



GRAND CANYON MODEL RAILROADERS

MAIN LINE

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PRESIDENT'S MESSAGE

by John Draftz

The 2024 annual spring mini-meet will be on our regular April 27th meeting day from 9-11 and follow the format we've used before. The meet is free to the public and tables on a first come basis are free to sellers. Janet has been willing to serve as the event coordinator. Please let her know if you want a table (602-569-0568 or tjmattern@cox.net). Our challenge is to get the word out to the public and thus potential buyers. July 27th will be the other planned mini-meet.

Part of the March meeting was races. The categories planned were: the fastest stock unit, the fastest modified unit, and the slowest. The word "modified" is understood to mean those changes made to improve the performance of the unit. The winner in each category would get three white annual raffle tickets. The winner in the fastest stock category was Glenn. There were no entries for modified and John D won the slowest (he was unopposed).

There are some changes we need to make to our bylaws. Therefore, at this month's regular meeting from 8:15-8:30 on April 27th we will present the proposed changes.

The bylaws specify the process to amend them. Here they are: Based on their presentation at the April meeting, they will be formally discussed at the May meeting. If, at the May meeting, they are approved to submit them to a

vote of the membership, the Secretary will mail the proposed amendments to all members for a vote two weeks prior to the June meeting, with a due date. The Newsletter Editor will also publish the proposed changes in the June issue.

Back to this month, I'll plan on opening the hall about 7 am thus sellers should have about an hour before the meeting for set up. Since the doors don't open to the public 'til 9 am, there's about a half an hour for more set up after the meeting.

Our next regular meeting will be May 18th at the Our Savior's hall on E Glendale. Note: our May meeting is the third Saturday to avoid the holiday. The theme is Memorial Day – space/military trains/hardware. The BoD usually meets that morning about 8:30 with the general member meeting at 10. Individual layouts are always welcome at the meetings so feel free to bring one especially if it's space/military. A goal of this activity is to give members a chance to share the hobby with other members thus increasing our appreciation for our hobby.

As we display the mobile layout at our regular venues and as we host sellers and buyers at meets, we need to find ways to invite people to join the GCMR. Please give some thought to what can be done to attract new members. What could we do at regular meetings that motivate people to attend beyond what we already do. This will be an agenda item for

May. See you the 27th.

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.

April 27 - GCMR meet - Our Saviors Lutheran Church - Spring Mini Swap Meet 9-11am

May 18 (note early date) - Memorial Day; Space/Military Trains/Hardware

June 22 - GCMR meet - Our Saviors Lutheran Church - Hot Dogs and Apple Pie; Flag Day; Red, White, and Blue trains; patriotic trains, cars, etc.; item(s) w/flag(s)

SECRETARY'S MINUTES

by Chris Allen

The meeting was called to order by President Draftz at 10:20 AM, due to the fact that the Board of Directors meeting went a bit long and several members were bit late getting to the meeting because of construction delays in the area. Attendance was recorded at 14 members.

Treasurer Glenn Saber reported that a few members still have not paid their dues. As for the finances, the Spring Cactus was a financial success and noted the balances in all three accounts.

President Drafts made the following announcements:

The remaining VHS tapes and Dept 56 buildings that had been available for free to club members since the January meeting were donated to Arizona Railway Museum. Because of continued construction of Baseball Fields in Tumbleweed Park, the museum had to cancel the spring Open House due to lack of parking.

Next, he spoke about former member Bryan Jewell who continues his battle with cancer and

is in hospice care. He can have visitors, but a phone call is the preferred way to keep in touch with him.

Dallas Dixon reported on the groundbreaking for the new City of Scottsdale "Roundhouse" playground and splashpad at the McCormick Stillman Railroad Park. Groundbreaking is scheduled for April 17 at 9:00 AM and is open to the public.

Educational Show:

Michael Darius displayed his homemade Easter Train. He rattle can painted some surplus cars and he and his wife joined together to make the set.

Terry Haas had a special USA Trains Box Car that had graffiti on it.

Larry Melvin had his favorite Tootsie-Toy car. He mentioned that he displays and runs it in his Marx Auto Carrier.

Dave Brown had a stock MP-15's ready for the drag races and a Pittman brass Interurban kit that had been modified.

John Draftz showed a display of some railroad "disconnect" cars.

There was no Old Business

New Business:

The Fall Cactus is set for September 28. John reported that the church plans to move the Farmers Market to the northwest corner of the parking lot, literally on the corner of Bethany Home and Central. That should free up the southeast corner where we meet and have no conflicts and easier parking for vendors and buyers. He also reported that the Adobe Mountain swap Meet will not conflict with our scheduled October meeting for at least the next three years so we will not need to find an alternate venue or date for those meetings.

The pole barn saga at Adobe Mountain continues. Many options were discussed including the need for "drive-thru" parking. Everyone agreed on the need for the cost to include a professional installation.

Last on the agenda was the discussion of the proposed Bylaws changes regarding redefining the roles of the Secretary and Treasurer and the final wording for the dissolution provision to be added to the Bylaws.

Lively discussion followed with several suggestions made for the final wording. President Draftz said he planned to call for a special meeting prior to the April swap to present the resolutions to the members so voting could take place in May.

There was a break in the meeting for the annual "Drag Race" competition. Participants included John Drafts, Glenn Saber, Dave Brown, John Zaval and Janet Mattern.

The slowest of the day winner was John Draftz.

There were no modified entries however, Dave Brown revealed that his modified K Line MP15 achieves its greatness by employing a voltage doubling circuit board. The Secretary was too stunned with that news since he did not record the unmodified winner.

NEW TO THE GARAGE LAYOUT

by Mike Darius

I recently added a coal processing area to my garage layout. The original was a 4 x 8 loop with one siding. This grew to 6 x 8 to add a cattle/dairy siding. Then the coal processing section was added to make it 6 x 14. Then I expanded to 12 x 14 to create an outer loop. I



am still working on signals. Scenery is a model of Picacho Peak and Lemax buildings.



ONE REASON LIONEL SOLD WELL

by Peter Atonna

As most know, Lionel's grandest sales were in the decade following WW2. Part of the reason was that the scale hobby was still primarily a craftsman hobby. It was not until plastics and ready made HO locos and cars hit the market, that it far surpassed the tinplate field.

Here are a few ads for scale O gauge locos from that time period. Note their prices in the ads vs the \$25-\$50 price for Lionel's steamers at that time.





three freight cars. It was cataloged for only one year and is almost impossible to find. That is probably because not only Marx collectors want it but also do Disney collectors.

Now, the question is, why was it cataloged with three freight cars?

The poorly designed locomotive would only pull two cars!

Here is the story.

The late, 1950's, a new style engine was introduced using a larger shell than traditional Marx engines, whether electric or wind up. It was apparently designed to be closer to Lionel's engines in size.

The problem was the mechanism was the same as in the smaller locos. However, instead of cast metal drivers, it had stamped metal ones. Also the shell of the loco was of thinner, lighter weight steel than older ones. All this resulted in less traction than in traditional Marx locos.

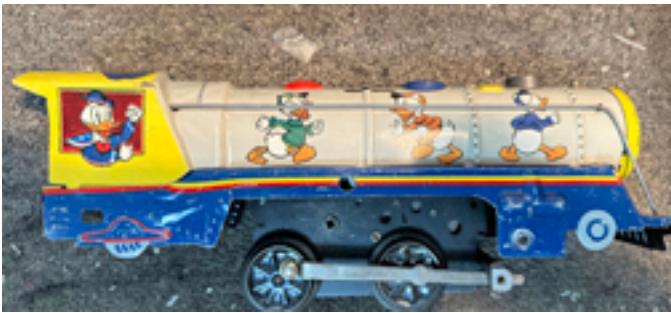
Hence it could only pull two of the cars!

And another anomaly. The engine did have a sparking mechanism, but since the motor was designed for the shorter frames, the sparks came out inside the shell, behind the stack. If you wanted to see them, you had to look down from the front of the engine as it was coming towards you!

As the saying goes, Marx designed a very colorful "shelf piece".

And a followup. I decided to see if I could increase the pulling power, so I added a little over an ounce of weight, glued to the front and back of the loco. And it did help, now it almost makes it around a circle of track with all three cars.





the "motor" in relation to the shell



the sparkler in relation to the smoke stack



the weights added

WINNERS!

Raffle:

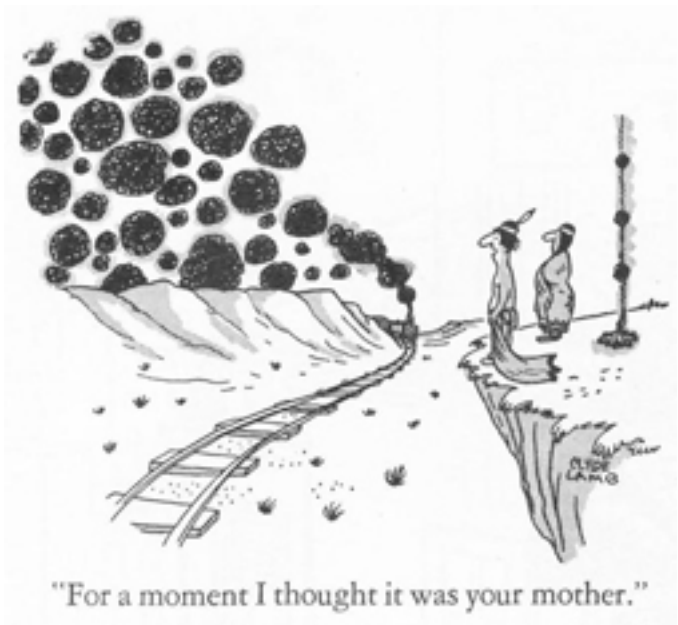
Dave Brown - Flyer Army tank car
 Glenn Saber - Lionel hopper
 Michael Darius - Lionel stock car
 Larry Melvin - Flyer billboard

Mystery Box

Terry Haas - K Line flagman shanty

Raffle Tickets

John Zaval



NOTES

With this issue are two attachments:
 Your 2024 Membership list and a New
 Member Application.

Now, make a few copies of the
 Application and take them with you to
 the Mini Meet. Every time you have a
 chat with a non-member, give him a
 copy and suggest he might be
 interested in joining our club.