



GRAND CANYON MODEL RAILROADERS

MAIN LINE

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PRESIDENT'S MESSAGE

by Dave Brown

Lots of news this month dealing with member's health. First and most sad is to report the passing of Wayne Ross on September 8. Wayne had been having health issues for a long time and that had been keeping him from participating in events. He will be missed!

Second, due to health reasons, Bill Richardson has stepped down as club Secretary. For the past few months, John Draftz has been pinch hitting for him till he too had health issues. I was able to get Janet Mattern to step in just for the August meeting, and a big thank you to Janet for doing this.

This was just a one month job per Janet's request and I understand her reasons. A call went out and at the September Paradise and Pacific meeting and Rod Johnson stepped forward to finish out the term. Thank you Rod for stepping in.

Now to the news of events. The first event to report on is of course the Beat the Heat bus trip. Attendance was a little sparse this year for several reasons. But those that rode the bus had lots of fun. Only one person was at Metro Center and he moved to Paradise Valley mall. This saved us some time meaning we reached Prescott Valley early. As per our agreement with the people up there, we got in before the doors opened to the general public. In that scramble, Janet Mattern scored a set of Southern Pacific Daylight passengers car just ahead of Dana Price. Better luck next time Dana! Lots of other

bargains were up there so if you missed the bus, we'll do it again next year. We visited three layouts in the afternoon and had a great ride both ways.

The following week was our regular meeting. I don't know if it was the heat or just being tired from the Beat the Heat trip, but we had a small crowd. This was our guess the heat and the winning guess was 100 degrees and that was off people's phones.

There are four upcoming events in the next couple months. First, on September 19th is the work party on the trailer. The last time the trailer was run was on February 29th of 2020. This will give us a chance to check it out clean it up to get it ready for Railfair on October 2nd and 3rd.

Railfair is kind of the beginning of train season as maybe other runs will come up. Our September meeting is our fall mini meet at the church. If you want a table, Call Janet Mattern. I will not be there as that weekend is my high school class reunion. My 45th reunion was to be last year, however 2020 was the year that things DIDN'T happen so we are having a mini reunion on the 26th.

The next event is our October end of the year meet with the big drawing, pizza, and drag races. So come one and all and bring your fastest engines for the drag races. Just so everyone knows, last years' winner, my special engine, will not participate in the races. I will bring it to demonstrate but not to compete. The winner will win three annual tickets just before

that drawing. I hope this will bring out lots of competition.

That's it for now, hope to see you at these events.

CALENDAR

GCMR meets are held at 9:00am in the Parish Hall of Our Saviors 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 25 - GCMR meet - Our Saviors Lutheran Church - Fall Mini Meet

October 2, 3 - Railfair: Railroad Park, Scottsdale

October 8 - Spook-Track-ula, 6:00 - 9:30 PM, McCormick-Stillman RR Park

October 23 - GCMR meet - Our Saviors Lutheran Church - Annual raffle drawing, pizza, drag races

October 30 - "Everything Railroad" Swap Meet Adobe Mountain Desert RR Park

November 20 - Desert Division Turkey Auction, Paradise Valley United Methodist Church. Info:tcadd.org

November 20 - Desert Division Turkey Meet, Shrine Auditorium, Phoenix. info:tcadd.org

MINUTES

by Janet Mattern

Due to continuing health reasons, Bill Richardson has stepped down from his position as GCMR Secretary. By the Oct. meeting, the club will need to find a replacement to finish his two-year term . . . volunteer now.

The club sends their thoughts and prayers for a speedy recovery to John Draftz and his wife, Wanda.

John Zaval reported that no weeds nor any evidence of critters were observed when he recently checked on the trailer. He will repair one of the doors later on. All that needs to be

done by the work party on Sept. 18th (8:00 AM, Adobe Mountain Desert RR Park), is to make any electrical repairs and clean up the layout.

Future improvements, if there is enough clearance, might be to install rollers to make it easier to pull out the drawers. An airplane needs to be found to replace the damaged one on the pylon accessory. Adding another operating accessory, such as the UFO and cow from Menards, is an idea that would make the mobile layout even more interesting to the public. The shade structure for the trailer is an ongoing issue and a proposal that specifies a course of action continues to be in the works.

The Beat the Heat Meet was deemed a success by all those who attended. Getting into the swap meet before everyone else is one of the perks of riding on the bus; arriving even earlier than expected because there was no Metrocenter stop, meant that everyone on the bus had more than enough time to leisurely peruse the aisles before the masses were let in.

As always, the layout tours proved to be interesting and a great way to spend a picture perfect day in the Prescott area. The bus did not have as many people as was hoped for which resulted in an estimated loss of \$556.19 (\$1,111.19 expenses - \$555.00 income). To close the gap and at least break even, it was suggested that in the future the club use a limo van that seats sixteen which would be on a first come, first served basis. Lack of bathroom facilities on such smaller transport might be a problem and something to weigh in the decision making process.

To boost ridership, changing up which layouts are visited might be something to consider; it should be noted that Peter Atonna's layout will always be on the tour. Next year parking at Paradise Valley Mall and at Metrocenter will have to be reevaluated due to redevelopment of both malls; parking at the McDonald's on Cactus Rd. right across the street from Paradise Valley Mall could possibly be a solution for that area.

The monthly storage rental amount increased from \$82.32 to \$85.41.

The GCMR Mini Meet on Sept. 25th, is fast approaching. Setup begins at 7:30 AM and the meet runs from 9:00 - 11:00 AM at the club's regular meeting location. Reminder, there are only about twenty-five tables available; one table is free to each seller—must be a member of GCMR, TCA, or P&P—and it is free to the public to enter. Please let Janet Mattern know if you want a table: e-mail: tjmattern@cox.net (602-569-0568).

Guess the Heat participants:

Bill Lazenby - Lionel Jersey Central boxcar (97°)

Dana Price - Lionel flatcar w/lumber load (97°)

Dave Brown - Thomas Industries 6-dome tank car (99°)

John Zaval - Lionel 1955 600 series switcher (100°)

Ralph Treichel - K-Line boxcar (104°)

You probably noticed that two members had the same guess of 97°; that proved not to be an issue, because at 11:00 AM the temperature at Sky Harbor was 100°. John Zaval was the lucky winner of six raffle tickets.

BEAT THE HEAT PHOTOS

photos by Dave Brown





THE “OFFICIAL” GCMR BEAT THE HEAT BUS

SOME FROM THE SWAP MEET



FINALLY, “ON THE BUS”



SCENIC RAILWAYS

by Lin Sinclair

Thought for the day: “Let no one judge any defunct Arizona railroad line unless he/she has walked a mile in said defunct railroad line’s barren track bed” (i.e., one currently in use as a so-called “rail trail”).

But What IS a “Rail-Trail”?

Rail-trails are public paths created from former railroad corridors. The paths span urban, suburban and rural areas of the U.S. and can be used by a wide spectrum of the population in general. The Rails-to-Trails Conservancy, a nonprofit organization that supports 1600 rail-trails across the U.S., reports that in Arizona there are 13 total rail-trails - with 73 miles worth of trails, 3 current projects and 13 miles of potential rail trails.

Here’s what I was able to find online on Arizona’s up-close and personal railroad corridor experiences (in alphabetical order). You

will, of course, need to do your own research to find the best approach to these track-less (mostly) gems. Looks as if I was able to identify eleven worthy AZ railway related trails.

Indian Springs Trail #627. Length: 7.5 miles. U.S. Department of Agriculture, Forest Service: “Apache-Sitgreaves National Forests. The trail begins in a meadow but soon plunges into the forest, dominated by Ponderosa Pine and Douglas fir trees. ... This trail is closed to horseback riding and motorized vehicles. ... Trail not cleared of hazards, use at your own risk. ... Portions of the trail lie within the West Fork Closure Area. ... Directions: From the Eagar stoplight” [highly detailed directions follow at the related page of USDA/FS]. “Elevation Desc.: 9,000 feet. ... Best seasons: April through November, depending on the weather. ... USGS Maps: 280SW, Big Lake SW, AZ. The trail was finished in the summer of 1991 and is not yet indicated on the map.” Wmicentral.com: “The historic Apache Railway (Apache Railway Company’s former Maverick line to McNary) corridor makes up a large portion of this trail. ... There are two springs along the Indian Springs Trail.” Trailhead: Approximately 1 hour from Pinetop.

Johnson Canyon Railway Tunnel Trail. Williams, Arizona. Length: 4 miles. In 1882 the Atlantic and Pacific Railway began constructing the final sections of a northern route through Arizona connecting Kingman, Flagstaff, and Winslow. Engineers chose a route through Johnson Canyon that only requiring a marginal amount of bridging and the only tunnel required to be constructed along this northern Arizona route. (This section was built after the grade between Ash Fork and Williams proved too challenging.) During WWII, this rail route was considered of such strategic military importance that it warranted having guards protect the tunnel. Features nice seasonal foliage as well as a Ponderosa Pine forest. Great views of a river canyon. Tunnel rated as impressive. The trailhead starts at the demolished Welch (Railroad) Station: It is an approximately 3-mile hike to the old railway tunnel from the trailhead. 4-wheel drive with high tire clearance is recommended, unless you would like to add an

additional 2-3 miles to your hike. You may need a site such as <https://hikearizona.com/decoder.php?ZTN=931> to help you know if you are in the right place (i.e., AT&SF Welch Station). There is a very large concrete (building?) slab there (with some scrub plants sprouting up throughout) as a location tell. You are advised to take extra water, sunscreen, and a hat. You probably will lose cell phone coverage along this hike. Beware of wasps?

Mohave and Milltown Railway Trails. Mohave and Milltown Railway/Railroad (3-ft gauge) was incorporated in 1903 and the 17-mile line was constructed that year. This is a 7-mile trail which was preserved by the Bureau of Land Management. The line originally ran across the Colorado River from Needles and terminated at the Leland/Vivian/Midnight (gold!) mines (near Oatman). The train only lasted a year when a series of washouts forced its abandonment. In 1912 the tracks were removed. Traillink.com: "Trail end points: Harpers Wash Rd. (Mojave Valley) and Boundary Cone Rd./Oatman Rd./Co. 153. ... suitable only for advanced mountain bikers and hikers because the surface is rough ballast. (The) eastern trailhead, (is) off of Boundary Cone Road, where you'll find a small parking area and a trail sign. ... Down in the Colorado River Valley below, brilliant green pastures provide a sense of life in this stunningly desolate landscape. ... wildflowers from February through April ... views of the Mohave Valley ..."

Patagonia Train Track Trail. Trail is a 2-mile loop trail that begins and ends in the town of Patagonia. One half of the trail follows the old rail bed of the New Mexico and Arizona Railroad (running from Benson to Nogales), which was active from 1882 until 1962. This trail is located in the Sonoita Creek flood plain (with some birding opportunities, cottonwood groves and a nice city park reportedly built on railroad revenue). The rest of the trail passes through part of the Nature Conservancy Patagonia-Sonoita Creek Preserve. This trail begins near the town's "Railroad Depot/Town Hall", following State Highway 82, and crosses Sonoita Creek. City requests no smoking on the trail and that users leave no trash. This trail was originally

envisioned to connect the towns of Patagonia and Sonoita using the old New Mexico and Arizona Railroad rail bed. Phase II (3.25 miles) of this trail is reported to have been completed, connecting the town of Patagonia with the Arizona National Scenic Trail (AZT) at Casa Blanca Canyon. No information at this time is available for the Sonoita terminus phase for this trail.

Peavine National Recreation Trail: Length: 11.9 miles. Prescott's rails-to-trails path is named for the stretch of the old Santa Fe, Prescott & Phoenix railroad that was reportedly as gnarled as the vine of a pea plant. Lesser known routes of this railroad's road bed pass through Chino Valley to the north, Prescott Valley to the east, and along a stretch of the Prescott Circle Trail off of Iron Springs Road. (The tracks were removed from Prescott in the early 1990s.) Prescott Peavine (north of Highway 89A), one mile: This section consists of chaparral with wildflowers and desert grass, with old railroad ties along the way, as well as a natural formation known as the Granite Dells. Maybe this stretch brings up thoughts of ghostly locomotives rolling this way long ago? {Trail end points: South of AZ 89A at Side Road and Prescott Lakes Parkway and Sundog Ranch Road.} Prescott Valley Peavine ("The Iron King Trail"), four miles: Open ranch land with classic desert highlands, featuring piñon oak, granite outcroppings, with some old rail cars and equipment along the way; the trail at the Glassford Hill Road end is reported to have been re-routed to follow a walkway along Santa Fe Loop. (Trail end points: Peavine Trail near Storm Ranch Road and N. Glassford Hill Rd. at Santa Fe Loop (Granville).} Chino Valley Peavine (5.8 miles): Features weathered vegetation and fences, the ghost town of Jerome Junction, distant views of ranches and farms with their livestock and the snow-capped San Francisco Peaks. {Trail end points: East Perkinsville Rd. and Jerome Junction Rd. and about 2 miles east of SR 89.}

[Westward from Prescott] "Iron Springs (Road) Trail" (a bit over one mile): Heads south through the Prescott National Forest into Ponderosa Pine trees, passes through old but passable

tunnels. {Trail end points: North Granite Basin Road and North Spence Springs Road (Prescott National Forest).}

Perkinsville OHV Road (Forest Road 318 or Yavapai County Road 72): 15.5 mi. A one-lane ROAD carved in the hills of the old rail bed of the United Verde & Pacific Railway. This road's "trailhead" originates in Chino Valley and then heads very close to due east to the Jerome-Perkinsville Road along a long and flat grade, which then climbs through a rough/narrow section of the trail before sharply descending into Jerome. High clearance vehicle necessary--4-wheel drive helpful. Views of the Mogollon Rim, Red Rock geology, desert hills east of Chino Valley, plus a drive along the Woodchute Mountain Wilderness Area on the southern portion of this trail. Watch for cows on this trail (which also offers the chance to see wildlife, along with some bird watching possible). Rated "moderate" for hikers. Dog friendly.

Railroad Grade Trail #601: Length: 21 miles one way. [This is a U.S. Department of Agriculture, Forest Service: "Apache-Sitgreaves National Forest trail that covers another section of the old Apache Railway Company McNary to Maverick line.] This trail passes five lakes, crosses three streams, goes across an old-style trestle bridge, eventually going through a tunnel under State Route 273 which emerges at Sheep Crossing (a popular fishing spot on the West Fork of the Little Colorado River). It also passes ponds that attract blue herons, eagles and flocks of waterfowl. Encounters with cattle are virtually guaranteed, and elk herd sightings are not uncommon. This trail also carries one of the "trail not cleared of hazards" warnings. This trail's southern terminus is listed as "Railroad Cove", a northern estuary of Big Lake. Directions say go east of Show Low on State Route 260 and look for the signed trailhead on the right near mile marker 379. (For other trailheads for this trail, see the Apache-Sitgreaves National Forests website.)

Railroad Springs Trail: Length: 0.5 mile. The trail follows the west side of Railroad Springs Boulevard, between Route 66 and the BNSF

railroad tracks (through the Railroad Springs neighborhood). This trail is technically not a "rails to trails" route, but since it is located not too far from a national railroad line, hopefully it picks up a little audio ambience from that particular trail neighbor. Surface: Urban/concrete. Grades: 5%-15%. Endpoints: Route 66 to Santa Fe West Trail/Tunnel Springs Trail.

Railroad Tunnel Trail (a spur of the 2.2-mile Col. Devin Trail): Length: 3.4 miles. This trail is based on an 1883 project to blast a tunnel through the Mogollon Rim to connect a rail line from Globe to Flagstaff (the envisioned Arizona Mineral Belt Railroad) for transporting copper and silver to the Atlantic-Pacific Railroad. It was to be a 16-foot wide 3,100-foot long tunnel at a then-estimated cost \$4.26 million. After about a month, they only had managed to complete 35 feet of the tunnel and the project was issued a stop-work order due to a lack of money (investor interest?). In 1886 the work started again only to be stopped for lack of money, but not before 35 miles of track had been laid. The then-owners used 12 miles of that track near Flagstaff to haul logs to their mills, but sold off the rest. Subsequent efforts to revive the railroad with more work intended failed. In 1906, the promoters of this line finally gave up on the "tunnel to nowhere." Pleasantries: There is a creek crossing along this trail, springs near the "tunnel" and butterflies when in season. Caveats: 1) Evidently, the "tunnel" is not evident until you're virtually right at it.

(We will finish this tour next month - Lin)

HOLLYWOOD TRAINSPOTTING

by Ken Withers

This month's edition of Hollywood Trainspotting (www.kenwithers.com/trainspotting) leaves Hollywood entirely and heads to Europe. We also leave behind the usual Hollywood movies that happen to involve trains. These are movies that have no plot, no dialogue, no story line – just trains!

There is a whole genre of videos created by people who set up a camera pointing out the window of a moving train. These videos consist of nothing but hour after hour of clattery tracks, engine noise, the occasional whistle or horn, and very rarely some crew conversation, while every-changing scenery whizzes by. The genre has several names: cab rides, cab view, driver view, etc. But they boil down to three basic types.

At the high end are polished, professional, high-def videos taken from the front cab of a train (obviously with crew support) traveling through spectacular scenery. Below that are more amateur videos looking out passenger car windows. They may not be as polished, but you really feel like you're on the train. The third type are ambient videos, which may or may not have any visuals of the train or scenery, but great soundtracks to play while working on your layout or drifting off to sleep.

In the early months of the pandemic, I found lots of high-quality North American cab ride videos available free with Amazon Prime. But one by one, they disappeared from Prime only to resurface behind paywalls. I figured that if I paid for Prime already, I should not have to buy an additional subscription or pay an additional \$3.99 to watch these videos. I thought I'd just see what was available free (albeit sometimes with annoying ads) on YouTube. What I found was a gold mine, and now I'm hooked – mainlining, so to speak – on these quirky but fascinating videos. Here is a half-dozen of my favorites.

St. Moritz (Switzerland) to Tirano (Italy) via the Berninabahn: <https://youtu.be/Mw9qiV7XIFs>. This is a high-definition, two-hour video taken in early autumn in the sunny and green Alps, along a stretch of the railway that has been designated an Unesco heritage site, for good reason.

St. Moritz (Switzerland) to Tirano (Italy), this time in winter: <https://youtu.be/XsVJ8PCV-0M>. This is another high-quality 4K video along the same route but is not for the fainthearted. Filmed in the dead of winter (with the occasional snow squall to drive the point home), you'll be at the edge of your couch as the locomotive negotiates hairpin turns on precipitous mountainsides through sound-muffling snowdrifts that completely obscure the tracks. You keep telling yourself that the train can't fall off the mountainside, because, after all, you're watching this video that has somehow made it through to Tirano. But still...



Bar to Bijelo Polje (Montenegro): <https://youtu.be/zomZywCAPTA>. This three-and-a-half-hour video includes 102 tunnels and 96 bridges, stretching from the Adriatic seacoast up into the Montenegrin highlands. The Solzina tunnel alone is 6171 meters (3.8 miles) long and takes 18 minutes to get through. You can either enjoy the subterranean engineering or use this time to make a snack to have during the remaining three hours. It's well worth it.



Capljina to Sarajevo (Bosnia and Herzegovina): <https://youtu.be/hNw8Htu6pMI>.

This is a two-hour, 45-minute trek from near the Adriatic, up the Neretva River Canyon, to Sarajevo. Like the roughly parallel Montenegrin route, it has 99 tunnels and 65 bridges, with on display are rusty tracks, non-functioning signals, and unguarded crossings, which give the viewers a sense of unease until they realize that it's just a video, and the train won't crash.

Moscow to Alder (Russia): <https://youtu.be/TUp754Ug6c8>. This is an 11-hour, 40-minute tribute to post-Soviet industrial decline. This video quality is second tier, shot out the window of a passenger car instead of the front cab. So the images are a bit fuzzy at best, and long stretches are absolutely dark. The second half, after you are well clear of greater Moscow and into the countryside, is much more pleasant than the first. The real standout feature of this video is the sound quality. A slick 21st century Swiss train makes almost no sound, but this

clunky Russian train sounds almost like the 19th century.

Trondheim to Bodo (Norway) via Nordlandsbanen: <https://youtu.be/3rDjPLvOShM>. This is a ten-hour rail journey from the university center of Trondheim on the Norwegian coast to the cathedral town of Bodo, just north of the Arctic Circle, with lots of bridges, tunnels, and fjords along the way. It takes place in winter, in almost dead silence except for subtle engine and track sound. Mile after mile, the train plows through the snow towards the North Pole, passing small towns, farms, and forests along the way. The ride is incredible smooth (judging by the clarity of the video and complete lack of any shakiness) and absolutely hypnotic. You can't take your eyes off the tracks in front of you, as your eyelids become heavier... and heavier...

Millions of people enjoy these cab ride videos, and YouTube power users are creating and curating more for the growing audience.

If you want to fall down this enjoyable rabbit hole and discover more for yourself, I suggest starting out with a couple of interesting YouTube "channels": **Dulevoz** specializes in Eastern Europe trains at <https://www.youtube.com/channel/UCgIVjGyY8ydqfPRMWI-y7PQ> and **Western Railways** at <https://www.youtube.com/user/WesternRailways> specializes in high-speed diesel on the Indian subcontinent. No passports, vaccinations, or airline tickets are required for these stay-at-home railfan vacations!