



GRAND CANYON MODEL RAILROADERS

MAIN LINE

MARCH, 2010

Volume 19

Number 3



WE LOOSE ANOTHER GREAT FRIEND

February 27th was a day of sadness coupled with a day of fun. Upon arriving at the GCR's annual public swap meet, members learned that Tom Stange had suffered a major heart attack and that evening we learned that he had passed away.

Few can underestimate Tom's devotion to our hobby, to Beth and to our two local clubs. Other than his ever present captain's cap and for years a massive speed boat parked in his driveway, toy trains and our clubs were the focus of Tom's life. (That speedboat was a great landmark when visiting Tom!) As a founding member of both the Desert Division and the old AT&NM TTOS division, Tom was a perpetual participant in almost every club activity.

In addition to serving as President of our predecessor club, the AT&NM, Tom chaired all three national TTOS conventions held in Phoenix. His organization of the conventions led to their reputation as some of the most enjoyable conventions attended by members

during the TTOS days.

Tom was one of the resident "experts" in postwar Lionel and Lionel paper. His Hudson collection, from even the earliest days had many of us drooling over those beauties. And you could always tell that somebody had brought some paper to a meet when all you saw of Tom was his backside, bent over the table, his inventory list in hand, searching for that elusive piece of paper that had until then escaped him.

Tom always was there to help. For years, he and Beth hosted an open house the evening before the Turkey meet. After a day of setting up, it was a tradition to head to the Stange's to enjoy some good food, look longingly at the shelves of trains and just relax with train friends.

His train room was another story. His house had a garage - once. Buy that did not satisfy Tom's dreams for an ultimate train room. So Tom began a years

long project for a do it yourself remodeling of his house with an addition to evolve that garage into a huge train room and with a brand new kitchen.

It took time, and many of us enjoyed teasing Tom on his pace of progress. But this was being done while he was still working full time at Motorola. Slowly the train room evolved. Then with the 1997 TCA national convention rapidly approaching, we questioned whether Tom would be ready for his planned open house layout tour.

But, suddenly the room was done, shelves were hung, trains were displayed and a train table finished. Now during this time, Beth's kitchen still did not have its flooring and other details finished. But first things first after all!

PRESIDENT'S MESSAGE

by Bill East

It was a sad day losing a friend like Tom Stange. He was very much a good person to know. We will miss him very much. Our prayers go out to Beth.

The train meet was a huge success. We over sold the tables, but had ordered extra tables just in case. They were all used. The crowd was very good with 455 paying customers and kids and wives as well.

Most of the hot dogs, sodas, and chip were sold. We also sold candy bars. The best news is that even the food service made a little profit. We were looking to just break even.

The "O" gauge modules were set up and running very well. The Paradise and Pacific layout was great. Paul Boston had his two automatic train loops there, each with three trains running on them with no crashing. The "S" gauge layout was there running trains including a "3/16 O" gauge prewar set as well as assorted "S" gauge trains. In addition there was an On30 train in the center of the layout. Also there was a foam landscape demonstration scene on display near where Paul Boston was.

I want to thank everyone who helped to set up and tear down the tables and chairs and all those who helped during the meet. These people did all the thing that needed to be done to make the meet successful. And finally, thanks to every one of you who had tables for the train meet.

We cleared \$2600 from the meet, which is exceptionally good from Bob Prehara's standpoint! With this money, we will be able to help pay the costs of running the club. The best part about this meet, we

made money on everything we did. Well done everyone. A very special thank you goes to Olivia Prehara for setting up and running the kids club module. Every time we looked over there, she was running trains for kids or helping them run the trains. Very good job Olivia!

As for the raffle winners, the Grand Canyon Railroad tickets were won by Bryon Fergusen of Phoenix, the Verde Canyon Railway tickets were won by John Moline of Chandler, the shirt and cap was won by Chuck Waucher of Riverside California, a vendor.

Here are the winners of the magazine subscriptions: O Gauge Railroading went to Bill Richardson of Phoenix and the Classic Toy Train subscription went to Kevin Bhiedg of Rapid River, Michigan. Dylin Grahame of Phoenix won a second Classic Toy Train magazine subscription and the third Classic Toy Train Magazine subscription went to Bill Richardson again. Many thanks to all of those who donated prizes to our raffles.

At our March meeting the theme is the oldest train set, rolling stock, locomotive, or accessory. The "O" gauge module will be running and the after the meet visitation will be at Glenn Sabor's home. Maps will be at the meet. Happy Railroading.

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 27 - GCMR Meeting - Our Saviour's Lutheran Church

April 24 - GCMR Meeting - Our Saviour's Lutheran Church

May 22 - GCMR Meeting - Our Saviour's Lutheran Church

OTHER TRAIN EVENTS

April 17 - 18 EagleWings Ironworks Garden Railroad Open Houses - throughout the Phoenix area. Flyer:

www.eaglewingsironcraft.com/pdf/2010_OH_Flyer.pdf

April 24 - 25 Winslow Railroad Days and ATSF Historical Society mini meet. For information go to: home.comcast.net/~tucsonntrak/ASWMRR/ASWMR_R_Info_Overflow.html

May 8 - 9 - Williams - Amtrak National Train day event hosted by the Grand Canyon Chapter of the NRHS and the Grand Canyon Railroad featuring 45 minute steam trips behind #4960.

June 3 - 6 The Big Train Show - Ontario, CA for info: www.bigtrainshow.com

June 5 - Tucson - Gadsden Pacific summer train show. Event Center at the Grant Inn. For info: [/www.gpdtoytrainmuseum.com/trainmeets.htm](http://www.gpdtoytrainmuseum.com/trainmeets.htm)

June 30 - July 3 O Scale National Convention - Santa Clara, CA Open to all. Swap meet and O, S and HO layout tours. Info: www.2010oscalenational.com/index.shtml

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

OPEN HOUSE SWAP MEET A GREAT SUCCESS

Some notes by Art Triant

This was my first meet and it went off without any glitches thanx in part to the previous efforts of John Pryor who had set up most of the logistics. We kicked it off on Friday when the tables were delivered and subsequently set up by our members who probably haven't had this much fun in years. My problem was that I sold 118 tables and the schematic was programmed for 115. Ouch. no one told me. So it was off to the races to figure out how we were going to squeeze in several more tables. But we did it.

On Saturday, I was supposed to show up at 6 am so headed out at 5 to get there in time. Somewhere on I-10 I heard some strange thumping sounds from my truck and then the thing started shaking a lot. I pulled over to find out that I had a messed up tire. Thanks to the fact that I had drive a dually, I limped to the meet on the rest of the axle.

As the vendors started to arrive I was met with several demands for different locations. I did the best I could accommodating them but got mixed up moving everyone around. Still, it worked out OK and I think all were pleased.

It looked like the meet went off without a hitch as many vendors were pleased with their sales and attendees seemed excited. I noticed quite a few

parents trying to accommodate their children and that was exciting to me also. All in all it was a good meet and the dream is similar to that that we all have - we just need more room for our trains. And to our vendors, just keep on training just for the heck of it.

Here are some photos by Bill Rogers from the day.



John Draftz seems to be asking Bill why his track only has two rails. Bob Herman is anxious to hear the answer.



The operating displays fascinated visitors of all ages. Here is Paul Boston's automatic railroad.

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The modular layouts operated flawlessly all day. Here is the O gauge layout



The hall was full of goodies for sale, display layouts, sellers and happy buyers

EASY BENCHWORK

by Paul Boston

Several people inquired about the unique benchwork for the upcoming P&P layout to be built at the new Scottsdale Railroad Park's train club's building. So, Paul was kind enough to put an article together - ED

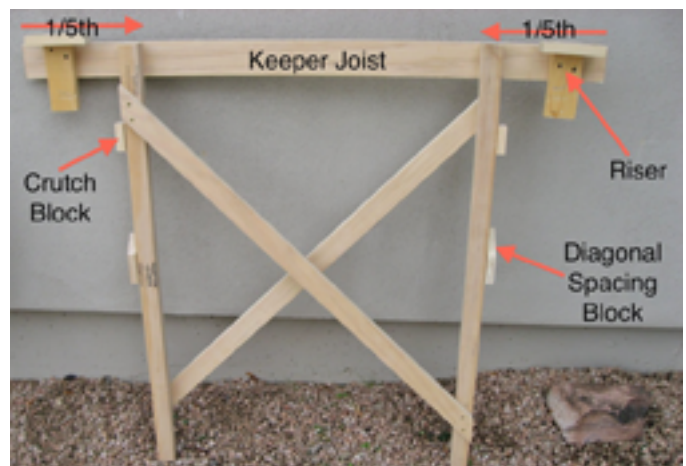
While planning for the new layout at the P&P club in Scottsdale I came across a book called "How to Build Model Railroad Benchwork" by Linn H. Westcott. It is probably the hobby's most in depth consideration of the subject and is filled with details, tips, tricks and examples of all different kinds of benchwork. After many reading sessions in my "reading room" the time came to stick the lumber in the saw and see what comes out.

Knowing that the benchwork for the P&P would be built off site and by members of differing skill levels, the simple approach seemed best. The open grid, or "L" girder, system was chosen for the project.

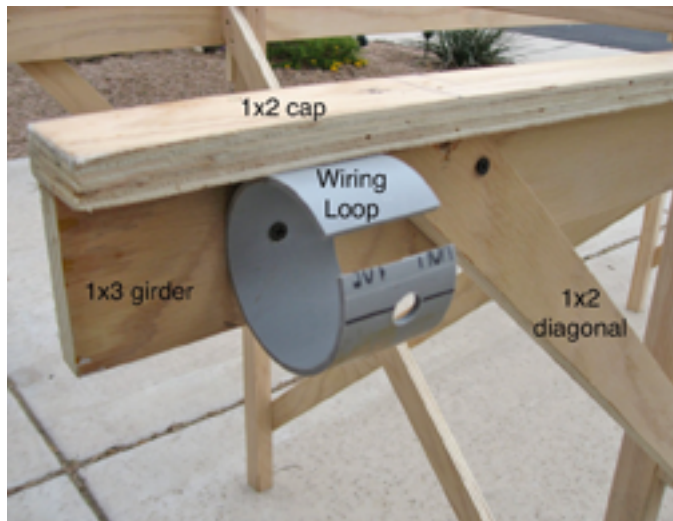
While dimensioned lumber could be used there was a fair amount of plywood left over from a previous project, so that was what was used for the demonstration unit pictured here. The plywood was cut into three-inch wide strips for the girders and joists, and 1.5 inch wide strips for braces and girder caps. (a lumber yard would do this for you for a small fee). Lets look at the four basic parts. Legs, L-girders, joists, and braces.



All the parts for a 4x8 bench



Legs are 2x2 lumber. Diagonals are 1x2. The keeper is 1x3, blocks are scraps.



The legs are made into a set using two 2x2's for the legs, a joist (4 feet long in this case) and two braces. Westcott even gives a set of step-by-step instructions for building the leg set, and these were followed exactly down to which screws to put in next and how to align the legs. EASY!

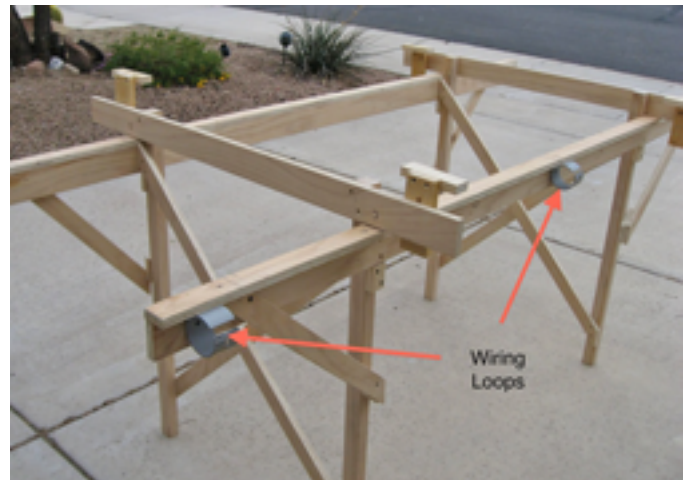
The L-girder is simply a 1.5 inch strip attached to a 3 inch strip to form an L. Glue is applied along one edge of the 3 inch piece then the 1.5 inch strip is attached to form the L-girder. Westcott recommends using screws to hold it together until the glue dries, then remove the screws for re-use so they don't get in the way of future screws used during construction.

That's it for the hard stuff! Now all that is necessary is final assembly in the layout area.

The L-girder is marked for assembly at points located 1/5th of the girder length from each end. It doesn't matter how long the L-girder is, just use the 1/5th dimension and everything will be rock solid. By the way, the leg sets also use the 1/5th measurement to determine how far apart the legs should be located along the "keeper" joist you see in the photo.

To assemble the unit, start with one leg set and one L-girder. Push the L-girder (short side up) up against the keeper joist at the 1/5th mark and put in a strong screw. Dry wall screws would probably work, but something stronger like deck screws would be better since this is the ONLY joint that carries a load to the floor.

Repeat with the second leg set at the other end of the L-girder. Now do the same thing on the other side using the second L-girder.

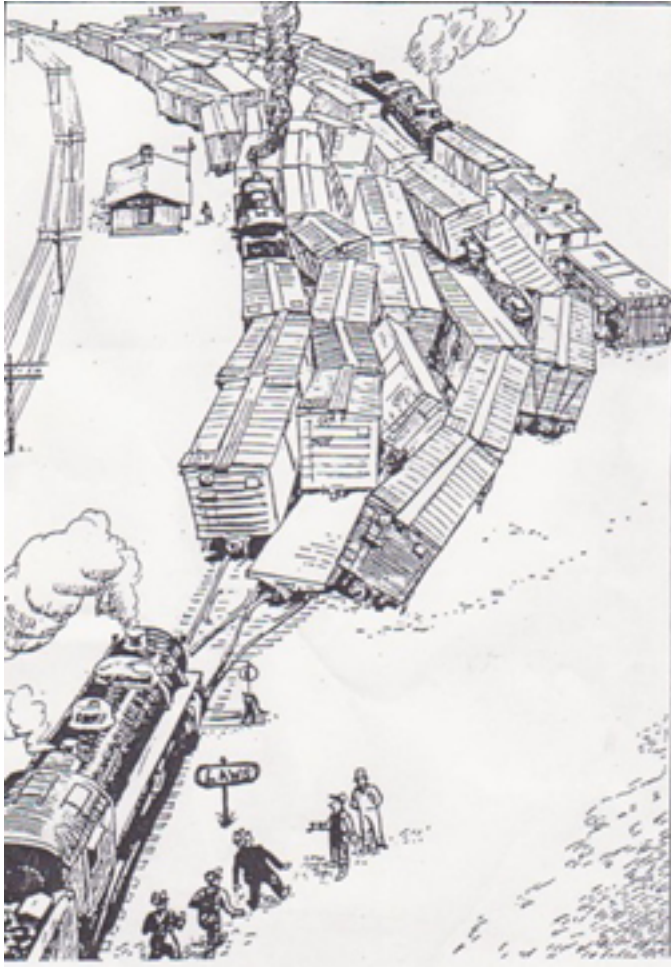


With the unit standing on it's own legs measure, cut, and attach diagonal braces from the legs to the L-girder to give later stability. Length is not important, but try to make the distance from the joint of the legs and L-girder to the ends of the brace about the same. This will produce a 45 degree angle for great strength. The closer you can get to the floor with the brace attachment to the leg the more stable the unit will be. If you are fastening units together, only one set of four braces will be needed. Joists can now be added anywhere you desire along the L-girders. Just set them on and run a screw up through the L-girder cap into the joist.

Wiring is always a problem so wire guides were added to the L-girder. The guides are short pieces of plastic pipe with a slot cut to drop the wires through, and a small hole for a screw and a large hole across from it to fit in the screw driver. A wiring trough was made using a scrap piece of plywood attached to a couple of joists and laid across the L-girders.

The track bed rests on risers screwed to the joists or L-girders at any necessary points. This track bed is special, but I'll leave that for another time.





“It’s a Dave Brown switching problem!”

ARIZONA RAILWAY MUSEUM

Many GCMR members may not know but there is a major railroad museum in our back yards. The Arizona Railway Museum, located in Chandler, just south of the Loop 202, houses an impressive collection of real railroad equipment and is constantly restoring and upgrading it. In addition, a new addition is a museum gift shop.

The museum was located in downtown Chandler for many years but had to move when the city wanted the land for a park expansion. A new site, on a Union Pacific branch line (formerly a historic Southern Pacific route into the Phoenix area) offers rail access for the equipment. The group has constructed a yard to display a variety of equipment, which focuses on Arizona railroads such as the SP, ATSF and even more obscure lines such as the Tucson, Cornelia and Gila Bend.

Closed in the summer, the museum is open to the public the rest of the year on weekend afternoons. You can visit their website and get more information at: www.azrymuseum.org.

We thought you might enjoy some photos of the equipment courtesy of Bart Barton and Ken Rhodes.



A restored dining car is used for special events



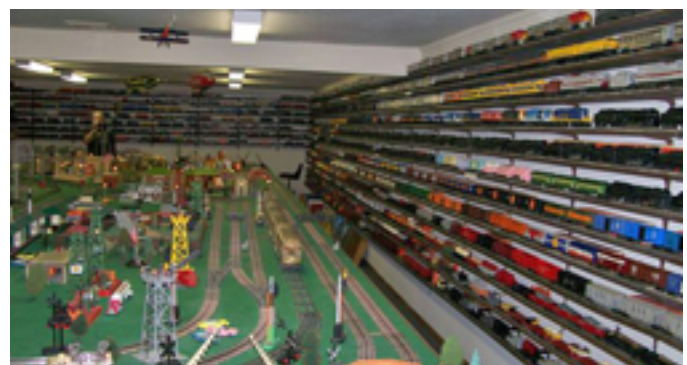
Commercial photographers have discovered the equipment which makes appropriate backgrounds for glamour shots - of course for us, we might question which is the glamour and which is the background.

Finally, here is one of the cars refurbished and used for a club meeting room. Great idea, but I’m not sure how many GCMR members could fit into one of our O gauge passenger cars!



TOM STANGE RECEPTION

Finally, Wayne Ross has shared with us some photos from the reception held at Beth Stange's home following the memorial services for Tom. Also included are some photos in Tom's train room. We can all share the memories of Tom and his love for his trains.



THE MAIN LINE
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Last call for your 2010 dues!



Bob Herman looks happy as anticipates the public arriving for the Public Swap Meet. Read about it inside.