



GRAND CANYON MODEL RAILROADERS

MAIN LINE

SEPTEMBER, 2010

Volume 19

Number 9

PRESIDENT'S MESSAGE

by Bill East

We had a nice attendance for our August meeting. Sam McElwee was selling trains and train assessors along with George Bean selling an assortment of trains as well. Glenn Saber gave us an update on the gurney layout and what we can do with it for running in hospitals. He also raised the question of whether we should raffle it off at our next open train show in February. The general feeling of the club was to hang on to the gurney layout, finish it with some painting and a few Plasticville buildings and get it into service.

Glen also gave us information on where we might get a semi-permanent location for both our trailer and module layout. One possibility is at Metro Center; possibly working with a few other train clubs for a storefront that would let us have a place to leave things set up and run them on the weekends. This is still in the talking stage. However if it comes about, it would be a great opportunity for our club, plus a draw for new members. Glen will keep us up to date on this.

For show and tell, Dave Brown showed off kit bashed and scratch built cars modeled after some narrow gauge trains from drawings in a book that he also shared. John Pryor talked about his collection of standard gauge trains.

We are only six weeks from Railfair and the start of this fall's train season. There will be lots of running chances on both the trailer and the modules, so now is the time to sign up. Railfair and the Turkey Meet are both two-day runs. Also, Saguaro Central is the weekend after Railfair and is a one-day run. On the fourth weekend next month, the "S" gaugers will set up at the church. Don't forget the run for our host church in December, followed by the Christmas party. There will be sign up sheets at the September meeting, so sign up early and often.

The September meeting is our Pizza meet. Bring in your beverage cars, beer and soda pop cars and share them with the club. The "O" gauge module will be running.

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.

September 25 - GCMR meeting - Our Saviour's Lutheran Church

October 23 - GCMR meeting - Our Saviour's Lutheran Church

November 13 - Our Saviour's Lutheran Church. Tentative date, pending confirmation

December 4 - GCMR Open House at Our Saviour's Lutheran Church. See article this issue

OTHER TRAIN EVENTS

October 9, 10 - Railfair, Scottsdale Railroad Park

October 14 - 16 York TCA meet, York, PA

November 6 - In the Heat swap meet, Phoenix, North Phoenix Baptist Church, Central and Bethany. 9am - 1pm

November 20, 21 - Cal Stewart meet, Pasadena, CA
Info: www.ttos-sw.org/cal-stewart_rules.htm

November 27, 28 - Turkey Meet, Mesa, AZ, Info: www.tcadd.org/docs/TCADD%20EXPO%20Info%202010.pdf

December 5 - Desert Division Holiday Party, Mariott Hotel, Mesa. GCMR members are invited. More details upcoming.

MEETING NOTES

Old Business:

+ It was reported that the Beat the Heat bus trip showed a profit

New Business:

+ Dave Brown reported on a rumor that our former national affiliate is having financial difficulty.

+ General discussion concerning a permanent home for our layouts with possible public access.

Glenn Saber has been looking for a home for GCMR where we can set up our layouts and run them on a more permanent basis. He is looking at Metro Center Mall as a possible location. One proposal is to take the trailer down to the location and operate on weekends. An actual schedule has not been set, but every other weekend was proposed. The trailer would have to be set up and secured each run day.

John Draftz related the experience of another train organization (AMRS) that had such an operation but lost its home. John suggests that we find such a store and set up all gauges and run whenever we want.

Dallas Dixon shared that the San Diego group has done this as a seasonal home where the mall saw the benefits of allowing the space and providing utilities. It was successful, having been done in a series of malls rather than just one. Eventually a permanent home was found at one mall.

Glenn Saber has contacted a hospital regarding the portable layout use at their facility. Requirements would be a background check for all operators, and other requirements.

Katie Elgar indicated that in years past there had been overtures to other organizations.

Glenn indicated that an important goal is to find a home for the trailer. Dallas Dixon favors the "gurney" module as an ideal size for operating in

temporary venues. Bob Prehara reminds us that we have the kid's club module that could also be used.

John Pryor suggested we continue pursuit of a mall site. George Bean suggested the trailer be setup at the Trolley museum at intervals such as twice a month on weekends. Katie suggests a simple layout with basic accessories. John Draftz suggested that we make the module interactive and the club should plan ahead regarding future activities.

George Bean offered that the club has been consistently active and the membership will continue support of our activities.

+ The GCMR will be at RailFair with the trailer and the S and O modules. We will need help. Times are 9am to 5pm on October 9 and 10.

+ Saguaro Central meet the next weekend and the trailer will be there from 9am to 2 pm.

+ George Bean moved that we complete the "Gurney" module to include buildings and accessories. Katie Elgar seconded. Motion approved

+ George Bean offered to collect the accessories for the gurney module. Glenn Saber will house and work on the gurney module.

+ John Pryor moved that we continue to explore the location of our trains in a mall or similar location. Dave Brown seconded. Motion approved

Show and Tell:

+ Dave Brown showed several of his kit-bashed railcars that combined other gauges and scratch built cars of his own construction. He shared some of his construction techniques.

+ John Pryor gave background in train repair in partnership with a California friend. Through that experience, he inherited a standard gauge set from his former partner and says it will be a runner on his layouts.

Board of Directors

President:	BILL EAST	602-374-3255	Treasurer:	BOB PREHARA	602-841-9552
Vice Pres:	BILL RICHARDSON	623-582-5672	Past Pres:	JOHN PRYOR	602-799-8570
Secretary:	PAUL BOSTON	480-314-3373	Board Member:	GLENN SABER	602-956-6696
				DAVE BROWN	480-423-8725

Editor: PETER ATONNA 928-636-4228 mjatonna@gmail.com



One of Dave's projects



John's standard gauge "baby"

+ Dallas Dixon displayed a saguaro cactus produced on a three dimensional computer printer. The cactus (or any other product) is "grown" on the printer using a slurry material that is hardened as it is printed. This type of item is available from An Affair With Trains.

+ Dallas Dixon displayed a track signal built by David Hoverstock from Tucson in brass and with a materials cost of about \$4.

DONATIONS NEEDED

At the August meeting, the membership discussed the



Dallas's signal and sahuaro

future of the incomplete GCMR gurney layout that was started a few years ago. This is a small, light and easily transported O gauge train layout designed to fit on top of a hospital gurney. Construction is of foam over an open grid of 1x lumber and is built in two halves secured together by window hasps. It contains one O-27 loop and a separate, short point-to-point track for a reversing trolley or gang car.

The membership decided that this layout should be completed and used by the club and not raffled off at the next Mid-Winter swap meet in February. To keep this layout super easy to transport and setup in minutes, all trains, structures and accessories will be stored in a dedicated tote leaving only the track on the layout boards. The two, light layout halves can easily fit into a trunk or back seat.

It is not certain whether this layout will be actually used on top of gurney and moved from room to room in a real hospital because of the orientations, screenings and medical tests required of all operators going to be in a hospital, but could become a quick and easy tool for GCMR to setup and operate anywhere on a moments notice.

So, GCMR is looking for donations to complete this layout. Needed are a few O-27 engines, either steam or diesel, small freight or passenger cars, a trolley or gang car, a transformer, and accessory or landscape items such as small buildings, light poles, trees, autos, etc. Also, the club is interested in a few operating accessories to be placed on the corners with push buttons such as a gate man, whistle shack, crossing gate, signals, etc.

Your help in completing this layout will be greatly appreciated. The tote will be at the September meet for donation as we all consume vast quantities of PIZZA!

BRYAN'S LAYOUT PLAN

Paul Boston has been working with Bryan Jewell on ideas for a layout for some time. Bryan noting that he has limited resources, did a very detailed study on options not only for the design of the layout, but also potential accessories to make a simple layout a great deal of fun to operate.

To share with you the results of Bryan's work and resulting plan, here is the drawing he prepared and following are some of the notes he wrote to describe his thought process on coming up with his ideas. Also included is the budget he prepared.

Inventory:

- 14 - 027, 042 curved tracks
- 8 - 027 straight
- 2 - 027 half straight
- 2 - 027 uncoupling tracks

1 - 027 30" straight section (shaded on the plan)

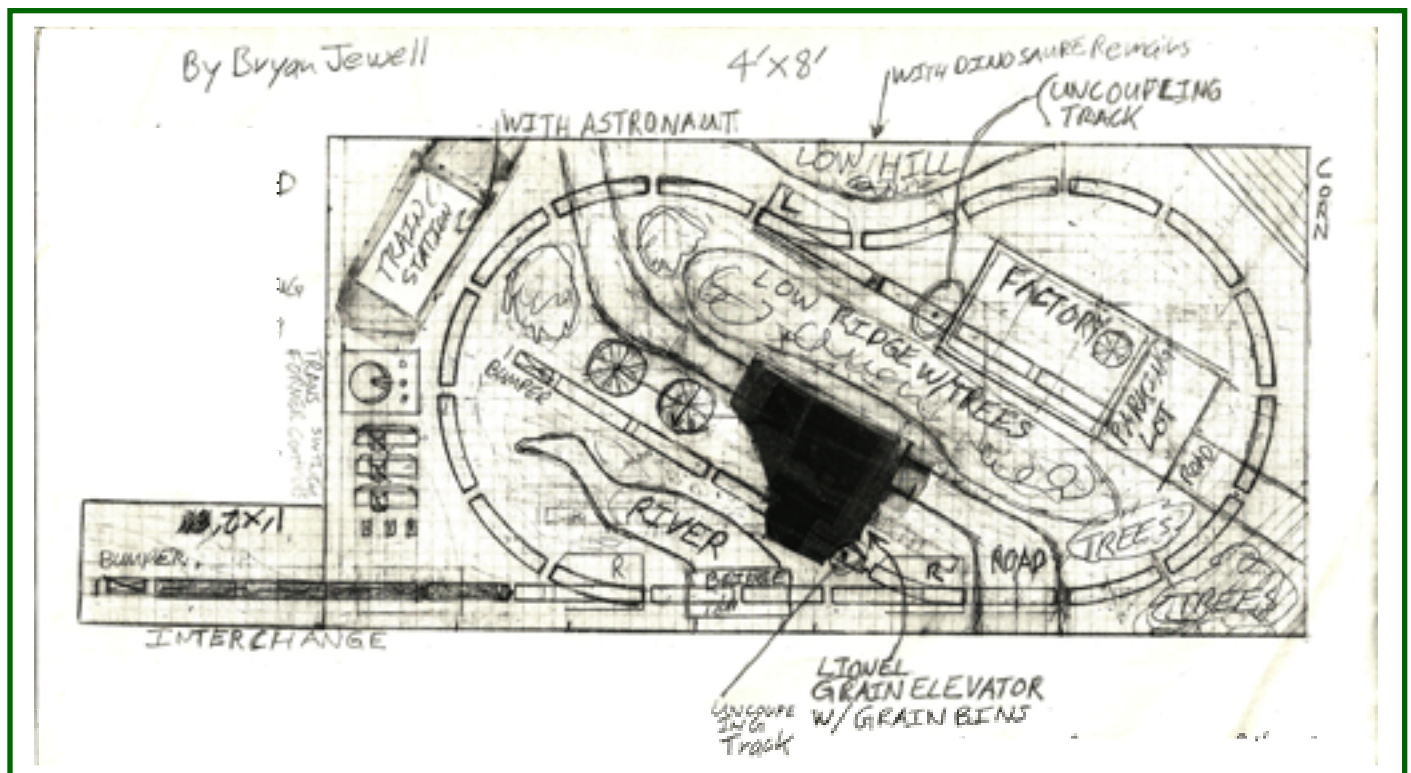
2 - 042 RH switches

1 - 042 LH switch

\$305.71 Total Cost

Design Notes:

- + I like the Midwest and Pennsy, too.
- + I was going to use Lionel's Fastrack, but it is too expensive, so I switched to 027 - 042. Someday I will have the money for it!
- + The factory is somewhat based on the Ameri-Town Barrettsburg Tool and Die kit #941 which is featured in O Gauge Railroading.
- + The low hill range can be done inexpensively with interweaved corrugated strips and hydrocal plaster soaked paper towels.
- + By the way, this layout features the Lionel grain elevator, trees, a corn field, an O scale astronaut at the station.



THE GREATEST YEAR?

by Peter Atonna

It may be just me, but the toy train era's we use to describe the different times trains were made are wrong. For example, after WWII, we call the 1945 - 1969 era "Postwar", then 1970 - 1985 "MPC" and everything beyond "Modern" or "LTI". The naming according to ownership gets a bit complicated with the need to recognize the Richard Kughn years as well as the LTI years in addition to MPC.

For me the big break occurred in when Lionel introduced the Reading T-1 steamer in 1989. This was the first new full scale steamer since the 700E and had Railsounds but no TMCC yet. However, this was the beginning of the modern era of full scale trains. The only competitor year might be 1995 when the Commodore Vanderbilt Hudson was introduced with both Railsounds and TMCC. In either case, each year from then on brought a new compliment of more highly detailed, beautiful locos, new and improved sounds and of course all now with command control.

It was not quite as black and white as all that. Of course we must recognize the prewar greats, the Hiawatha and City of Portland culminating in the Hudson and Pennsy 0-6-0 switcher. But these were done in fits and starts and never changed the basic line of modified scale trains.

In a way, diesels fared better starting with F-3s in 1948, the NW2 switcher and GP's. Wonderful, but when the catalog shows a Texas Special, scale sized diesel pulling a string of 027 pullmans, something was wrong to my eye.

Now I am an unabashed high-railer, so to me this all may have taken a long time, but this evolution made sense. From these earlier examples to the introduction of the T-1, and the scale Pennsy Turbine, along with closer and closer to scale diesels, this was a great direction for the toy train hobby to move.

For me, however, the true beginning of the Hi Rail Years was 1999 and the introduction of the C&O Allegheny articulated steamer.

Why? Here was a beautiful monster. Not only equipped with sounds and command controls, but it was wrapped into a huge steamer that just grabbed your attention. I first saw it when Lionel brought a pair of them to our 1999 TTOS National convention, held in Scottsdale. And they ran them double headed. The sounds of those two locomotives was to die for!

Recently looking back over a dozen year's worth of catalogs, I am now amazed at the number of great, full

scale locomotives offered in the ensuing years. In some years there would be a half dozen new, scale locomotives. Life was good, and if I ever had a rich uncle, I'd probably have one of each on my layout!

I am not even considering the parallel efforts occurring over at MTH or K Line or the concurrent upgrading of diesel locos. They, too, went through a similar evolution. I just do not have information on those lines to do a parallel comparison.

I thought it might be an interesting exercise to see in what year Lionel peaked in their offerings of new scale steamers and how they have evolved since 1999. Clearly, annual offerings are fewer now, probably reflecting both the economy, but perhaps simply a saturation of the market. Another phenomena is the reintroduction of earlier models with "upgraded" features, often new details, but frequently with the latest sound/speaker systems and finally four chugs per driver revolution (a long time pet peeve of mine!)

To see in more detail these "good times" here is an inventory of the steamers introduced by year, since 1999. Note that I have listed only the primary road name for each locomotive, often they were offered in two or more road names for other railroads that ran the locomotive. Some more generic styles, such as the 4-6-0's were run in several road names and repeated for more than one year. Often the only change would be headlight or bell location. Still they are full scale, well presented locomotives.

First an exception to my 1999 beginning for a great steamer that just predated the Allegheny:

1998

#3000 - NYC Mohawk (a beautiful steamer with TMCC but still with a Pullmore motor, equipped like the NYC Commodore Vanderbilt Hudson of 1995)

1999

#770 - Jersey Central 4-6-0 Camelback

#7 - Westside Lumber Shay

#1601 - C&O Allegheny (despite two very nice other scale locos this year, this baby set the standard and was the first articulated steamer done by Lionel)

#4006 UP Big Boy (apparently the success of the Allegheny encouraged Lionel to hit the trail with more big, classic articulateds. This was announced in December and available in 2000)

2000

#1900 NYC Hudson - Gold (2000 was the centennial of Lionel and they introduced several Golden Anniversary items. Although a full scale loco, it was basically a rerun of the fine 1990 version of the 700E)

#1218 - N&W Class A 2-6-6-4
 #324 - UP 2-8-0 (also ran as SP which had similar locos, but here is an example where the alternate road name had a couple of fairly significant differences. No matter, I have the SP version on my layout and only changed the marker light location to ease my sensibilities.)
 #5511 - Pennsy T-1 Duplex 4-4-4-4

2001

#1521 C&O USRA 2-6-6-2
 #3004 C&O J1a 2-10-4
 #2934 Erie USRA 4-6-2 Pacific (this basic USRA Pacific has been the basis for many road names with minor detail modifications over the years)
 #5444 - J3a NYC Hudson 4-6-4 (although the basic scale Hudson, this is the first time run with both sounds and TMCC)
 #1111 - Pennsy H-9 2-8-0
 #3000 - SP Atlantic 4-4-2
 #1916 NYC Ten Wheeler 4-6-0
 #5452 NYC Dryfuss Hudson 4-6-4
 #3803 UP Challenger 4-6-6-4
 #6024 NYC Niagara 4-8-4 (not cataloged, but offered in the Century Club II series)

2002

#5429 NYC Empire State Express Hudson 4-6-4 (not cataloged, but offered in the Century Club II series)
 #7745 NYC 0-8-0 switcher
 #1361 Pennsy Pacific 4-6-2
 #606 N&W J 4-8-4
 #3672 UP Y-3 2-8-8-2

2003

#779 NKP Berkshire 2-8-4
 #6759 Pennsy M1a Mountain 4-8-2
 #6 Cass Heisler
 #2200 N&W Y6b 2-8-8-2
 #860 Erie 4-6-0 Camelback

2004

#86 Canadian National 2-6-0
 #3809 SP AC-9 2-8-8-4
 #2009 N&W Y-3 2-8-8-4
 #1580 C&O H-7 2-8-8-2
 #2699 C&O Berkshire 2-8-4 (upgraded)
 #3751 ATSF Northern 4-8-4
 #4410 SP GS-2 Daylight Northern

2005

68 Pennsy Atlantic 4-4-2 (upgraded)
 #611 N&W J 4-8-4 (upgraded)
 #4294 SP AC-12 Cab Forward 4-8-8-2
 #1650 C&O Allegheny 2-6-6-6 (upgraded)

2006

#3 Milwaukee Hiawatha Atlantic 4-4-2
 #1403 Southern Pacific 4-6-2 (upgraded)
 #2770 NYC L2a Mohawk
 #4014 UP Big Boy 4-8-8-4 (upgraded)

2007

#4436 SP Daylight GS-4 4-8-4
 #322 WP Mikado 2-8-2

2008

#827 NYC Ten Wheeler 4-6-0 (upgraded)
 #5448 NYC Dryfuss Hudson 4-6-4 (upgraded, but not made)
 #1225 Pere Marquette Berkshire 2-8-4 (upgraded)
 #844 UP FEF-3 4-8-4
 #6750 Pennsy M1b Mountain 4-8-2 (upgraded)
 \$4100 SP AC-4 Cab Forward 4-8-8-2 (not made)

2009

#8183 Pennsy 0-8-8-0 (Vision Line)
 #3000 ATSF 2-10-10-2 (Vision Line)
 #377 C&O Ten Wheeler 4-6-0 (upgraded)

2010

#5334 NYC Hudson 4-6-4 (Vision Line)
 #3967 UP Challenger 4-6-6-4 (Vision Line)
 #261 Milwaukee S-3 Northern 4-8-4

So, what was the greatest year for HiRail steam loco fans? Well if it is quantity you wanted, it looks like 2001 hits the jackpot with ten new locos offered (plus all the extra road names). Or if it the year that the largest number found their way to your layout, I guess 2004 won for me with three of the beauties running on the Seligman and Paulden lines.

Finally, it will be interesting to see how the Vision line evolves with its "top of the line" features. If I could venture a guess, it will be just like the automobile industry as these features work their way into the rest of the full scale locos and after a few years the "Vision" term will disappear.

Still waiting to find that rich uncle!

Here is a gallery of some of these beauties from the last ten years:



2001 - C&O J1a



2004 - SP AC-9



2005 - Norfolk & Western J



2005 - SP AC-12 Cab Forward



2006 - Milwaukee Hiawatha



2008 - Pere Marquette Berkshire

DECEMBER CHURCH OPEN HOUSE

The club will again this year be hosting a public open house for operating trains and displays on December 4th. This is put on by members of the GCMR as part of our "thank you" to Our Saviour's church for letting us meet in their hall, and also a nice time of the year to invite the public to share our hobby with us.

John Draftz is coordinating and here is information on the day: Anyone wanting to display their trains - static a/o operating - needs to simply let me know what they need for space, location and electricity. You can contact me at: jzdraftz@cox.net or call: 602-942-3457

For the day on the 4th, we will set up from 8-10am, 10-2 is the open house and from 2-3pm tear down.

We will also have the modules operating. So, let's hope every member can come to participate with either a display or help running one of the modules.

ARTICLES

Do you notice something missing from the Main Line? Is it articles from other than your Editor or Paul Boston. I hope I will never have to send out a four page newsletter, but without contributions from our members that will happen.

So, please send in photos of your layout or collection. If you have done something on the layout, made a neat buy, taken a train trip or vacation and seen some neat trains - send your Editor some notes so he can share your information with all our members.

Don't let me do a four page newsletter!

WINNERS!

Lionel NYC flat Car	Jim Bergero
Lionel flat car w tank	Glenn Saber
Lionel Worlds Fair	
1982 boxcar	Ken Barnes
Lionel NYC flatcar	
w gondola	Ken Barnes
Lionel 1002 Gondola	Dave Brown
K-Line Rutland Box Car	John Pryor

Mystery Raffle	Ken Barnes
\$50 Drawing	Bob Prehara

THE MAIN LINE

Peter Atonna, Editor

25375 N. Feather Mountain Rd.

Paulden, AZ 86334



Join us this month as your editor takes a ride through the recent history of the beautiful scale steam locomotives available to us these days.