



GRAND CANYON MODEL RAILROADERS

MAIN LINE

SEPTEMBER, 2011

Volume 20 Number 9

PRESIDENT'S MESSAGE

by George Bean

First I would like to thank Mr. Bruce Bessette for coming to our meeting and presenting a demonstration on weathering. Bruce drove up from Tucson to give this demonstration. Judging from the comments I received Bruce did a great job and we all learned a few techniques on the weathering process. If you were not at the meeting Bruce provided us a short paper on the weathering techniques that will be reprinted in the news letter. Peter will break it into sections to keep the cost of printing down. We hope to have more demonstrations for our hobby and home layouts at later meeting. I am working on having a demonstration on tree making some time soon.

We are moving into our busy season for the trailer and modules. If you have not helped with the run for some time I would encourage you to do so. The trailer has changed and we will be adding more animation as we move forward. This is the time when we get to meet new people and show off just what our club is all about. Watching the young faces and seeing the kids smiles is always great. I enjoy talking with the adults about the trains they had as a kid. This is where we have the opportunity for new member. It also gives us the opportunity to show case to the public some of our new engines or trains that we may not be able to run at home. So, if you would like to be part of the run schedule see me or one of the board members. There is always room for more.

John is working up a schedule for run day at Adobe Mountain. I believe we will start that run the first of October. Watch for the schedule in your e-mail.

John Pryor has agreed to chair the mid-winter swap meet this year. If you have not been on the committee to work one of these swap meets I would encourage you to do so. It is a great experience and we can always use the help.

John should have the art work complete for the vest buttons by next meeting. Look for ways that we can keep adding buttons. And yes, I will wear my vest to the next meeting.

So as we move into this busy season let's remember one of our past presidents that always said "Lets have fun playing with our trains!"

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.

September 24 - GCMR meeting - Our Saviour's Lutheran Church

October 22 - GCMR meeting - Our Saviour's Lutheran Church

November 19 - GCMR meeting - Our Saviour's Lutheran Church

OTHER TRAIN EVENTS

October 8, 9 - Railfair - Scottsdale Railroad Park.
10am - 5pm

October 15 - Saguaro Central Swap Meet - Adobe Mountain Railroad Park 9am - 3pm

November 5 - Gadsden Pacific Museum swap meet - Tucson - Las Cazuelitas Events Center, Grant Road.
Info: bud@at.tuccoxmail.com

November 18-20 - Cal Stewart Meet, Pasadena, CA

November 26 - Turkey Meet - Chaparral Suites, Scottsdale

November 27 - Turkey Meet Auction - Chaparral Suites, Scottsdale



MEETING NOTES

Treasurer's Report: We have switched banks to US Bank. Report received as presented.

Old Business

+ One member still needs to get his red vest. There are still four other vests (3XL, 1L) available.

+ George Bean asked John Draftz to design a button that could be made and given to members who work on club projects/activities. John will send a proof to George when ready.

+ Dave Brown showed his O-gauge module describing what he had done with it. Glenn Saber presented more information on the module racks. Commercial racks are available but have size issues. Racks meeting our needs can be built for about \$50 each. O-gauge will need two as will S-gauge. Concern was raised about securing fold down legs so that they don't fall down onto a lower module while in transit. No solution was identified.

George mentioned that the module trailer will need to be decorated/lettered to make it more presentable. This will be discussed further at the next meeting.

+ George gave a report on the mobile layout work party held Saturday, July 23rd, at the MLS patio at the Adobe Dam complex. The MTH O-31 track was reconfigured and repositioned on the main deck. The O-27 half-dogbone on the main deck was removed and the HO moved from the layer to the main deck surrounding the MTH. An O-27 oval of Marx track and plastic roadbed was installed on the layer where the HO was. The tinsplate O-gauge track was replaced by Lionel Fastrack. All loops are back up and running.

George mentioned the need to upgrade our action items on the mobile layout so that visitors can push buttons to see them operate. He displayed a gateman modified with a Christmas tree and a Santa for a gateman that could be used at Christmas time. He suggested decorating a similar gatemen for other seasons. Katie Elgar donated two such gatemen. Glenn will get a pylon accessory that could have a Santa and sled flying around it.

Dave mentioned a need for an MTH Z-4000 type transformer for the outer two loops on the mobile layout. It would also need the "bricks" and would replace a ZW that would then be used with the modules. Modern S-gauge engines can use the whistle capability built into the Z transformers. Each module set would ideally need a 2-train transformer.

Board of Directors

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There was discussion on storage for the transformers along with a stand or table for them when in use. No decision was reached. It will be discussed further next month. The re-do of the mobile layout eliminated an O-27 loop thus may have freed up a transformer that could now be used with a module set.

Glen presented information on false fronts that are intended to go on the layer of the mobile layout. He will have more information available at the next meeting.

+ Wayne Ross reported on his efforts to get advertisers for our newsletter. He has had no feedback yet.

New Business

+ Both the mobile layout and the module trailer are stored in the Saguaro Central enclosure at Adobe Dam. The museum staff has asked the GCMR to consider operating the mobile layout Sunday afternoons from 12-5 when the public trains are running.

The following considerations were discussed:

1. The mobile layout would be stored on the west side of the G-gauge building under a covering thus getting protection from the elements.
2. Museum staff would normally be present to help open and close the wings.
3. Electricity would be provided via an outlet on the building's west side.
4. Donations received will help the treasury.
5. The exposure may generate more GCMR members thus helping the club achieve its goals.
6. The layout will periodically be needed elsewhere (e.g., Rail Fair and Cal-Stewart) and not be available at that time.
7. Security of the contents, especially transformers was noted. All compartment door have hasps installed thus could easily be locked. Also, the park hosts (caretakers) should be on premise during the run season and their RV will be parked 24/7 by the layout. John will check to see if the museum has a security system already in place.
8. During times when the mobile layout may be gone, the modules may possibly be available.

9. Will we be able to get enough members to volunteer?

The club voted to operate the mobile layout Sunday afternoons from 12-5 during the public run season. This decision will be tempered by 1) how many members are able to help, 2) how many times per month we would need to operate (see #1), and 3) would we be able to solicit donations? John will contact the museum staff to get answers. Initial indications are that we might initially run only the first and third Sundays each month and be able to set out our own donation jar. John will convey answers back to the BoD when received for further action.

George reviewed some of the upcoming events for the GCMR. Rail Fair will be Sat-Sun, October 8-9 in Scottsdale. O-gauge and S-gauge modules and the mobile layout will be set up. The Saguaro Central swap meet will be Sat, 15 Oct, at Adobe. Both module sets and the layout will be set up. Cal-Stewart will be Fri-Sun, November 18-20, in California and they would like the mobile layout displayed. We're planning to take the layout but the club would not be able to offset any costs.

Dave Brown mentioned that we haven't received an update from the Methodist church regarding our setting up trains in December. We hope to have more information at the next meeting.

Show 'n Tell



The theme was weathering.

+ Bruce Bessette and son, Sam, from Tucson presented weathering tips for buildings and equipment

+ Bill Rodgers displayed a road construction scene he built.



Dave Brown's modular scene

WEATHERING IT OUT

by Bruce Bessette

(Bruce was kind enough to let us reprint an article he wrote on his weathering techniques. Here is part one of the article. We'll do the last half next month - Ed)

When we build small versions of real things whether the model will be a classic car placed on a mirror or a replica of a steam engine from the 1860s, we have a vision of what it will look like. With the modern construction methods of mass produced models, most people today who buy one model of a car or airplane that means something to them. This might be a showroom version that will sit on a desk or shelf and be perfectly adequate in all its perfection. But for those of us that are looking for more visually, we would like to view a model as if we were looking out a window at the world with some wear and tear.

This means we are looking at adding realism more than just weathering. We need to give our three dimensional object some depth. This means we need

to include adding shadow and reflection. This is because most of our projects are displayed in our homes and at shows and are rarely viewed in actual sunlight.

the sun a 6
will have
only reflect
ground up
inches. This
light striking
further up
distinct areas
dark.



Outside in
foot person
light that will
off the
about 4 to 6
means that
somebody
will have
of light and
However our
mostly in the

models live
4 to 6 inch reflection zone and this has a tendency to "wash" our models with both direct and reflected light removing the natural shadows. This works in the same method of how a news crew doing an interview on the street will use a white reflector to wash out the dark shadows. We need to force the shadow and shines to simulate the sunlight with washes and dry brush methods.

When planning to use a wash you will need to evaluate the best surfaces. Interiors of framed members and crevices between shingles and planks are great places to add depth. When planning shading you only want to shadow those areas of a model that would be shaded at any time of day. Do not add artificial shadows that might align with an artificial sun. Any misalignments will instantly be seen and make your effects look forced.



A wash is a method where we add a dark very thinned paint to our models details to allow the paint to settle into the lower recesses.

First we prepare the surface for washes by painting the base coat with an even albeit slightly light color.

If there is any putty or filler, make sure that these areas are even without any pits or voids. This will make a wash concentrate un-naturally and make it difficult to remove.

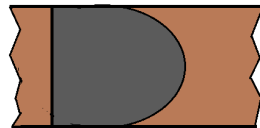


If you are using an enamel wash over an enamel base coat, make sure you let the paint cure at least 2 to 3 days. This is to prevent the wash from softening or mixing with the base paint. One solution is to use a water

base paint over your enamel base. This will prevent blending. Do not try to use a wash over a glossy surface or on oil based paint. The objective is to get the wash to flow naturally and have a fading effect. Oil base or glossy paints will cause the wash to bead leaving sharp edges in the wash. The goal is to have the wash settle deeper in the crevices and then the thinner wash to dry allowing more of the under paint being exposed.

If the wash is allowed to bead the droplet will dry similar to water spots leaving a sharp edge.

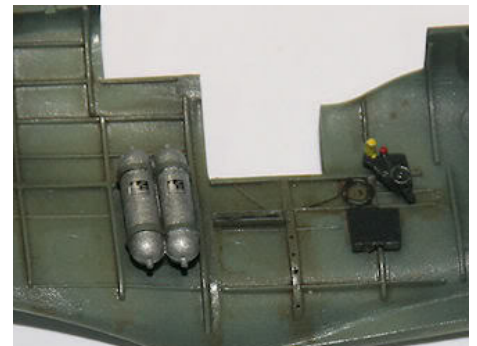
If the wash is allowed to flow evenly it will dry with a blended edge allowing a gradual reveal of the base coat.



The solution is to prepare the surface by painting the model with a fresh coat of clear flat. This puts a thin

rough surface on the model that will help break the surface tension of the wash. This will make the wash flow out further from the crevice. But remember because the wash will flow better use the amount sparingly at first until you know how far it will flow on the model. Place the surface to be shadowed on a flat level surface. Apply the wash using a soft flat brush by applying into the crevices pulling material out onto the field. Remember you are applying a very thin layer of paint that needs to become transparent.

Once the wash is dry to the touch and even slightly tacky, use a slightly dampened towel, folded with a flat



surface, and carefully blend back in the direction of the crevice to remove any high points. This not only makes the wash more even around the crevices, it removes any excess wash that may have traveled onto the high surfaces.

After the recesses are washed you may wish to highlight raised areas to give a reflected effect. I have seen some modelers use an airbrush to spray a light mist in one direction over the whole model. This is a solution for a large model but the danger is to turn your mist into another wash and you lighten the whole model. A better solution is to “dry brush” the high areas using a very lightly loaded brush with paint tone about three to four shades lighter.

To prepare the brush use a flat wide brush and dip into the paint. You are then going to wipe off all of the paint on the surface bristles of the brush on a paper towel or tissue. Once little or no paint comes off the brush you are ready. Taking your brush across the raised details, (perpendicular) apply paint in light to increasing pressure until you get the desired effect. Never allow the bristles to drop down into the recesses of the detail. You do not want to have anything to shine in a shadow. Keep your effect as even as possible. Any variations in the highlight will make the effect look forced and not real.

(Next month, dry brushing)



Don't forget to mark your calendars for our November meeting date. It is on the 19th to avoid conflict with the Turkey meet.

OPERATING AT THE ADOBE MOUNTAIN PARK

by John Draftz

Members we are now scheduled to run Sundays for the public during the Maricopa Live Steamers run season which is when the museum would be open. This commitment would be in addition to other times when we would operate the layout, e.g., RailFair.

The GCMR will operate the layout on the first and third Sunday afternoons between Labor Day and Memorial Day at the museum complex (Pottsville)

between noon and 5pm. The mobile layout will be semi-permanently stored under the cover immediately west of the G-gauge layout metal building. An outlet for power is on the building's west side. The only requirement will be to open and close the wings and operate trains. A donation jar will be available for people to use to support our club. This money will be independent of any donations given to the museum.

Additionally, we will be able to encourage people to join the club thus increasing our membership. This would entail the member(s) on duty being willing to talk to the public and answer questions. We probably would want to develop a brochure to give the public that explains who we are, what we do, and some details about the layout (e.g., gauges, cost, etc.).

Trains need only be running when the public is present. The procedure used by the MLS is to bring a trainload to the museum for a 10 minute stop. Another train may not come by for over half an hour thus there will be "dead time". The museum has AC, a toilet, and other amenities members can use while waiting for a train.

Please look at the dates and your personal schedule to see when you can help. The schedule is broken into two shifts to make it easier for those members who want to help but who can't spend an entire afternoon. When you identify when you can help, please contact me so that I can populate the schedule and publish it. Naturally, last minute changes can happen and we'll adjust accordingly. Those members wanting to work more than one Sunday are encouraged to sign up for as many as you want. If each local, active member would commit to helping just one Sunday during the run season, we should be able to meet our commitment.

Typically we would open the layout between 11:30am and noon, then operate for the public from noon to 5pm. Close the layout by 5:30 and be on your way home. The museum staff will be available to help with opening and closing the layout. There are 16 Sundays during the "season" and thus 32 time slots (two per operating session). We have about 24 local, active members, so allowing for some members not being able to help for various reasons,

it would suggest that each member should try to staff the layout at least one Sunday per run season.

The theme for September meeting will be "Whats New" Bring and show us anything that is new that can be use on your or any layout.

WINNERS!

Dave Brown	Lionel Toy Fair boxcar
Bill East	Lionel Mobilgas tank car
Bill Richardson	K-Line TTOS caboose
Bill Richardson	Lionel PRR caboose
Bill Rodgers	Lionel TV flat car
Wayne Ross	Lionel Chessie hopper

Mystery box:

George Bean	Lionel park scene
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\$25 Cash Drawing:	Bill Rodgers
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Bill Richardson, a double winner!

GLENN SABER'S LAYOUT

For those who were at the August meeting, they were treated to an after the meet visit at Glenn Saber's home to enjoy his layout. Glenn was nice enough to share with us some night scene photos of the completed sections.





Gadsden-Pacific Toy Train Museum

Seeks Vendors for its

Train Show & Meet

SATURDAY NOV 5, 2011

9:00AM TO 3:00PM

LAS CAZUELITAS EVENTS CENTER

GRANT RD & I-10

TAKE GRANT RD EXIT WEST

TURN IMMEDIATELY SOUTH INTO

PARKING LOT NEXT TO GRANT INN

EARLY REGISTRATION: 8 FT. TABLES ARE \$25.00 EACH

TABLES RESERVED AFTER OCT 15TH WILL BE \$30.00 EACH

TABLE RESERVATIONS MUST BE PREPAID. SEND CHECK PAYABLE TO GPD TTOM

TO: BUD STEWART 13325 E. PLA. EL ALGODON TUCSON, AZ 85749

Questions? Contact BUD STEWART at (520) 749-0228 (leave Message)

OR EMAIL bud@at.tuccoxmail.com

Vendor Badges must be worn for free entrance into the hall. Vendors will receive two badges for the first table and one per additional table up to four badges total. Set up will be 7:00 am Saturday. A snack bar/lunch counter is available in the hall. Vendors still set up at 3:00 pm will be participants in a raffle. First prize: GPD Ore Car / Second Prize: GPD Box Car

Public is welcome. There is a \$5.00 admission at the door for adults. Children under 16 are admitted free.

To register please cut bottom portion, fill out completely and return with payment to Bud Stewart at the address above.

X-----

November 5^h 2011 Meet Registration Form

Name

Address

Phone

Number of Tables Requested

Number of helpers

Total Enclosed



Desert Division Train Collectors Association

36th Annual Turkey Meet



Now at Chapparal Suites

5001 N. Scottsdale Road - Scottsdale - Arizona - Close to the AZ 101!

Saturday, November 26th

Swap Meet: 9:00 am - 3:00 pm

Sunday, November 27th

Auction: 9:00 am - 1:00 pm



The Turkey's BACK!
Toy Trains!



www.tcadd.org

For additional information and registration contact: Beth Stange 480-947-5663

THE MAIN LINE

Peter Atonna, Editor

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Paulden, AZ 86334



Glenn Saber has created a delightful layout at his home and shared it with GCMR members last month. See more photos of his layout in this issue