\_

Total. Make checks payable to "GCMR". \$ \_\_\_\_\_

Mail this form and check to: David Brown 815 N. 87th Pl. Scottsdale AZ 85257