



GRAND CANYON MODEL RAILROADERS

MAIN LINE

JUNE, 2020

Volume 29

Number 6

PRESIDENT'S MESSAGE

by Dave Brown

Well, the corona virus continues to take its toll on train events. The first is the July Cactus meet, It has been canceled due to limitations put on it by the church. The second is Prescott's "Beat the Heat" train meet. This was canceled by the school. As a result the Bus tour has also been canceled.

The next swap meet on the block is our September Mini Meet. As of right now, it's still on, but subject to cancellation depending on conditions and or rules of the church.

One piece of good news is that the June meeting is on, with some changes. First, last month I said that we were going to have hot dogs and apple pies as usual for the June meeting. Well the church has said no outside food, so there goes the hot dogs and stuff. Second, no tables, hence no sales except we will still do raffle sales. The monthly prizes will be on chairs as will be the boxes to put the tickets. Third, everyone must have a face mask, and we will be social distancing.

I know this will be a different type of meet than we are use to, but at least it's a start.

One piece of business at this meeting, Rick Fortmeyer for personal reasons will not be able to complete his term on the board. The other two people that ran last year have agreed to run for that position. This vote will take place at the June meeting.

As usual, the theme for June will be Red , White, and Blue cars. Because of no tables, just bring a couple cars.

I hope everyone will be able to make it, this is hopefully the start of reopening the train hobby for all of use.

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 27 - GCMR meet - Our Saviour's Lutheran Church **IT IS ON: PLEASE READ THE PRESIDENT'S MESSAGE FOR DETAILS**

July 25 - Summer Cactus Meet - North Phoenix Baptist Church **CANCELLED**

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

August 15 - Beat the Heat meet and bus trip to Prescott **CANCELLED**

August 22 - GCMR meet - Our Saviour's Lutheran Church

September 26 - GCMR meet - Our Saviour's Lutheran Church - Mini Meet

MINUTES

by Bill Richardson

GCMR Board Of Directors Meeting

ANNOUNCEMENTS:

Secretary Bill Richardson stated the GCMR membership is currently at 41. Treasurer Glenn Saber informed the membership of the amount of money in the accounts.

NEW BUSINESS:

President Dave Brown announced that the GCMR July 25th Summer Cactus Swap Meet at North Phoenix Baptist Church has been officially canceled. The current restrictions from the church make it almost impossible to hold a successful swap meet. Without knowing what the state guidelines for the virus or large events will be in the future, we felt it best to cancel the event.

Treasurer Glenn Saber will update the website to say the meet is cancelled, and Glenn will send an e-mail blast letting people know. Dave also mentioned that because the August 15 "Beat the Heat Meet" has been cancelled, GCMR has likewise cancelled the bus trip to Prescott.

John Draftz has talked with Our Saviour's Lutheran Church people about their new guidelines for dealing with the virus and meetings held there. GCMR can still meet there as long as we follow their guidelines:

Everyone at a meeting must wear a mask. There will be no tables for use at the meeting, but there will be chairs. There will be no outside food brought in. The water fountain is not available. Hand sanitizer is available so please use it.

With these guidelines, we will not be having hot dogs, apple pie, or any pizza at our upcoming meetings.

As of now, the membership meeting on Saturday, June 27th, is still a go. Remember your mask. And because our July 25th swap meet has been cancelled, there will be a membership meeting on Saturday, July 25th instead. Again, remember your mask.

Dave also wants to set up the race track for some July train drag races. Bring your fastest loco's.

September is usually our Mini Meet month, however we are taking a wait and see attitude. If it turns out we cannot do a Mini meet then we will just have a regular membership meeting.

Bill Richardson suggested that perhaps GCMR can give the membership a break on dues next year since so much of our current year has been cancelled. The board will consider.

Rich Fortmeyer has informed the board that he will be unable to complete his term on the GCMR Board Of Directors. The board will look to replace Rich.

Board of Directors

President:	DAVE BROWN	480-650-5336
Vice Pres:	DANA PRICE	602-909-0657
Secretary:	BILL RICHARDSON	623-582-5672
Treasurer:	GLENN SABER	602-956-6696

Board Members:	
JOHN ZAVAL	602-980-5444
JANET MATTERN	602-569-0568
RICK FORTMEYER	602-617-5966

Editor: Peter Atonna 928-636-4228 mjatonna@gmail.com - Website: www.gcmrr.org

MTH TO DISCONTINUE BUSINESS

The bombshell to hit our hobby this month was the announcement by Mike Wolf that he will be closing MTH next year. The web has been alive with rumors, etc. However, the best report I have seen is one sent out by MrMuffin's Trains. I have reproduced it here - Ed



An update from Mike Wolf

Mike called this afternoon and we had a chance to talk about what was coming about and the plan going forward.

They plan to create a new entity that will hold the DCS assets and provide support and enhancements going forward. They have lots of interesting plans for this - not mine to discuss - but I am confident DCS will be in good shape.

They also have a plan for a new entity to take over parts and service - they are not abandoning the existing product line.

At this point, they do not have a plan for production continuing or what will happen with all of the tooling. Still a work in progress. Hopefully we will hear more on that in the weeks to come.

Just a few minutes ago, they published this to their dealers:

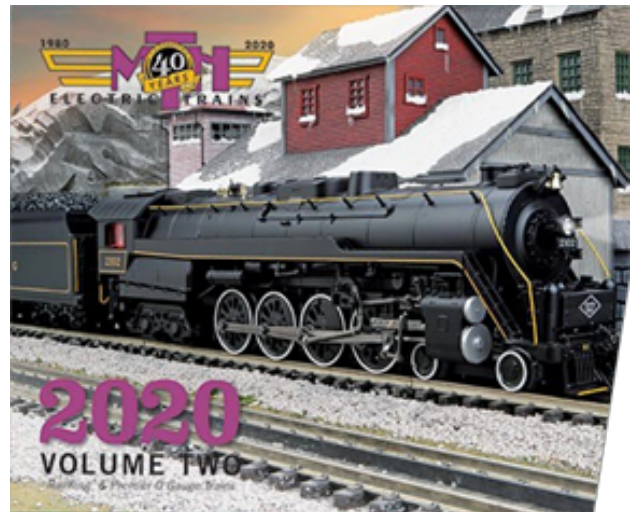
DCS/Proto-Sound Lives On

June 9, 2020 - With the scheduled closing of M.T.H. Electric Trains next year, support for the DCS Digital Command System and the Proto-Sound 3.0 onboard locomotive systems will continue through a new independent company headed up by current M.T.H. staff once direct M.T.H. support for the systems concludes on June 1, 2021.

The new tech company will continue to manufacture and provide support including any necessary software updates to the DCS hardware or DCS WiFi App. In fact, new and exciting product ideas are currently under development.

The DCS System controls any Proto-Sound 2.0 and later equipped locomotives and first debuted 18 years ago. It has been an integral part of the M.T.H. product line family since its inception and its continuation beyond the closing of M.T.H. is an important part of the transition envisioned by retiring M.T.H. president Mike Wolf.

As the retirement transition process moves forward, more details about the new company's creation and ongoing development of M.T.H.'s technology packages will be announced. Stay tuned.



GCMR HISTORY CONTINUED

by John Draftz

The modules were at Christown Mall in February **1982**.

The 10th anniversary of the club was noted.

A public open house was planned for May. It would be held before the meeting.

John Draftz made a train presentation to the Optimists.

All modules need club support not just the corners.

The Railfair and Los Arcos Mall displays went well.

In January **1983**, it was noted that the Christmas party went well.

The joint picnic will be in March at McCormick Railroad Park.

Tom Stange will chair the 1983 National Convention in Phoenix in August.

A questionnaire of member interests was attached.

Dues are now \$6.50.

Volunteers are needed for the snack bar.

Members are encouraged to wear badges.

In February, the questionnaire results were presented.

PV Mall and Christown Mall are probable venues for the modules.

Two ZWs are needed for the modules.

"The place to be in '83" is the convention slogan.

The TCA spring Turkey Meet will be in April.

The May open house is planned.

The club has 87 members.

In May, a movie was shown.

Mall venues are Metro Center, Christown, and Los Arcos.

The open house had media coverage and was a success.

Help is needed for the convention.

Options for the Christmas party were presented.

The modules were at Railfair but more help was needed.

The convention was a success.

It was noted that the Turkey Meet and Cal-Stewart will be in November.

In February **1984**, it was noted the joint picnic will be in April.

Snack bar help is still needed.

Our Secretary moved. Bob Dennison is the new Secretary.

Snap track on the modules was replaced by Gargraves.

Dealer paid ads are not permitted in newsletters as per charter.

Modules at Railfair in October and were well received.

In January **1985**, the Sahuaro Central swap meet was held.

A redesign of the modules is planned.

The joint picnic is in April and the open house in May.

The raffle was modified so that a winner could take the prize or a dollar credit toward another item.

The May open house format is that individuals get a ½ table for displaying and a free ½ table for selling.

New Mexico may split off from the Division to form its own division.

260 people were at the open house.

In June, the meeting was held in Prescott.

National is having money problems. Surplus convention cars are being sold.

Railfair is in October and Christown Mall is in November.

A standard gauge loop was added to the modules.

In January **1986**, articles from members were sought.

The picnic is in March.

A trailer layout was presented.

The club has 90 members.

\$1500 was approved for the trailer.

Over 250 attended the May open house.

PV Mall will be in July and Christown Mall in November.

The Prescott meet is in September and the Turkey Meet in November.

The Christown Mall display was excellent.

OFFICERS

'72: Pres - Cliff Williams; VP – Bernie Davis, Sec-Trea – Tom Stange, BoD: John Balian, Ken Scharman

'73: Pres – Cliff Williams, VP – Bernie Davis, Sec-Trea – John Catalano, BoD: John Balian, Ken Scharman

'74: Pres – Ken Scharman, VP – Tom Stanga, Sec-Trea – Nancy Catalano, BoD: John Catalano, Bob Guildig

'75: Pres – John Catalano, VP – Gerry Kickert, Sec – Nancy Catalano, Trea – Paul Schmidt, BoD: Ken Scharman, Cliff Williams

'76: Pres – Ken Scharman, VP – Cliff Williams, Sec – Ron James, Trea – Paul Schmidt, BoD: Dave Arthur

'77: Pres – John Woods, VP – John Hammons, Sec – Phil Hill, Trea – Fred Goulden, BoD: Nick Grippe, Ken Scharman

'78: Pres – John Woods, VP – Peter Atonna, Sec – Craig Harding, Tres – Mike Piechota and later Greg Hooker, BoD – Tom Cutrona, Nick Grippe

'79: Pres – Peter Atonna, VP – Craig Harding, Sec – Phil Hill, Trea – Greg Hooker, BoD – Tom Cutrona, Tom King

'80: Pres – Peter Atonna, VP – Miles Butler, Sec – Phil Hill, Trea – Doug Haertl, BoD – Tom Cutrona, Dan Klein

'81: Pres – Tom Stange, VP – Tom Cutrona, Sec – Chuck Bitter, Trea –

Doug Haertl, BoD – Peter Atonna, Steve Varsesak

'82: Pres – Tom Stange, VP – Tom Cutrona, Sec – Chuck Bitter, Trea – Doug Haertl, BoD – Jim Bella, J.W. Steele

'83: Pres – Jim Hippel, VP – Tom Cutrona, Sec – Bill Kruger, Trea – Tony Griskowitz, BoD – Tom Stange, Bill Tufo

'84: Pres – Phil Hill, VP – Doug Haertl, Sec – Steve Bienstock, Trea – Bob Kruse, BoD – Jim Hippel, Bill Tufo

'85: Pres – Sam Taylor, VP – Bob Dennison, Sec – Bill Tufo, Trea – John Hammons, BoD – Tom Cutrona, Phil Hill

'86: Pres – Sam Taylor, VP – Bob Dennison, Sec – Bill Tufo, Trea – Richard Gayle, BoD – Tom Cutrona, Phil Hill

'87: Pres – Bill Roehr, VP – Bill Tufo, Sec – Sam Taylor, Trea – Richard Gayle, BoD – Hal Bittner, Bob Dennison

EVENT UPDATE FROM GLENN

by Glenn Saber

The July 25th Cactus Summer swap at the North Phoenix Baptist Church has been cancelled due to implications of the Corona Virus. Current social distancing guidelines could not be met in the crowded hall and it is just simple common sense to keep everyone safe and healthy.

Thankfully, we did not have that many reservations and each vendor was contacted. Some vendors were refunded, but most wanted GCMR to carry their reservation forward to the February 20th, 2021 Cactus Winter swap.

For now, the September 26th Mini-Meet is still a go, but that may change where Covid 19 is. If distancing is still required, we can reduce the

amount of tables, space them further apart and limit the amount of people in the hall.

Wishing all to social distance and stay healthy.



"Did you know there's a miniature woman tied to the train tracks who looks remarkably like me?"

TRAVELS WITH DAVE BROWN

Some of you know, that for me part of this train hobby that we share is to chase and take pictures of real trains. So in place of last month's club meeting, I met with John Pryor and we took off to Benson to get some pictures of mainline trains.

But not in any place would we could catch them; we went to Cienega Canyon. Why there? Well the main line between Tucson and Benson and beyond is a double track main line. Originally built by the Southern Pacific, it's now run by the Union Pacific. I think it use to be a single main line, and a second line was added later.

Normally these two lines run parallel to each other as it does north of Tucson. But in this area due to the landscape, the two lines split apart and at times are miles apart. In the

Cienega Canyon area, they cross, one line goes under the other. While this takes place quite often on model railroads, it's rare on real railroads.

The first picture shows a plaque saying that the highway bridge is a historical place. The second picture with the UP engine on the lower track shows the lower track and the bridge over it. The third picture with John Pryor in it shows the upper line bridge. There was not very much traffic that day, a mixed manifest train heading to Tucson went over the upper line, and a maxi stack train on the lower line.



(Editor's notes: Dave, actually those were originally two separate railroads. The lower track was the original SP route across Arizona, while the upper route and bridge was built by

the El Paso and Southwestern Railroad. It was financed by the Phelps Dodge mining company and ran from Tucson through Bisbee and Douglas (my home town) to El Paso and eventually to the coal mines in northwest New Mexico at Dawson. The SP bought the EP&SW in the 1920's and effectively created a double track main line between Tucson and Benson.

When the Beat the Heat open houses return, you can see a spectacular scene of this in HO gauge at Donn Pease's home)



The unexpected treat was Amtrak on the lower line. The last train we saw that day was a stack train on the upper line.



The final stop on this road trip was to look at an old water tower left over from the steam engine era. This is just like the Red Rock tower just outside of Tucson, it is just not painted. All in all, a fun day trip chasing trains.



MY FAVORITE CAR

by John Zaval

(Ed. note: I received an email from Lin Sinclair saying: *"Anyone have photos of their favorite cars???? Just asking... I don't have anything interesting myself--that's why I enjoy other people's stuff!!!"* I thought it was a neat idea and I sent a note to GCMR members with that suggestion. John responded with this article, and I thought "wow, there can be more than one type of "favorite car". This article was so neat, I am publishing it here with the suggestion for next month, send your article about your favorite car, whichever you mean!)

From 1963 to 1970 I lived in The Netherlands (Holland) and was married to a beautiful Dutch girl. During the two months that I was waiting for Holland to give me permission to immigrate, my wife bought herself a 1962 Mercedes Benz 300SL Roadster. It was red with a beige interior and a convertible soft-top and a removable hard top, 212 HP and a top speed of 163 MPH.

This went well with the no speed limit Dutch autobahns. Work for me was 80 miles away and

it took me 45 minutes to travel the distance.
(That's about a average speed of 110 MPH)

This was a great car to drive. The style and lines are copied to this day. The performance and handling were fantastic. Being in my early 20's with a beautiful woman sitting next to me made us VIP's in the small farming village where we lived. Everybody knew or wanted to know us. I was the "Rich American".

Unfortunately the marriage did not last. We got a divorce in 1970 and I returned to the United States. With me being a legal alien of Holland, I was not allowed to own any real permanent property. So the car was in her name and stayed with her.



After returning to the states, I started looking for another car. I would have to rob a bank in order to make payments for another 300 SL.

I settled for a 1958 Mercedes Benz 190 SL Roadster with the same options just like the European counterpart. This is the poor man's 300SL.

OK, it was not and handled just like the 300SL. Everybody was driving Corvettes, Mustangs, Camaros, and Trans Ams at that time so it did stand out from the others. Being single and back in the states for the first time in seven years, it was party city. I kept this car unit 1980. But, the upkeep was getting very expensive.

The two pictures are not of the actual cars that I owned, but to show the color, style and lines of each car.



FROM HO TO O

By Peter Atonna

It is not often that I envy our HO gauge brethren. But there is one area that their scale truly outshines our fellow O gauge folks. That is in the availability of building kits. Just look at the Walthers website, there are hundreds if not more HO kits of every imaginable prototype. And they are of top quality, fully detailed, ready for adding details, lighting or whatever you wish.

Now look at the number of O gauge offerings. Don't cry. Yes, in addition, Lionel, MTH and Atlas, only a couple dozen kit manufacturers offer O scale structures. But many of these have been in catalogs for years and in any case cannot hold a candle to the offerings in HO gauge.

So, what to do? For some time now I have been looking at Walthers HO Cornerstone series for buildings. Although in HO scale, I look for those which have the proportions to convert to an O scale building.

How do I convert to another scale? Once the overall size is comparable to what the building would be if it were O scale, I look to see if windows and doors can be enlarged to O scale size. Other details such as window frames,

brick or block size, cornices, etc. could actually be in either scale, just in smaller dimensions.



Walther's Cornerstone

Hardwood Furniture Company -- Kit - 11-7/8 x 10-5/8 x 8-7/8" 23.5 x 29.5 x 22.5cm



Here is the first building I converted. It is a nice four-story warehouse that converted into a two-story O scale building.

Viola, a unique O scale building.

The next building was even simpler.

Already in HO gauge, it was labeled as a car repair shop and here again the dimensions looked like they could work for a similar building in O scale. All I had to do was to enlarge the openings on one building face to O scale and add a 1", or 4 scale foot foundation to give me the clearance I needed for an O scale car to enter. The rest of the building was constructed as per the instructions. Here are the illustrations from Walthers. Note the train size vs. the opening in the front wall.



And here is my O gauge rendition of this HO gauge building:



Classic Varney ad from Model Railroader in the 1950's featuring John Allen's famous layout and humor