



GRAND CANYON MODEL RAILROADERS

MAIN LINE

MARCH, 2009

Volume 18

Number 3

PRESIDENT'S MESSAGE

by Bill East

With all the planning and preparations and cooperation from the entire club, we put together a train swap meet at the National Guard Armory at McDowell Road and 52nd St. It was a complete success!

Members showed up on Friday and set up the tables and chairs and the "S" gaugers as well as the "O" gaugers came and set up their modules.

There was a miscue with the kitchen, and we had to wait until they located the person with the key, but everything worked out fine.

Trisha Richardson sold raffle tickets and Catherine Richardson and her friend, Holly, worked the kitchen with Judy Brown. Many thanks to all of them. The Girl Scouts were there selling their cookies.

Paul Boston was demonstrating the uses of the "Pic Axe" in model railroading. He was very expressive with his display.

I'd want to thank Wayne Ross for his work in obtaining the raffle prizes for us. They were an outstanding selection of train rides and other things. Thank you again Wayne and thank you to Paul Boston for making the tickets and the raffle displays that everyone saw. A special thank you goes to Bob Gacey for the use of his PA system for making announcements during the meet. A final thanks you everyone who helped make this swap meet a success.

Both modules were up and running all day Saturday, and there was considerable interest in both set ups and Tom Stange's portable layout on display.

We had fewer tables than last year, but we had 31 vendors, many with multiple tables and had a good and steady stream of people coming in all day.

The financial report on the swap meet will be given at the March meeting. The theme for the March show and tell will be "Green cars and joke cars" for both St. Patrick's day and April fools day. The "O" gaugers will be running their module in March and the kids club will be starting to build their layout.

On March 21, The Saguaro Central will be holding their swap meet out at the Adobe Mountain Railroad Park. We will be running trains on both the trailer and the "S" gauge module. All help will be needed.



What a turnout, what a show!

One last and big thank you goes out to John Pryor for all his work and effort he put into making the swap meet a success. He fielded calls from prospective vendors and buyers. He took the reservations and laid out the tables including special requests.

During the past four years John has pulled his hair out every February to make this event the money raiser that it has become. He has asked that next year, someone else take over this job. He will work with this new person showing them the ropes of this job. Please let John or me, Bill East know if you want to do this. YOUR HELP IS NEEDED!!!!

One last thing, the joint club picnic will be held at the Railroad park in Scottsdale on April 4th starting at about 10:00 with the dogs going on the grill around 11:30. There will be games and fun for everyone!

See you at the March 28th meeting!

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.

March 28 - GCMR Meeting - Our Saviour's Lutheran Church

April 25 - GCMR Meeting - Our Saviour's Lutheran Church

May 23 - GCMR Meeting - Our Saviour's Lutheran Church

OTHER TRAIN EVENTS

April 4 - Joint GCMR - Desert Division - P&P Spring Picnic - Scottsdale Railroad Park starting at about 9:00am, with the cooking starting at about 11:30am. in the Rotary Ramada. There is a beer permit, so canned beer is welcome. This is a potluck picnic with the clubs picking up the hot dogs, and chips. There will be fun and games for all. Hope everyone can come.

April 18 - 19 EagleWings Garden Railroad Open houses. Phoenix. Info: www.eaglewingsironcraft.com/upcoming_events.php

April 23 - 26 - Winslow Railroad Days, Winslow, AZ .

June 18 - 20 O Scale National Convention. Baltimore, MD For information see: www.OscaleEast.com

June 28 - July 4 - TCA National Convention, Phoenix

August 15 - Beat the Heat Swap Meet, Prescott



Pay the Man!



The snack bar crew: Judy Brown, Holly Johnson and Katherine Richardson

THE 2009 MID WINTER SWAP MEET by Paul Boston

It was the last Friday in February when GCMR members descended on the Armory to begin the final preparations for the 2009 Mid-Winter Meet. Tables had been delivered and the process of converting a basketball court into a train meet had begun. Bill Rodgers, Bill East, Joe Fautey, Paul Boston, Dave Brown, Bob Prehara, John Pryor, Paul Saeugling, and even one of the vendors spent the afternoon flippin' tables. As in the past, John Pryor had his diagram and tape measure at the ready to assure each vendor of adequate space behind their tables and the public a wide aisle in which to view the merchandise on display.



We're going to have a winner

Both S and O gauge modules were arranged to give the guests a taste of model railroading GCMR style. The S layout is growing by leaps and bounds, and the O layout was improving from the bare bones, not-



The PICAXE display

quite-ready-for-prime-time display to something that now suggests a model railroad.

Bright and early on Saturday morning the hall was opened to vendors with all of the regular GCMR members assisting vendors in finding their table locations, selling tickets, answering questions regarding the meet in general and everything else that makes a meet a success.

Judy Brown along with Bill Richardson's daughter, Katherine and a friend, Holly Johnson, were busy getting coffee and doughnuts out for the vendors and preparing the food to be sold during the meet. Food sales seemed to be a hit this year and the

hot dogs were gone by early afternoon. Trishia Richardson, Bills wife, was a great help the whole day, lending assistance wherever needed. This kind of family participation brings the "whole family" idea of model railroading home to us all. Thanks Bill, Trishia and Katherine!

Our guests like to see more than just sale items so the displays garnered quite a few visitors with questions about the trains and how it all works. The PICAXE display manned by Bill Rodgers and me allowed visitors to interact with a watchtower controlled by a photocell, a variable speed "windmill", which in true model railroad form, was using a motor to make the fan rotate, (sort of backwards "green") and to view a traffic signal with programmable timing cycles mounted on a circuit board, and a lighthouse light that modeled the illumination pattern seen in a real lighthouse.

Sadly, for me, the real hit of the PICAXE table was the now familiar three engines running on a dog bone loop. Kids of all ages stared at the display with the three engines taking turns running without human intervention. Why sadly? Because it requires NO technology! Just two wires to the track and some strategically located rail cuts! No PICAXE! (sigh) Of course, anyone can do this and that makes it great railroading!

Attendance was steady for most of the day and sales were taking place until the end of the show at 3:00. Look for more specifics regarding the attendance, profit, comments gathered, etc. at the March GCMR meeting. See you there!



The S gauge modular layout

FRANK KOENIG UPDATE

To give you the background, Frank fell at home and broke his right femur. (If you didn't know, that is the thigh bone and is the largest bone in your body)

Due to the nature of the injury, he had corrective surgery and he went into rehab for physical therapy for several weeks. He wants to put in the newsletter his thanks and appreciation for the cards and phone calls he received.

Just so you will know, he is on the mend. He has gotten a good report from the orthopedic surgeon and he is still receiving physical therapy at home



The O gauge modular layout was running

FASCINATING LIONEL FACTS

Here are some interesting tidbits found in the recently published book, Lionel Fun Factory by Robert Osterhoff.

- 1.) Ex-General John B. Medaris was making \$60,000 per year by the time he left Lionel in the 60's.
- 2.) In 1937, Lionel used 2 million sheet steel wheels.
- 3.) In 1949, Lionel made 18,000 cars and 52,000 pieces of track daily.
- 4.) In 1934, Lionel made 1000 miles of track and 15,000,000 cross ties.
- 5.) Into the 1930's, Lionel used up 2.4 million pounds of cold rolled steel per year.
- 6.) In 1931, Lionel offered product in 34 different colors.

7.) In the mid 50's, Lionel made millions of coil products of 125 different types.

8.) In 1906, Lionel introduced its first AC transformer at \$15.00 - more than \$300 in today's money

9.) In 1917, Lionel had invested in \$150,000 worth of dies - \$2.5 million in today's dollars.

10.) In the classic postwar era, Lionel produced 10,000 different parts.

11.) In the early 50's, Lionel employed 2500 people.

12.) In 1937, Lionel produced 400,000 locomotives and 1.2 million cars.

13.) When he left Lionel in 1944, Mario Caruso was earning \$36,640 per year - \$433,000 in today's money

14.) In 1940, Lionel set up the Lionel Air Corps in order to give employees training in defense related talents.

A STORY BY THE ENGINEER OF OBAMA'S INAUGURAL TRAIN

by Frederick N. Rasmussen



While driving to the barbershop 10 days before Christmas, Carlyle Smith, an Amtrak locomotive engineer, heard on the radio that President-elect Barack Obama and Vice President-elect Joe Biden were planning to take a special train from Philadelphia to Washington for their inauguration.

"I thought, that's kind of neat. Then I thought, 'Hey, that's my route,'" said Smith, 39, an Upper Marlboro resident who has been an engineer for the last 11 years, and has logged more than 750,000 trouble-free miles during his railroad career.

"I thought it would be a great honor, and somehow or other, I had to be involved," he said. "Then I called my mother and told her." Smith fired off an e-mail to Amtrak's vice president of transportation, Richard Phelps. "I told him I'd like to be involved and asked what was the process in order to be considered. Then I began the waiting game," he said.

While working a trip to New York City and back that day, Smith began polling his fellow engineers. "I wanted to see what the competition was going to be," he said, and happily discovered that they didn't want to be involved because of the Secret Service and red tape.

When Smith returned home that evening, he turned on his computer and found an encouraging message from Phelps. Then came the Christmas holidays and seemingly endless days of phone tag.

Now, Smith was hoping that he'd get a chance to run, quite possibly, the train of a lifetime. "It was early January, and I had just about given up when I got a call from Tom Mazekia, assistant superintendent of road operations for Amtrak's Mid-Atlantic Division, who told me there would be three trains," Smith said.

"There would be a route or pilot train, a primary train carrying Obama, and then a spare or chase train," he said. "And then he told me I'd be the engineer on the primary train. I was so excited I fell to my knees and said, 'Hallelujah!'"

On Jan. 16, Smith traveled to Philadelphia, where he met with Amtrak officials, who pledged him to secrecy. Meanwhile, preparations continued for the inaugural events. There was a dress rehearsal in Washington's Union Station where Smith would stop the train, while Secret Service agents began checking out the 137-mile route from Washington to Philadelphia.

Smith, who had purchased a new suit and fedora which he planned to wear that day, spent a fitful night in Philadelphia's Doubletree Hotel, and awoke early on the morning of Jan. 17. "I got up and dressed in my new suit, white shirt and tie, like I was the president," he said, laughing.

Then all those involved with the presidential trains gathered for one last coordinating meeting at 30th Street Station. "We felt like the crew of the space shuttle," Smith recalled. "President [Joseph H.] Boardman of Amtrak gave us a pep talk. He said that the 'spotlight today is on Amtrak.'"

Finally, Smith and other railroaders descended to a subterranean platform where the president-elect's train stood waiting on Track 1. Other members of Smith's crew included Chantel Pierre, conductor, and assistant conductors Clarence Armstrong, Salvatore Prisco and Noel Powell, who had gotten to know Vice President-elect Biden on his daily commutes between Wilmington and Washington.

Smith hustled up into the cab of the lead Amtrak diesel locomotive - Number 44 - in honor of the impending inauguration of the 44th president, which was followed by a second engine numbered 120 for the inaugural date.

Ten cars back, the president-elect; his wife, **Michelle Obama**; and their daughters, Malia and Sasha, accompanied by two nannies, boarded the Georgia 300, a classic Packard blue heavyweight observation car that was built by the Pullman Co. shops in 1930. In the forward passenger cars were family members, invited guests and the press.

Joining Smith in the warm locomotive cab were two Secret Service agents and Leroy Avent, Amtrak road foreman. "The agents gave all the directions while the road foreman represented management," Smith said.

"My orders were that we were not to stop outside of scheduled stops. We were to keep moving, and I had all of the necessary paperwork to accomplish that."

At 11:18 a.m., the route or pilot train, departed from 30th Street, and 11 minutes later, Smith eased back on the throttle and the Obama Express began its journey to Washington. The spare or chase train followed at 11:52 a.m.

What Smith saw in the first glimpse coming out of the shadows of 30th Street Station would be repeated over and over along the route that day.



What greeted him was a sea of cheering and flag-waving trackside humanity who had braved arctic temperatures to see the presidential special.

Smith said they had other company that day, including overhead air support from several F-14 fighters and a helicopter. "Man, was I having fun," he said.

They arrived at Wilmington at 12:22 p.m. to pick up Vice President-elect Biden, and after ceremonies at the station, resumed their journey at 1:55 p.m. The Obama Express came to a stop on Track 3 at 3:40 p.m. in Baltimore's Penn Station, which gave Smith a chance to eat his lunch while the presidential party detrained for a speech at the War Memorial.

Once aboard again, departure time for Washington's Union Station was at 5:27 p.m. En route, Smith heard that Obama and Biden were walking through the cars shaking hands and signing autographs. "I thought, I'm missing out on all of this good stuff and hoped I'd have an opportunity meet them after arriving in Washington," he said.

At 6:37 p.m., the train arrived on Track 29, below Union Station, where the presidential limousine, called "The Beast," Smith said, was parked in order to make a speedy transition from the train to auto. Then Smith was told that Obama and Biden wanted to meet the train crew, shake their hands, and take photographs.

"Obama came off the Georgia 300 holding Sasha's hand. Man, he was so cool he looked liked Richard Roundtree in Shaft," Smith said. As Obama and Biden shook the crew's hands, Smith removed his hat and told the new president that it "was an honor to take the 44th president to Washington for his inauguration."

"You did a great job, and I want to thank you for your service," Obama said to the assembled railroaders. Just then, Smith's cell phone began ringing. It was his mother calling. "She was watching CNN and kept saying, 'That's my baby. He drove the president's train,'" said Smith, laughing



WINNERS!

This month we announce the winners of the Mid-Winter swap meet raffles. The prizes were spectacular and the response overwhelming. Thanks to all who participated.

Verde Canyon Railroad:

Two adult coach tickets - Paul Saeugling

Durango Silverton RR:

Two Tickets (Round trip) - Bill East

Grand Canyon RR:

Four Coach Tickets - Terry Gibbs

Portola RR Museum:

Run a locomotive - John Pryor

Mercury Basketball:

Four home game tickets - Dave Brown

Arizona Cardinals:

Shirt and Hat - Kenwood Griffon

Arizona Diamondbacks:

Augie Ojeda signed photo - Bill East

DUES ARE STILL DUE!

Because they are coming in slowly this year, your Board has extended the deadline for sending in your 2009 club dues.

Please send them in right away!

The dues form is included with this issue.

NEW RAILROAD PARK MODEL CLUB BUILDING IS COMING

Several GCMR members are also members of the Paradise and Pacific tinplate club at the Scottsdale Railroad park. For many years now, the City of Scottsdale has been discussing replacing the current building housing the three model clubs with a new, contemporary building. The present building was the bunkhouse on the the original ranch and is not only small for its current use, but not up to modern codes or construction. Plans are now complete and fundraising has begun for the new building. Following is a press release giving us an update on the plans and status of fund raising efforts. Ed.

The McCormick-Stillman RR-Park: Located on 30-acres at the SE corner of Scottsdale & Indian Bend Roads, in Scottsdale, AZ, the McCormick-Stillman Railroad Park is one of Scottsdale's favorite family attractions. Over 750,000 visitors come to the RR-Park annually. Some 400,000 people ride the train. Visitors from all over the world enjoy picnics, rides on two sizes of trains, a carousel, museums, multiple playground areas, model train exhibits, shade of the ramadas, and plenty of room for play. Each year there are numerous specific events – free concerts in the summer, Rail-Fair in the fall, Holiday Lights around the holidays, Exclusively-Little in the Spring, etc.

The need for a new RR Building, featuring Model Railroad displays: Today some of the most popular attractions at the RR-Park are only open a few hours a week - the three model railroad exhibits. We now have the opportunity to significantly enhance our visitor's enjoyment by making these exhibits available to the public whenever the RR-Park is open - 9:00 to dusk most days. A new 10,000 sq-ft Model RR display building is being planned. It will be built to "LEEDS-Gold" ecological standards. When it's opened in 2010, visitors will be able to enjoy these displays in climate controlled comfort, year around. No longer will families have to view these model railroad displays from outside windows, holding children up and be at the mercy of the elements. These exhibits will feature three, large model railroad displays of three different sizes – N, HO & O Gauges. The public will be able to walk completely around each exhibit, viewing them from all four sides. And they will be able

to see all of them inside one building. There will also be interactive and static railroad displays for the public's enjoyment. This new building will also free-up the existing model railroad display space for more new and exciting exhibits. Much of this material is now in storage, as the RR-Park has no space to display it.

In order to make this new Model RR Building happen: You guessed it, we need to raise additional funds from the community. The City of Scottsdale has \$2.4-million set-aside for this project. And to make this new Model RR Building a reality and the quality of project which the community will be proud of for the next 50-years, the Scottsdale Railroad and Mechanical Society needs to raise an additional \$2-million. The SR&MS is a 501-C.3 corporation. Note: these funds are for the new building and its interior furnishings. Each of the three model railroad clubs will construct their own 1,300 sq-ft displays at their own expense.



**HERE ARE SOME PHOTOS OF LATE SANTA FE
PASSENGER TRAINS**
Hope you enjoy





MEMBERSHIP RENEWAL NOTICE

It's that time of year again. Dues are Due. GCMR Annual Dues are \$35.00. Please renew by filling out this form and mailing it in or bring to the next meet. Club dues are delinquent after the last day of this month.

NAME_____SPOUSE_____

ADDRESS_____CITY_____

STATE/ZIP_____TELEPHONE_____

EMAIL ADDRESS_____

Would you be interested in receiving monthly newsletter by email ?

Yes___ No___

Would you be interested in holding a layout or collection open house?

Yes_____

How would you be willing to volunteer your time to the Club?

AREAS OF INTEREST

Please circle your areas of interest. Circle as many in each category as you wish.

ERA	GAUGE	MANUFACTURER	LAYOUT	PERIPHERALS
A-Prewar	D-O/O27	N-American Flyer	Y-Yes	1-Figures
B-Postwar	E-Scale	O-Lionel	N-NO	2-Toys
C-Modern	F-Stnd	P-Marx		3-Paper, Books
	G-G or #1	Q-Atlas		4-Buildings
	H-S, Flyer	R-Dorfman		5- Railroading
	I-HO	S-MTH		6-Other
	J-OO	T-Williams		
	K-N	U-K Line		
	L-Z	V-Marklin		
	M-Other	W-Other		

After completion, please mail this renewal form along with your check made payable to GCMR to:

Paul Boston, Secretary GCMR 14320 Thoroughbred Trail Scottsdale, AZ 85259

THE MAIN LINE
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Paid your 09 dues? If not, there's a form inside.
We hope this isn't your last issue.



Here is a shot of the not so large OO gauge Lionel layout at the Atonna's.
How about sending the editor a shot of your layout so you could see it here!