



GRAND CANYON MODEL RAILROADERS

MAIN LINE

MAY, 2016

Volume 25

Number 5

**NOTE! BECAUSE OF A CONFLICT AT THE CHURCH, THE MAY MEETING
WILL BE HELD ON SATURDAY MAY 21 - USUAL TIME, USUAL PLACE**

PRESIDENT'S MESSAGE

by Dave Brown

WOW, WHAT A MINI MEET!!! The tables were full, the crowds were around the corner, and for the first hour the hall was full. If you missed it, you really missed it. In the second hour the crowds thinned out, but people kept coming in, with the last people coming in when people were packing up. Obviously, we have a winner here, and yes Bill Richardson won the \$75 gift certificate for Hobby Lobby.

The May meeting has been moved to the 21st of May because of a mistake at the church. However, we may make this permanent because of the Memorial Day weekend on the forth weekend of May. We'll talk about this at the meeting. The theme for show and tell will be military trains. So show off those flat cats with tanks on them, or missiles on them, anything that shoots or has Army, Navy, Air Force or any other obscure military branch.

Summer is pretty much here. We've already reach over 100 this year and many of our snowbirds have flown north for the summer. But for those brave souls that remain, we still have fun during this hot time. In June will be

the run in Williams for the Grand Canyon Railway's rail days celebration. We have the summer cactus meet in July and the Beat the Heat bus tour in August. Summer concludes with the next Mini Meet, and then we start the new train season with Railfair.

One thing is just starting. The Arizona Diamondbacks have been in touch with me, and we'll see if anything will come of this. More on this in future newsletters as things develop.

Don't forget that in June, it's our hot dog and apple pie meet. Keep those trains running.

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.

May 21 - GCMR meeting - Our Saviour's Lutheran Church. Note the date change

June 3, 4 Gadsden Pacific Summer Swap Meet, Tucson

June 18 Williams Train Day - Grand Canyon Depot, Williams

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

July 23 - GCMR Summer Swap Meet, North Phoenix Baptist Church

August 13 - Beat the Heat Swap Meet, Prescott

September 24 - GCMR fall Mini-Meet - Our Saviour's Lutheran Church

MEETING NOTES

(no business meeting was held last month)

MINI MEET REPORT

by John Draftz

The meet had good attendance by both buyers and sellers although more of each would be nice.

A survey of the buyers found that many learned about the mini-meet via a club's e-mail. This would indicate that we need to send out such notification around the first of the month in which we have meets, e.g., July 1st for Summer Cactus. Others had mini-meet flyers picked up at the Cactus meet meaning we need to get half sheet flyers and/or business cards to buyers as they enter the Cactus meets.

Others learned of the mini-meet via the internet meaning we need to ensure any and all sites we have access to have our meet information posted. Others learned of the mini-meet from hobby stores or friends.

The challenge to GCMR is to coordinate public notification efforts to maximize exposure. Public service announcements (PSAs) were not done and

probably can be done. We need to ask the church to advertise the meet on their marquee. These efforts need to be a BoD issue rather than dumping it on Janet whose job is to coordinate the efforts versus doing everything by herself.

The dominant segment of the toy train/model railroad market is HO. N and other gauges are minor players. This means that most of the mini-meet buyers are probably looking for HO engines, rolling stock, and/or accessories. This means if GCMR members find trains at garage sales cheap, they need to consider buying them for resale at the next mini-meet. Cheap O-27 starter sets (train, track, transformer) may have success in September in preparation for Christmas.

At least one train needs to be operating during the meet. It give the kids something to look at and be impressed by. It can be simple rather than the kid's layout.

The 9-11am time window seems about right. Most buying/selling happens before 10am.



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The \$75 Hobby Lobby gift certificate raffle seems well received and does make money. As long as it doesn't lose money, we should keep doing it.



Mini Meet photos by John

A Pessimist sees a dark tunnel

An Optimist sees light at the end of the tunnel

A Realist sees a freight train

The Train engineer sees 3 idiots standing on the rails

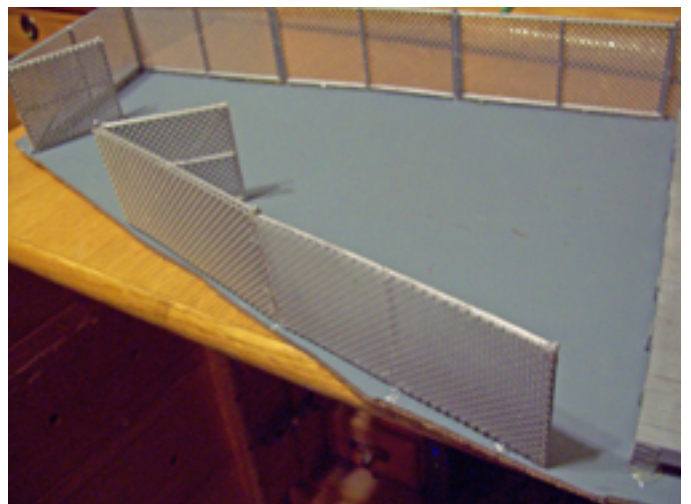
WHAT'S UP DOCK: PART 2

by Dave Brown

Now that the dock is together, now it's time to add the details. First, as was seen in the first part of this article, lights are needed. This is done by adding wires to a surface mount LED. These are available from "Jamco" electronics. Here the changes can be seen



Next I went to my favorite supplier of detail parts, "Model Tech Studios" for chain link fencing. I put fencing around the dock area. Don't forget to leave space by the tracks for the trains!

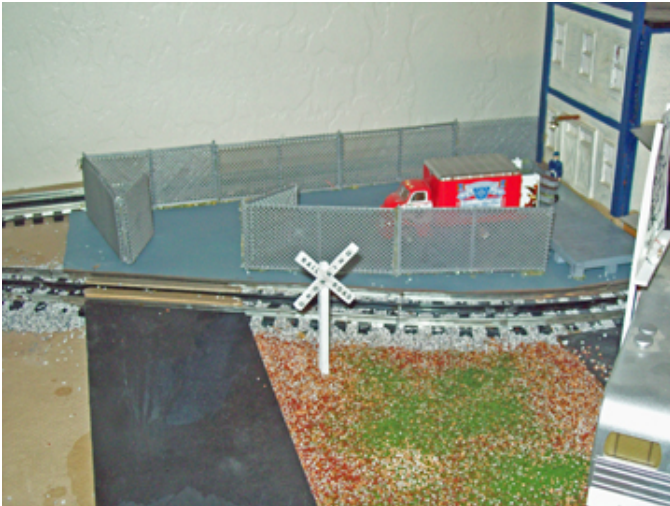


Now comes the beer truck and beer in bottles. The truck was something Judy found, so I have no idea where it came from. Then the cases of beer came again from "Model Tech Studios". The figure and hand truck is from

the stuff that's been around the train room for some time.



When it's all put together on the layout, a new scene has been added.



SOME MINI MEET PHOTOS BY DAVE BROWN



INNOVATIONS

by Peter Atonna

Many club members may know that I am fascinated by the history and evolution of our hobby - particularly by its dominant player - the Lionel Corporation.

As we know, a major seismic event in Lionel's history was sale of the original Lionel Corporation to General Mills in 1969 - thus saving the brand for future generations. That got me to wondering about the changes that occurred during the 1970's and 80's that led to the seismic changes that Mr. Kughn initiated. We know that beginning in 1970 with the introduction of the first MPC catalog and line, the company was just trying to get enough resurrected Lionel product onto store shelves to keep the brand alive and to make enough sales to justify the purchase.

But, even in 1970, there were significant changes introduced - not revolutionary, but changes that would mark growth back into the line. So, what follows is a listing, at least to me, of the significant changes in the following two decades. Not all are technological, many are marketing ideas. So, bear with me as I go through the first 20 Post Lionel years at Lionel:

1970: Reflecting the declining years of the late '60's, the 1970 line still had two innovations:

+ truck and wheel design to roll with significantly less friction
+ modern graphics that allowed more colors and precision

1971: + Sound of Steam, the first introduction of electronics - white noise, but really cool then

+ Reintroduction of Lionel's most collectible series, the 6464 boxcars with the 9200 series of cars and new graphics.

1972: + Electronic whistle in the Allegheny steam set which ironically lasted only a couple of years before not showing again for several more years

1973: + The first DC powered set to test a lower price point. These sets lasted for the next two decades ranging from one to five sets in each catalog.

+ The Milwaukee Special passenger set featuring Lionel's first new passenger car based on the historic Madison cars, not cataloged for 20 years

+ Reintroduction of the F-3 diesel, albeit with only one motor and no horn

1974: + A new low, the "sound of beanbag" chugging sound in low cost sets. These sets also cataloged for the next two decades.

1975: + The 75th Anniversary Set, initiating an almost continuous run of special sets commemorating almost anything.

1976: Johnny Cash, perhaps the most famous product endorser.

1977: + Southern Crescent Hudson loco, beginning a series of colorful sets that proved extremely popular. Interesting that the full set was not cataloged till the next year.

1978: + Launching of the Crescent and Blue Comet passenger sets, everybody had to have one or the other

+ The Mickey Mouse set started, it grabbed you by saying you cannot buy just one! Eventually 13 cars in all.

1979: + Dual motors finally returned in the FM reissue and in F-3's.

+ Famous American Railroads sets began with #1, an ATSF freight

1980: + A high point, a beautiful James Gang General sat in DC.

+ a low point, a total of five cataloged DC sets, hitting bottom with the only ever reissue of the postwar 2025 steamer but in DC and plastic!

1981: + Electronic diesel horn arrives only as an add-on kit. Later, diesels will get them.

+ Space era trains briefly resurrected in a low end DC set

1983: + One of the most popular sets ever, the Daylight set with a slightly modified N&W J disguised at a GS-4

1984: + The Hudson is reissued as #783
+ Full scale freight cars arrive with the beginning of the Standard O line

1985: + The classic 0-4-0 finally gets a smoke unit in the Yard Chief set.
+ No Hudson or Standard O this year

1986: + The Hudson is back with a limited production B&A loco and Standard O cars

1987: Richard Kughn introduces himself with a letter on page 2 of the catalog

+ Large Scale is introduced

+ The first new near scale steam loco, the RI Northern, but on a Berkshire chassis.

1988: + A brief partnering with Mike Wolfe yields a line of reissued prewar trains

+ The almost successful Rail Scope for HO, O and Large Scale trains. State of the art for its day.

1989: The Kughn era begins to flourish with a prewar scale 0-6-0 switcher with Railsounds: the first new all scale steamer, a Reading Northern: the first hi-tech accessory, the Mi Jack intermodal crane.

The Contemporary Era Begins!

The Main Line
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Terry Gibbs assists customers at the Spring Mini Meet last month