



GRAND CANYON MODEL RAILROADERS

MAIN LINE

SEPTEMBER, 2020
Volume 29 Number 9

PRESIDENT'S MESSAGE

by Dave Brown

Last year I sent a suggestion to Classic Toy Trains for a series of articles about the 2020 turbine. The title of the series was to be "2020 the year of the turbine". Well, they said thank you but no thank you. Looking at 2020 now I think I would call it the 2020 the year of the tombstone because of the number of events that have pass away, and it continues.

At the August it was decided that the September mini meet has been canceled, we also found out that Railfair in Scottsdale has also been canceled. Further more, the AMRS has canceled their swap meet on October 31, and TCA is looking into a kind of a park and swap type setting for their swap meet in November.

Maricopa Live Steamers will not be doing their Christmas light event so it is unlikely that AMRS wont be doing their open house. So we won't be at Adobe Mountain to run trains this holiday season unless something changes.

And if to add a period to the year, the three club Christmas party is also canceled. I will be so glad to see 2020 end, and I hope 2021 turns out better.

In other news from the August meeting, John Kendig has been elected to replace Rick Fortmeyer's vacated spot on the board. Congratulations John. A nominating committee

will start calling around for people to run for officers for 2021. Remember this is our club, and we need everyone to get a chance to help run this club.

Another issue that came up was the idea to have office holders term changed from one to two years. The Board will be looking into this.

As mentioned before, the September mini meet has been canceled, However we will still have a regular meeting on September 26. The activity for that meeting will be drag races. Our drag race track is only "O" gauge, but bring your best horses and let's have some races. The winner will receive six monthly raffle tickets.

That's all for now, hope to see you on the 26th.

CALENDAR

GCMR meets are held at 9:00am in the Parish Hall of Our Saviour's Lutheran Church at 1212 East 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 26 - GCMR meet - Our Saviour's Lutheran Church - No Mini Meet - Theme: the races

October 24 - GCMR meet - Our Saviour's Lutheran Church

November 7 - Desert Division fall auction -
Paradise Valley United Methodist Church

MEETING MINUTES

by Bill Richardson

August GCMR Board Of Directors Meeting Minutes

Meeting was called to order at Our Saviour's Lutheran Church by President Dave Brown. In attendance were Vice President Dana Price, Secretary Bill Richardson, Past President John Draftz, and Board members John Zaval and Janet Mattern. Doyle Bain and John Kendig were also present.

OLD BUSINESS:

Secretary Bill Richardson announced that John Kendig has won the election for the open board seat. This was a very, very, close election. Congratulations to John Kendig.

NEW BUSINESS:

John Zaval would like to change the GCMR bi-laws to allow officers and board members to serve two year terms. The board and John will look into this to see what bi-laws would need changing.

Will there be a GCMR Mini-meet on September 26, 2020? Nothing significant has changed as far as the state Covid-19 restrictions are concerned. The same is true for the Church's Covid-19 restrictions. This means limited people in the building, masks, social distancing, hand sanitizing, etc. With that in mind, a motion was made to cancel the September Mini-meet. The motion passed. However, there will still be a regular GCMR membership meeting that Saturday.

At the September meeting, President Dave Brown wants to set up the race track for some September train drag races.

GCMR's current information indicates that the Live Steamer's "Holiday Lights" display and train rides have been cancelled. However,

AMRS may still still have their Starlight Open House on Friday and Saturday nights in December. This probably means GCMR could participate if we wanted to. As of now, we are in a "wait and see" mode.

The Adobe Mountain model train swap meet on Saturday, October 31st, has been cancelled. Railfair, at McCormick Stillman Railroad Park, originally scheduled for October 3-4, has been cancelled. The Park administration has canceled all October events.

August GCMR General Membership Meeting Minutes:

The meeting was called to order at Our Saviour's Lutheran Church by President Dave Brown. Approximately 13 members were in attendance.

ANNOUNCEMENTS:

Bill Richardson gave the Secretary's Report noting there were 41 club members. A motion was made to approve the July meeting minutes as printed in the August Main Line.

John Draftz, filling in for Glenn Saber, gave the Treasurer's report noting the amounts of money available in our bank accounts.

NEW BUSINESS:

Secretary Bill Richardson announced that John Kendig won the election for the open Board Of Directors seat. This was a very close election between John Kendig and Doyle Bain.

Congratulations to John Kendig.

GCMR will be holding elections soon. Again we have asked Katie Elgar and Bill Lazenby to be the Nominating Committee. Please consider running for an office or being a Board member for your club.

President Dave Brown announced that the GCMR September 26th Mini-Meet is cancelled. However, there will still be a regular GCMR membership meeting that Saturday. At that meeting President Dave Brown said we will set up the race track for some September train drag

races. So members, bring your fastest locomotives and we'll see who is the fastest.

Railfair at McCormick Stillman Railroad Park, originally scheduled for October has been cancelled. The Park administration has canceled all October events. The Adobe Mountain model train swap meet on Saturday, October 31st has also been cancelled.

TCA President, Chris Allen, informed GCMR that the December TCA Christmas party at the Double Tree Resort has been cancelled. Chris also informed that the November Swap Meet at the Shriner Hall has been cancelled. The Desert Division is attempting to put together an outdoor Swap Meet somewhat like a Park & Swap in a location with covered parking. A date and place are still pending. It was noted that the Desert Division is holding their membership meeting September 12th at the Elks Lodge in Phoenix.

The Desert Division auction is still scheduled for November 7th at Paradise Valley United Methodist Church on Lincoln Dr.

SHOW AND TELL:

Chris Allen told us the story of how the TCA acquired an early Meccano Erector set and in the box was a 1917 Lionel catalog. What a find!

John Draftz showed us his hopper train with the wider Marx cars. The Marx cars looked more scale than the Lionel version.

We then played guess the heat that was recorded at Sky Harbor at 11:00 AM that day.

+ The farthest from the real temperature would have to have been was Janet Mattern who brought in her LCCA Blue Angels Car with the number 2001330. That made her guess 130 degrees.

+ Bill Richardson brought in his AF 21100 Atlantic steam engine.

+ Ralph Treichel showed us his 61100.

+ Dana Price showed an MTH car with a 96 on it.

+ John Zaval showed an orange tank car with 95 on it.

+ John Draftz showed his AF-48600.

+ Dave Brown showed his six dome tanker with 992 on it.

And the winner was John Zaval at 95 degrees.

JOHN DRAFTZ'S CLUB HISTORY CONTINUES

In January **1997**, an annual calendar printed.

A report on holiday displays.

An involvement survey was printed.

Member profile on Ron Musil was presented.

Christmas party report.

In February, schedule for operating trains

Joint April picnic with TCA moved temporarily.

May & September meets at Los Arcos mall noted.

Member profile on Bill MacDowell presented.

Tucson GATS report.

Report on newsletter printing.

In March, we had 110 members.

Trailer is stored at Bill Schulte's for \$25/mo.

May to be Open House meet; rules printed.

Member profile on Bruce Wagner.

In April, 20th Anniversary party planned.

In May, swap meet & trailer display at same time.

Sales tax issue presented.

Report on Lionel products.

Report on joint picnic.

In June, meet report.

Member profile on Peter Atonna

Trailer to be at TCA national convention.

In July, trailer report.

20th Anniversary party in September.

Tom Stange is 1999 TTOS national convention chairman.

In August, future events noted.

Convention theme wanted.

Los Arcos meet report.

In September, update on McCormick.

Beat the Heat report.

In October, anniversary party report.

Early history ('72-'73) of club presented.

In November, Christown report.

GATS Phoenix in December & in Tucson in
January **1998** .

Early history continues ('74-'76).

December, Christmas party report.

Lionel sale rumor report.

Button controls for accessories being.

Annual Hudson raffle started.

Early history continues ('77-'79).

In February, dues are \$6.50

In March, MLS invited members to run live
steamer

Annual joint picnic with TCA in March.

20th Anniversary billboards available.

Lionel catalog update.

Participation survey included.

“Twill be Mighty Fine in Ninety-Nine” theme
chosen.

Treasure House store to close.

TTOS, TCA, MLS and P&P joint picnic held.

Bob McCoy's death noted.

In April, Los Arcos meet

Early history continues ('80-'81).

Report made of MLS area tour.

Tony Saulina new photographer.

In May, Los Arcos report.

Report on running live steamer.

Tucson Roadrunner meet in June.

Early history continues ('82-'83).

Report on layout types.

In June, we have 152 members.

Layout types report continues.

In July, kit bashing ideas presented

.
Prescott Beat the Heat in August.

Layout types report continues.

In August, convention logo presented

.
Convention update given.

Lionel offerings update given.

In September, Los Arcos Fall Festival to be in October.

Trailer to be at Railfair in October and Christown in November.

National convention report.

Gadsden-Pacific museum update.

In October, MTH 4-8-4 is 1999 raffle prize.

Article on "collectors" included.

Layout types report concluded.

In November, Railfair & GATS reports

Christown to be four days.

In December, Bongs invited members to open house.

In January **1999**, thieves at meets concern noted.

In February, race track tested.

Joint picnic with TCA & MLS to be in March.

USPS train stamps noted.

In March, coffee & donuts at meetings.

Report on train races.

Convention committees listed.

In April, picnic report.

Glenn Saber is now newsletter editor.

Special convention car noted.

Multi-club auction.

Tape library update made.

In May, show 'n tell report.

National president visit reported.

Convention updates

In June, trailer display at Tucson GATS

In July, volunteer help for convention needed.

New editor needed.

In September, convention report.

Race track and trailer to be at convention.

In October, Christown and Adobe in November

Train races and pizza at next meeting.

In November, Bill Schulte won the MTH Daylight

Eric Zenk new editor.

Joint Christmas party to be in December.

In December, Christmas party report

Final convention report.

Peter Atonna given club life membership.

In January **2000**, schedule of events

In February, list of committees.

"show and tell" held.

Peter reported on his new layout.

In April, joint picnic report.

Trailer at Tucson GATS.

Peter's new layout report continued.

In May, auction report.

Peter's new layout report continued.

Hints & Tips Corner added to newsletter.

In June, treasury over \$10,000.

Member profile on Carl Cataline

Arizona Train-O-Rama noted.

Peter's new layout report continued.

In July, annual raffle is #700E Scale Hudson.

Beat the Heat in August.

Peter's new layout report continued.

In August, national convention report.

Dave Brown's engagement noted.

Peter's new layout report continued.

In September, trailer to be at Christown

Sahuaro Central and GATS

Queen Mary convention report.

In October, San Francisco street car report.

Peter's new layout report continued.

In November, national having problems.

Layout operating report.

On-line auction tips presented.

In December, new officers.

In January **2001**, Christmas party report.

Annual raffle to have three prizes: K-Line SP GS-4 set; K-Line Magma Copper set, & K-Line Magma Copper 9004 car.

Annual auction in April.

In February, trailer report

Reefer cars and pizza at February meeting.

In March, joint picnic this month.

Report on Peter's Seligman & Paulden Line

In April, picnic report.

Beat the Heat meet noted.

Peter's S&P report continued.

In May, auction report.

Trailer work party report.

Hot dogs 'n apple pie in June.

Mike Wolf visited the valley.

Club has 160 members.

Verde Canyon trip planned.

In July, Beat the Heat meet noted.

Mike Shea's layout reported.

In August, Peter Atonna is national operator of the year.

Peter's S&P report continued.

In September, death of Miles Butler and Jim Bong noted.

Glenn asked for volunteers.

In October, monthly raffle prize winners noted.

Accessory report made.

Amended bylaws printed.

In December, new officers noted.

Bill East is first club operator of the year.

Tom Stange is club member of the year.

Bill Schulte is given club honorary lifetime membership.

Open house in February.

A NOTE FROM LYN SINCLAIR

I would like to ask if there are any members who have stories, pictures, model train cars, etc. focusing on tracks within Arizona. I recently became acquainted with the "Peavine" line and found it to be very intriguing. I'm in the process of assembling a variety of items, but nothing cohesive yet. Thanks!

(Here are three to look for: Myrick: The Santa Fe to Phoenix, Sayre: Santa Fe, Prescott and Phoenix; Schuppert: Central Arizona Railroads)

ABOUT THE NEWSLETTER

by John Draftz

After Peter became newsletter editor, he listed different things members could send him for publication. Please review the list and see if there's anything that applies to you. Feel free to add things to the list. Don't worry too much about grammar and punctuation 'cause that's where the editor can help. The main goal is to simply write about something of interest to you and then share it with others. Naturally, any photos about the topic would be welcomed and, if you can't take the photo(s), maybe someone else will.

As a 2021 New Year's resolution, will you send Peter at least one article in 2021?

- Do you have a car, engine, accessory, etc. that's unique a/o special, e.g., a limited run item, and what makes the item unique a/o special? As an example, I have a car that is one of four that K-Line ever made and it came from original Marx dies.
- Our "toys" need occasional "tune-ups", What tips can you share on how to service an item? What tools might be needed?
- Some members enjoy learning about variations. What variations do you know of and what makes them special?
- Do you have a working layout? Are there portions of the layout that are special? Are accessories part of the layout? Do certain parts of the layout have a theme, e.g., a lumber area with a log loader?

- Do you have a layout under construction? Are there aspects that require special consideration, e.g., the location of electrical or having to avoid obstructions?
- Are there new products that are significant and, if so, why?
- Do you have ideas on how the club can improve, e.g., what could be done that would be interesting and fun?

AN INTERESTING ARTICLE FOUND BY DAVE BROWN

Saudi Arabia's Abandoned Hejaz Railway
KAUSHIK PATOWARY SEP 20, 2016

The Hejaz railway that ran from Damascus to Medina, through the Hejaz region of Saudi Arabia, was one of the principal railroads of the Ottoman Turkish Empire and a vital route across the desert. The railway was built in 1900 at the behest of the Ottoman Sultan Abdul Hamid II and was supposed to extend all the way to Mecca in order to facilitate pilgrimage to the Holy city.





But its primary motive was to strengthen the empire's control over the most distant provinces of the empire.

The railway reached only as far as Medina, some 400 kilometers short of its destination, when the First World War broke out and all construction works came to a grinding halt. When the Arabs, led by the strategic British officer T.E. Lawrence, better known as the Lawrence of Arabia, rose up in revolt against Turkish domination, the railway became the principal target. Today, large sections of the railway lie abandoned in the desert with tracks swallowed up by the



sand, and carriages and engines toppled over and overgrown with shrubs.

Even before World War, the Bedouins of the adjacent desert areas frequently attacked the railway because it challenged their control over the pilgrims' route to the holy places. For centuries, the old Arab tribes had guided and guarded the pilgrims across the harsh desert. Traveling on caravans and on camels' back, the journey took from forty days to up to two months to complete. When the railway opened in 1908, the arduous two-month journey was reduced to a comfortable and cheaper four-day trip. As word spread, thousands of pilgrims from Russia, Central Asia, Iran and Iraq converged on Damascus to take the train. By the year 1912 the railway was transporting 30,000 pilgrims a year, which swelled to 300,000 passengers by 1914.



Meanwhile, attacks on the railway became more and more frequent, and it wasn't long before the train journey became more perilous than the



two-month trek across the hot and scorching desert.

The railway's final undoing came during the Arab Revolt of 1916-18, when the Turkish army began to use the railway as its chief mode of transport for troops and supplies. This gave the Arabs an opportunity to turn their vengeance on the railway. Guerrilla forces commanded by British officers successfully blew up large sections of the tracks including a moving locomotive for the first time in history. Later T.E. Lawrence joined in on the attack and destroyed countless bridges.



After the First World War, the railway was abandoned although several attempts were made to revive. In fact, some parts of the Hejaz Railway are still functioning, such as the line from Amman, in Jordan, to Damascus, in Syria. Another set of tracks operate from phosphate mines near Ma'an to the Gulf of Aqaba. Fascinatingly, the railway uses many of the original carriages and locomotives running on steam and coal. The oldest locomotive still in service was built in Germany in 1898!

The disused section of the Hejaz Railway lies south of Amman in Saudi Arabia, where railway enthusiasts will find a number of abandoned stations, round houses and rusting locomotives and cars.

ROBERT SHERMAN: THE IMAGE MAKER OF LIONEL

by Peter Atonna

Many of us know of the name of Sherman as he did the graphics on the early postwar Lionel catalogs: those that fixed the image of magnificent reproductions of the massive steam, electric and finally diesel powered trains that we can have running on our tabletops.

But he had a much larger presence than just that as he did many of the illustrations for pre and post war graphics put out by Lionel itself and through the Model Builder magazine. I will do an article on the second of his contributions next month, but for this month I wanted to share his layout illustrations.

These drawings, sometimes accompanied by track plans, showed fully landscaped, populated by trains (if you look closely you can see the prewar equipment changing to postwar items following WWII)

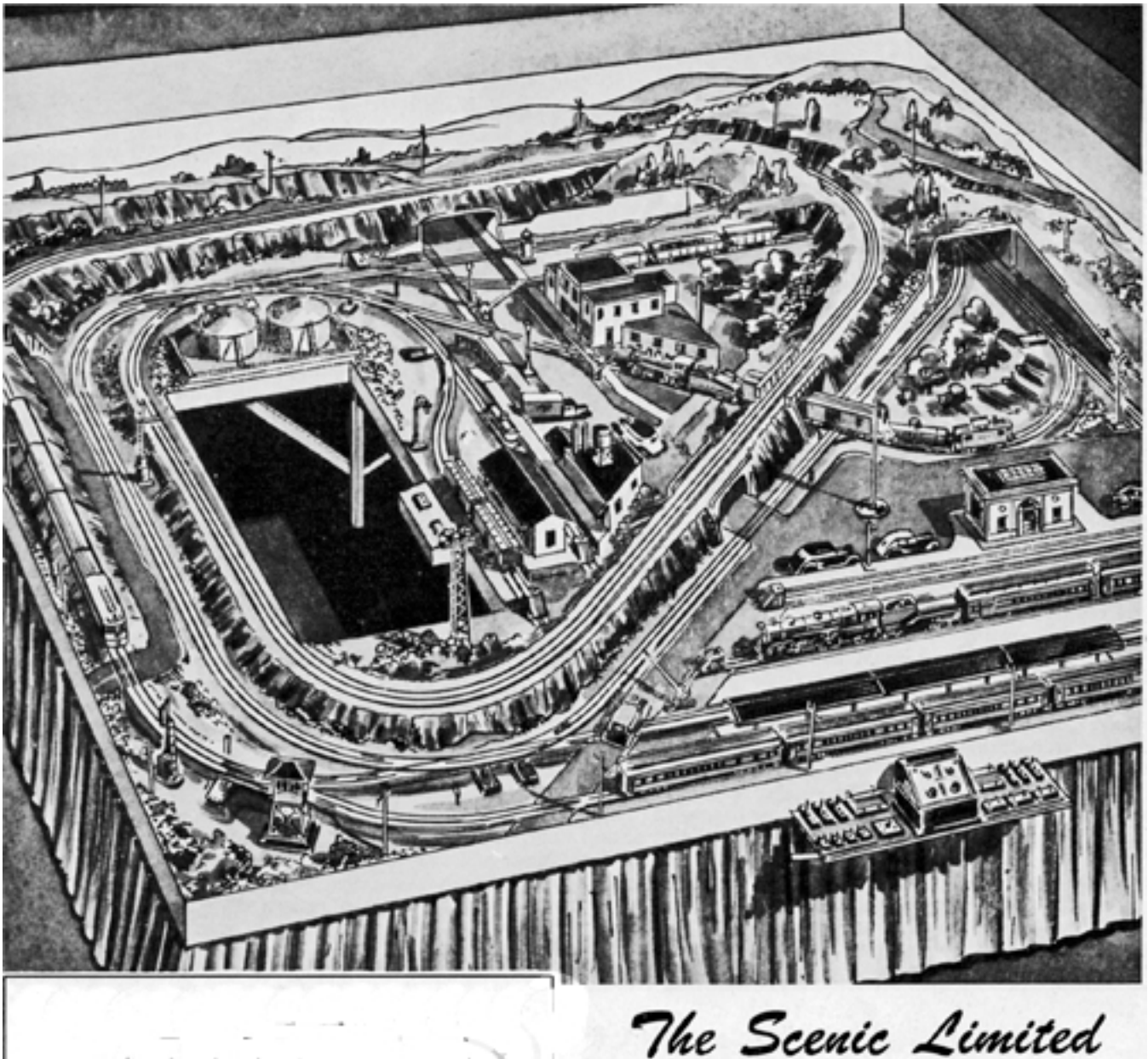
With one exception, which I will illustrate, he was never credited with his drawings. So, I have learned to detect a distinct style which you can identify from the mid 1930's until the late 1950's.

First, here is one of my favorites. You can see it is a prewar drawing by the use of the Z transformer and the prewar streamliner on the left hand side and some prewar accessories..

The track plan is delightful, it has an elevated section with grades long enough to actually work as opposed to so many plans which have totally unrealistically short runs to gain a crossover.

There is a neat station scene, good scenery opportunities and good locations for accessories next to a wisely placed access hatch.

BUT it does have one FATAL FLAW. And sadly this is common to a huge percentage of layout plans - there is only ONE reverse loop! Once you use it, you have to back the train around it



The Scenic Limited

to go the other direction. Sadly a large percentage of plans do that. (You never see that in American Flyer plans. But that was because with two rail track, you need special wiring or controls whenever there is a reverse on a layout)

Other plans are quite simple, such as a loop with one siding and a spur or two. But those still were drawn with the Sherman style and quality.

He did some uninteresting layouts. I say uninteresting only because they contained mainly loops and sidings. Fortunately, I have seen only two. Both were BIG but mainly seemed to be intended to show how a club could build one. Some of the 1950 layouts introducing Magnatrack were equally uninteresting. But I never saw them done in the Sherman style, so presume other artists did them.

Now, here its another favorite with many of the same attributes of the first one. Except this one has TWO reverse loops (look for the tracks entering the tunnels)



East Erie Railroad

RAFFLE PRIZE WINNERS

Monthly Raffle prize winners

Larry Melvin - Lionel 6-52166 8 Tractor Trailer

John Zaval - American Flyer 6-48312 MP Boxcar

Ralph Treichel - Lionel 6-17870 LCCA Convention Car

Dana Price - Lionel 6-26354 Kasey Kahne Flatcar

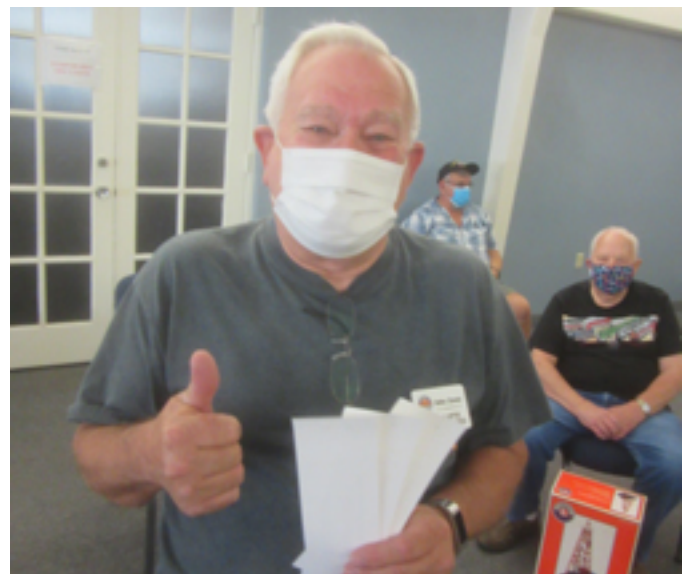
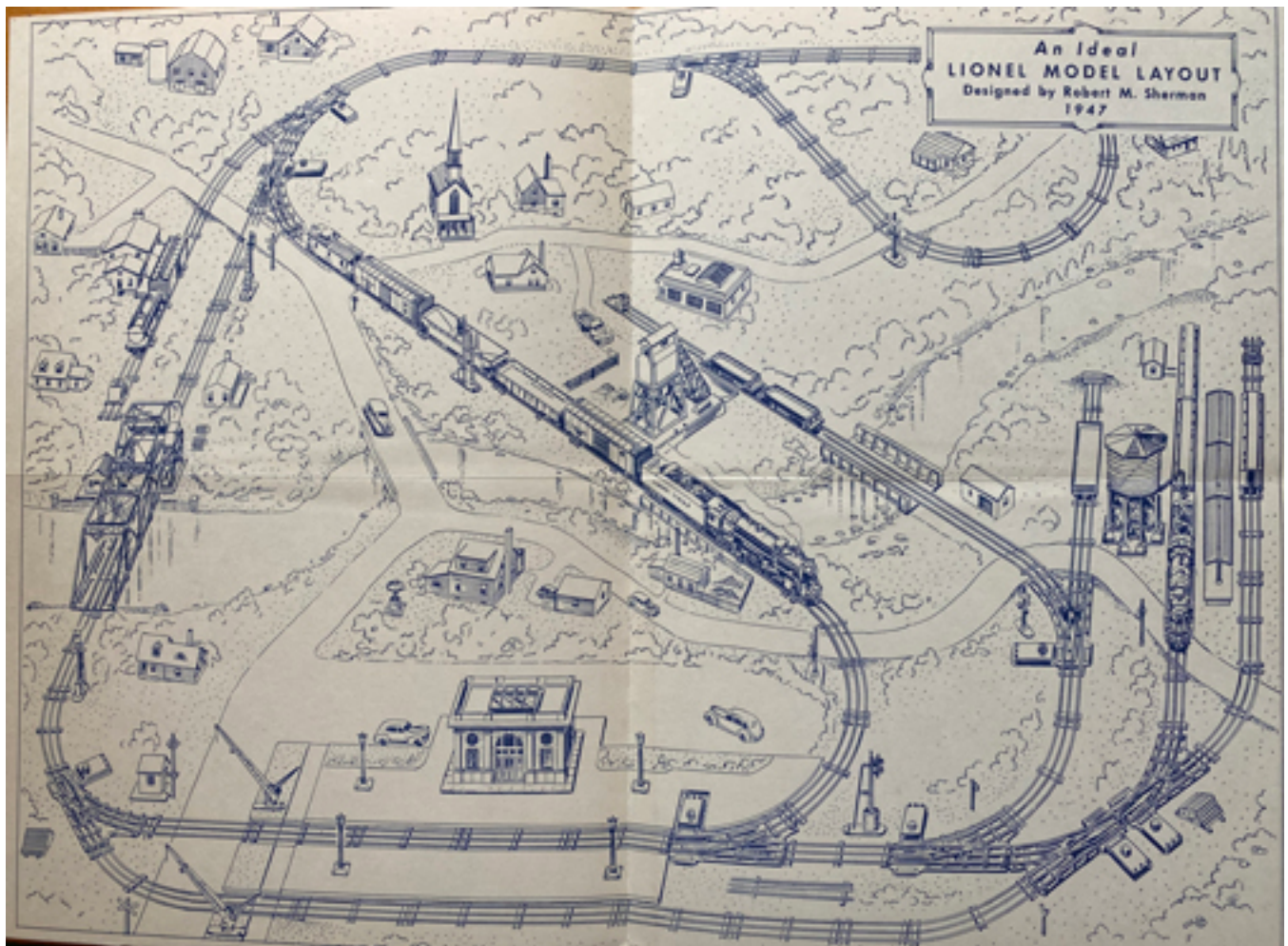
The Mystery Raffle prize winner was:

Ralph Treichel - Lionel 6-14153 Oil Derrick

The Monthly 3-2-1 Raffle prize winner was:

John Zaval - who won 3 more tickets to the 3-2-1 annual raffle.

Finally, on the next page is the only layout in which Bob received credit as the designer. Optimistically titled "An Ideal Lionel Model Layout", it was an add on promotion in 1947. I at first, thought it was a pretty "dumb" layout, but the more I looked at it, there were decent operating opportunities. You could run continuously between the TWO reverse loops. You could then bring a train into the terminal or so some freight switching there. But it took a pretty large space for not much train action. Still it was one of Bob's best graphics.





Guess the Heat Winner: John Zaval

MY LAYOUT IS FOR SALE

by Glenn Saber

I've put my outdoor layout for sale with an ad on Craigslist. Maybe your dining room needs to be repurposed ... LOL!

<https://phoenix.craigslist.org/cph/tag/d/phoenix-large-outdoor-scale-railroad/7180289006.html>

Up for your consideration is a large Garden Scale (G gauge) outdoor model railroad. It is comprised of many modular pieces of steel Eaglewings track sections which can be assemble in a myriad of different configurations to fit any yard, basement, garage, etc. Can even be mounted overhead.

Included in this sale: all track sections, loads of G scale brass track, 20 switches, split jaws, stand alone steel section supports, 4 steel support tables, steel wall brackets, masonry piers with track levelers, 16 steel bridges, trestle supports, Trex passenger and building platforms, 6 garage storage sections, most buildings, 12 gauge wiring, rope lighting, two transformers, track electrical interfaces, etc. Approximately \$30,000 + of quality stuff! All sold together ... no parting out. \$10,000 obo. Can remove and deliver locally.

A quality, low maintenance way to get trains up and running. Also, great for a railroad club that wants a fantastic, portable, modular layout for public displays. Make it any size you want.

