



The Beltline

On the Web at www.nationalcapitaltrackers.org

Official Newsletter of the National Capital Trackers

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NCT Club News

Monthly Membership Meetings are every month on the Third Thursday. Members may attend in person at Green Acres Center in Fairfax or on Zoom.

December meeting usually NOT HELD.

Election Results

For two-year terms starting in January 2023: President, Don Hemmer; Secretary, Ed Beaver.

Tracker Membership Report

Please pay your dues for 2023 if you wish to participate in club shows next year. We rely on dues payments to cover expenses each month, including maintenance of our two trailers and club assets. We thank those who recently have paid their 2023 dues.

Dues for Passengers are \$30; dues for Partners are \$20. There are no dues for Junior members but the Junior's parent pays as a Passenger.

Please send your dues to: John Masiyowski, NCT Treasurer, either in person at the monthly meetings OR send a check or money order made out to NCT / National Capital Trackers. Send to John at the address:

John Masiyowski, 13607 Brass Harness Ct. Oak Hill, VA 20171-3364

We are in the process of updating the membership list on our new website. If you have any roster updates, send an email to Dave Eadie at dbeadie@verizon.net

Finally, please welcome our **new members**:

Kevin McNamara and his son, Liberty from Woodbridge, VA

Alex (junior member) and his Mom, Ellen from Takoma Park, MD

Luca Brooks (junior member) and his father Bob from Gainesville, VA

Upcoming Shows:

Fairfax Station Museum, Dec. 3-4, contact John M.

Eastern Shore Festival of Trains, Kent Island, MD. Dec. 3-4, 10-11, contact John H.

Manassas Holiday Train Show (the “Candy Factory”), running Dec. 15-18. Contact Bill C. or Matt K.

College Park Aviation Museum, setup Dec. 15, running Dec. 16-18, contact George T.

Sat. Dec. 3 is National Lionel Train Day!

CP Holiday Train Returns, from USA Today

After a three year hiatus due to COVID, the Canadian Pacific Holiday train will return to rails in the U.S., beginning this November.

The train does not offer rides to members of the public, but it will bring festive joy across thousands of miles to more than 160 communities throughout Canada and the U.S. in just over three weeks.

"The Holiday Train is all about families and communities coming together to celebrate the season and help those in need. We are excited to be back out on the rails and in our communities, taking these two beautiful trains across our network and sharing the joy that comes with gathering in the spirit of giving," Keith Creel, president and chief executive officer of Canadian Pacific, said in a statement.



York Layout Photos, by Peter Condro











Having Fun with Ore Cars, Part 2, By Ralph Fox

Once ore cars caught my interest I noticed a wide variety of unusual railroad names. I then discovered that the 1988 Toy Train Operating Society Tucson Convention Car was a Lionel Anaconda ore car, and that every year thereafter (through 2016) the Gadsden Pacific Division Toy Train Operating Museum in Tucson issued a Lionel custom ore car to honor all the mining operations in Arizona, from Magma (1989) to Union Pacific (2016). Here is a video of all 29 Gadsden Pacific cars:

<https://youtu.be/QkmwAlx-Ceg>

When the 1999 TTOS Convention returned to Arizona (Scottsdale), K-Line issued a Magma Arizona Railroad set (switcher, 3 ore cars and boom car) and offered a 4th ore car as a “banquet car” .



When I was visiting Arizona in October 2022, I decided to head out to the mine area southeast of Phoenix to see if I could track down any of the railroads involved with the “museum” ore cars. I visited the “Copper Basin” which stretches from

Superior AZ (65 miles east of Phoenix, site of the Silver King silver mine and later Magma copper mine), southward by the enormous Ray Mine near Kearny, to the Hayden Smelter 95 miles southeast of Phoenix. Many of the railroads from that area are gone now except for the Copper Basin Railway (CBRY) based near Hayden that exists to serve both the mine and smelter, and to haul copper products out to the “Magma” junction of the UP Phoenix Subdivision near Florence, AZ.

The CBRY yard at Hayden Junction featured an impressive array of power.



The CBRY brings tank cars of sulfuric acid to the huge Ray Mine for leaching, and then brings processed ore down to the Hayden Smelter in several types of 100 ton ore hoppers.





It then transports the Smelter output on a 54 mile route along the Gila River to the Union Pacific. The railroad has some unusual flatcars with “bumpers” instead of bulkheads that probably hold containers of outbound materials.



On the way back to Phoenix, I stopped to tour the historic town of Superior. The town is hoping for a comeback after the Magma Mine finally closed in 1995. Resolution Copper is currently on-site working on government permits to re-open the mine after drilling and maintaining a new shaft 7000 feet deep where water seeps in at 175 degrees Fahrenheit. When the mine does re-open, so will the inactive rail line from Superior to the same UP interchange that the CBRY uses.

Indicative of the good prospects for Superior is the fact that an international investor has stepped in and completely refurbished the (once derelict) historic Hotel MAGMA.



Here are some of the ore cars from the Gadsden Pacific Museum series that I might have seen had I travelled that specific journey a generation or two ago.



Magma Arizona Railway and Copper Basin Railway



Ray and Gila Bend Railroad and Hayden Smelter

Dave Malmquist's News and Layout

Dear Mike and the rest of the gang:

Thanks for your interest. I did hear about the passing of Regis. That's a great loss. He was a good guy and a driving force behind many of the bigger shows that the club put on.

As you may remember, I worked at the Treasury Department in Washington, DC while I was active with the NCT. I retired from there in January of 2018. I then moved to Tampa to work for Citibank in March of 2018. I left there in March of 2020. Deanna and I have been living in Prescott, AZ since August of 2019.

I have attached a series of photos showing me and my layout. The layout has its own devoted room and is 16' by 8'. It consists of two main loops with 84" curves on the outer loop and 72" curves on the inner loop. There are also six sidings and a trolley loop within the two outer loops. Each of the two outer loops is powered by a 180W Lionel Powerhouse (brick) transformer connected to a Lionel Legacy hand-held remote through its own dedicated Lionel Powermaster. This arrangement allows me to run command or conventional trains anywhere throughout the system. But mostly, I run command trains on the outer loop and conventional on the inner. In addition to the power to run the trains I also have my old childhood KW and two prewar Zs for powering accessories, and a 1033 for running the trolley loop. My table is 49" high, which is higher than what most people do, but it makes it easier for an old guy like me to crawl around underneath. Note the skirts more or less on the style of NCT.

My barrel loader, log loader, oil derrick, and rotating beacon are all operational. The gateman and barrel loader were a little complicated due to FasTrack. Much work still needs to be done. I have to hook up the coal tower, finish putting down roadways, and installing streetlights and crossing gates, not to mention scenery. But it's all so much fun that it's hard to imagine it's really legal.

I miss all you guys and wish you all good health and continued success. And if any of you would like to visit Central Arizona, we have lots of room for guests. But be advised that we are up in the mountains, so it's not hot like Phoenix. In fact it's snowing here right now.

Best regards

Dave



















Many thanks to our NCT members who contributed content to this issue!

The **Beltline** needs your articles **in MS Word format**, photos **as JPEG image files**, and links about trains and railroading, prototypical or scale, new or old. Send them to GilBaldwin3@gmail.com