



GRAND CANYON MODEL RAILROADERS

MAIN LINE

June, 2011

Volume 20 Number 6

PRESIDENT'S MESSAGE

by George Bean

On June 4 we reworked the "O" gauge modules to remove some of the problems with it. It was determined the corners were warped and could not be used. I believe that the heat in the trailer caused the warping. I was having some trouble trying to find out why we were having so much trouble with the corners. After making sure the straights would line up and connect, we looked at the trailer and how we could make racks to hold the modules. Glenn Saber will draw up the plans for a rack that will roll in and out. This will save us from having to lug them. The initial design should allow us to have 12 each both "O" and "S" gauges straights and all four corners for both gauges. We will also have room to hold the kids' layout and all of the signs we use for train meets. We looked at what we might want for paint and logos on the trailer, more on this later in the message.

After arriving home I started work on making new corners. I had some trouble understanding why we could not get them to work out. Over five years ago when I was putting together the concept of the layout I envisioned having an inside loop of 036 and an outside loop of 072. The geometry being equal, each corner should be easy to set. This was based on the track being set at 18 inches center-to-center. Using two of our straights I just could not get it to work out. I found that the straights were not setup on 18" center-to-center. After resetting the straights, the corners worked out correctly. I now have the four corners made and I am installing legs this week. We

will be able to run the smaller engines on the inside loop and our larger engines on the outside loop. The good news is that rework on the straights will be small--except for John Draftz who will have to rework two modules.

The trailer's painting will require a work day for members. What we need to do for a logo design will go something like this. We will install two designs, one on each side of the trailer. The designs will be bolted on and can be removed should we decide to change them at a later date. We are asking the membership to submit their drawings to the Board on what each of these should look like. The logo can be different side to side and the membership will vote on which we should make and use. The club logo will go on the back door. It should be a fun project and I am looking forward to art work the members might come up with.

Remember the July meet will be a pot luck and trailer rework day at Adobe Mountain. We will be relocating the HO track and replacing the outside "O" loop with fastrack. If you have any operating accessories that you would like to have installed now is the time to do so. I would like to see a good operating gate man installed that we could change the man inside to Santa during Christmas and an Easter bunny in the spring. We need additional items for the kids to play with when we run.

Speaking of Adobe Mountain, they have agreed to allow us to store the module trailer at their facility. We would like to give them a big thank you. This will give use easy access to the trailer. I need

someone other than myself to be a keeper of the trailer keys and be able to move it if I am not be available.

Also in this issue you will find the suggested requirements for the modules. I tried to keep the requirements as simple as possible in order to provide as much lead way in the design and landscaping. Please review the requirements and if you have any suggestions bring them to my attention or to Glen Saber at the June meeting.

Glenn will conduct the June meet. It is Hot Dogs, apple pie, soda and chips, bring your patriotic cars and trains, red, white, blue for display. Remember the "Beat the Heat" bus trip is coming. See Dave Brown for more information.



Big engines on display - note the three different scales

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.

June 25 - GCMR meeting - Our Saviour's Lutheran Church
July 23 - GCMR meeting - Work party on trailer at Maricopa Live Steamers facility - See Meeting Notes
August 27 - GCMR meeting - Our Saviour's Lutheran Church

OTHER TRAIN EVENTS

July 2, 3 - Grand Canyon Railway, Williams is running steam this weekend. 45 minute rides on the hour, 10am to 4pm.

June 27 - July 3 - TCA National Convention and 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.

July 3-9 - NMRA National Convention, Sacramento. If you want the ultimate indulgence in model trains and layouts, stay another week in Sacramento and sign up for the NMRA national convention also featuring lots of layout tours. Info: www.x2011west.org/

July 23 - In the Heat swap meet, Phoenix. North Phoenix Baptist Church

August 20 - Beat the Heat meet, Prescott. Dave Brown is again coordinating the bus trip. Be sure to sign up for the trip to make sure it is a go.

MEETING NOTES

Treasurer's Report

+ We are in the process of switching banks from Chase to US Bank. The change will happen when the accounts have a stop in activity.

Old Business

+ Red vests (worn by members at GCMR events) are being sold to members at cost.

+ The O-gauge module work party is set for next Saturday, June 4th, from 8-noon at the MLS clubhouse at the Adobe Dam complex. Members were encouraged to attend and help. The goal is to have the modules fully functional when finished.



Red Hat Ladies? No, red vest guys!

New Business

+ The owner's title for the new trailer donated to the GCMR by P&P needs to be changed to reflect GCMR ownership. The trailer will be at the June 4th work party. Members were encouraged to share ideas on how to configure the inside so as to safely store and transport both O- and S-gauge modules. The goal is to have functioning layouts in both gauges stored in the trailer.

+ The mobile layout (big gray) needs annual maintenance before the start of the display season in October. Saturday, July 23rd, was chosen as the day to work on the trailer. John Draftz will check with the Maricopa Live Steamers to see if we can use their covered patio as a work area and have use of the kitchen area. The work party will be from 6am-6pm and will be in lieu of the regular July meeting. The club will provide a continental breakfast with a pot luck lunch planned for around noon. Members were encouraged to show up and help for as much as they can. The goal is to have the mobile layout tweaked as needed so as to be ready for the fall public events.

+ The BoD will be reviewing the by-laws and will present recommended changes to the members when ready. Issues such as whose name(s) will be on trailer titles and bank accounts will be addressed.

+ Bill East, Bill Richardson and John Draftz gave reports on National Train Day activity in Chandler and the S-gauge module participation. The need for

shade was observed. The club has shade covers that can be used for future events. Most GCMR members had never been to the museum and were encouraged to visit it when it re-opened in the fall.

+ George Bean, Bob Prehara and Glenn Saber gave reports on NTD activity in Williams and the mobile layout participation. Dave Brown and Rod Johnson were also there. The Williams event was two day (Chandler was Saturday only) but the Sunday was Mother's Day and attendance was noticeably down. Our level of participation next year will need to be discussed.

President Bean presented patches and buttons to those members who participated in the NTD events.

+ Guests Dale & Virginia Dillavou were introduced.

Show 'n Tell

The theme was big engines.

- Bill East brought his American Flyer 4-8-8-4 Big Boy
- Glenn Saber brought his standard gauge 4-4-2 Hiawatha
- George Bean brought his Lionel Legacy 4-8-8-4 Big Boy
- John Draftz brought his MTH Rail King 4-8-8-4 Big Boy

O GAUGE MODULE REQUIREMENTS

- Each module belongs to the member and may be sold or donated to the club if the member should leave the club
- The four corners of the module belong to the club and will remain with the club in the club trailer.
- Each module will be ½ inch plywood and 2 by 4 feet in size.
- Each module will stand 30 inches in height from the floor to the top of the module plate.
- Each module will have adjustable feet that can add up to 3 inches in height.
- Each module will have two tracks that start and end with Lionel fastrack
- One track will be set at the inside edge and the other will be located 18 inches center to center from the first track

- Each track will be setback 3/4 inch from the end of the module (both ends)
- The module can not be over 8 inches in height with the legs removed or folded up for storage if stored in the module trailer
- The module may be over 8 inches in height but can not and will not be stored in the module trailer
- Each module will be provided with a wiring harness from the club and be wired to club standards
- Each module will have two (2) Fastrack 1 and 3/4 inch sections to remain with the module
- Each module will be no thicker than 1 and 1/4 inch at each end and have a snap inter locking connector provided by the club
- Additional sections may be attached to the inside edge of the module but must not be over 12 inches wide and not longer than the four feet of the module
- Additional sections will be maintained by the owner of the module and will not be store in the module trailer
- Each module will be decorated in one of two themes: lush green (East coast) or desert southwest
- Back drops may be installed on the inside edge but must not exceed the height requirement
- Switches may be used but must be contained on the module unless the owner has two or more modules
- Operating accessories may be used but must have an operational button accessible to the public
- Smoke and sound may be used, but the smoke must be controlled only by the owner and the sound must be operational to the public

TRICKS ARE TREATS

by David Brown

I got back into toy trains in 1983 when I joined the Paradise and Pacific train club at the McCormick Ranch railroad park in Scottsdale. It didn't take me very long to find a strange breed called the "collector"!

This discovery happened when a member of the Paradise & Pacific, Jim Harrison saw one of the engines that I brought out to run one night. Most people that get back into toy trains start with a collection of cheap junk left over from childhood, no boxes, some damaged pieces needing to oiled and most often painted. So it was with me.

The engines that I started with were a 2037 with a slope back tender, a 55 tie ejector missing the front end structure and a 2-4-2 gas turbine switcher, the latter of which was what caught Jim's eye. I had obtained this engine from one of my high school friends. This guy, not liking the factory paint job, had repainted it. Not liking his paint job, I had repainted it a few more times myself. Never hearing of paint stripper, all of these paint jobs were layered one on top of another. To say the least, there was nothing collectable about that engine in my mind. But boy, did Jim Harrison want THAT engine! Unfortunately for him, however, I had no experience in trading nor desire to start.

However, one of the other members, Bob Woods, told me that he could give this poor sorry engine a good paint job that would match the caboose that I used with it (a 6219 C & O work caboose). Bob stripped off all the old paint, including the factory paint, and proceeded to paint it blue and add decals. At the meeting that Bob returned the engine. Jim Harrison saw it and was so disappointed about not saving this thing for himself that he didn't speak to me for a month. Years later when reminded of that engine, his comment to me was: "You know how to make a grown man cry!"

You see under all that paint, this engine was a rare #59, Minute Man switcher.

The next time I had the chance to tweak the nose of a "collector" was at one of the local swap meet called Saguaro Central. I had found a 1946 vintage 681 turbine with no tender. One could tell that it had been repainted with a three inch wide brush because of the brush stroke lines down the side of the engine. I got this fixer-up for the price of \$45. One "collector" seeing what I found said: "Well, I see you finally got yourself a turbine!" The response, although truthful, caught him off guard. I told him that my plans were to chop it up into a consolidation (2-8-0) which was why I had bought it in the first

place. He squirmed and fussed and carried on in such a manner, that I got \$45 worth of entertainment from the show. It was to the point that whatever I did with that engine, it was pure profit. Relax, I did restore this one and it still runs.

The next trick was short in setting up but long in finishing. It started shortly after Gordon Wilson had joined the Paradise & Pacific. I was out running trains, and Gordon came into the room. He looked at the train that was running and asked, "Who's Life Saver tank car is running on the track?" I told him that it was mine. "How much do you want for it?" was his next question. For just something to say, my response was: "It's not for sale, I'm taking it home tonight, painting it black and making it Southern Pacific." With that statement Gordon tried to make about five deals in a minute to save this doomed car. All of which were rejected.

I was on the Board of the Grand Canyon Division TTOS at the time and told Peter Atonna about this exchange, adding that all I needed now was a tank car of the same type so that I could make my SP tank car. Peter went into his back room and pulled out a Shell tank car, dusty and needing a dome cover, and asked if this would work. Yes, I replied, and thus started the job of finishing this trick.

It wasn't easy. It took over a year to get a cover from Electric Norman who was at the '94 Turkey meet. The next year I was in Modesto, CA on a trip and picked up some Southern Pacific HO decals large enough for the tank car and finished my project.

The final act of this trick occurred at the '95 All Arizona train meet in Scottsdale. I had taken the Life Saver tank car out of it's box and had replaced it with the Southern Pacific tank car and put it in the box with all the rest of trains that I was selling that day. Towards the end of the meet, I saw Gordon and pulled the tank car out, and asked him what he thought of my paint job as I handed him the car in the Life Saver tank car box. "Not bad" was his response. I asked him if he had noticed what this car had been. He turn the box on it's end and coughed. "NO YOU DIDN'T DO THAT???"

It didn't take him long to figure out that I was pulling a trick on him, but that cough gave away his shock that such a car might get painted.

REHABbing THE O GAUGE MODULES



BEAT THE HEAT UPDATE

Don't forget to get your reservations in to Dave Brown for the bus trip to Prescott on August 20. It will be here before you know it so hopefully you will not miss out on the fun of this trip. Also, don't forget if you would like lunch at the meet, they are delivered about 11:30 giving plenty of time to eat and then head out to the layout visits.

If you would like a sales table, you need to get your reservation in right now. As of the first of June, over 65 of the 90 tables are sold and reservations are coming in fast this year. I've included the registration form again in this issue so you can get yours in if you have not done so.



Prescott's
Beat the Heat
Model Trains & Old Boys Toys
SWAP MEET

Saturday, August 20th, 2011 9am to 1pm

Adults \$4.00, under 12 free with adult
At the Prescott Activity Center 800 E. Gurley
Presented by:

The Central Az Model RR Club

For information call: Norm Delucchi 928-445-5379
Brent Schnitzius 928-445-6560

Not responsible for lost or stolen items

Table reservations \$25.00 per table in advance

Table sales subject to availability

1 free admission with each table

Dealer setup time 7am to 9am-No Early Public Admission

Name _____
Address _____
Phone _____ Email _____
Number of Tables _____ (Limit 4 tables per seller) @\$25.00 each _____
Helper Name _____ @ 4.00 each _____
Helper Name _____ @ 4.00 each _____
Lunch Reservations (sandwich, chips, soda) _____ @ 7.00 each _____
Special requests _____ Total _____

Please make checks payable to "CAMRRC"

Please mail payment to:

Norm Delucchi, 242 Thoroughbred Dr, Prescott Az. 86301-6688

WINNERS!

George Bean
Jim Bergero
Katie Elgar
Bob Prehara
Glenn Saber

Lionel L&N PS-5 gondola
Lionel Soo Lines boxcar
Lionel TTOS '83 reefer
Lionel visitor center tank car
Lionel Chessie caboose

Mystery box:

Bill Richardson K-Line dump truck

\$25 Cash Drawing: Bill Richardson



BEAT THE HEAT MEET BUS TOUR

It's that time again, time to "beat the heat" and go up to Prescott August 20 for the "Beat the Heat" meet. We will be leaving from four convenient locations around the valley in a 44 passenger bus with it own bathroom on board. 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 form 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 20, 2011

Name _____

Phone Number _____

Pickup Location:

< > 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
2625 W. Lynne Ln.
Phoenix Az. 85041

THE MAIN LINE

Peter Atonna, Editor

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OK, It is finally nearing 110 degrees in the Phoenix area, so it is time for this shot. In February, the Grand Canyon Chapter of the National Railway Historical Society took our caboose for a trip to the Grand Canyon. While there, we were greeted with a most beautiful snow storm. That's our train on the left and the regular day train on the right. Feel better?