



GRAND CANYON MODEL RAILROADERS

MAIN LINE

AUGUST, 2019
Volume 28 Number 8

PRESIDENT'S MESSAGE

by John Draftz

The Beat the Heat meet is the 17th so this may not get to you 'til after the meet. Look for a report at the August meeting.

Our Summer Cactus Meet was held July 27th. We didn't have a sellout but did have the normal July attendance. Glenn will have details, but based on comments I've received, it was a success. As always, the challenge is to see if we can improve it especially in public attendance. The 2020 Winter Cactus will be February 22nd with setup the day before. We already have tables "sold" for the meet. See our www.gcmrr.org site for details and the table reservation form.

Our Cactus swap meets are major events in the Southwest and we've developed a good reputation among sellers and buyers. We, the GCMR members, must support the meets with our time and talent, i.e. we must do what we can to ensure the meets continue to be the success they have become.

Our annual fall mini-meet will be September 28th. Janet Mattern (602-569-0568 or tjmattern@cox.net) is coordinating tables. Please contact her to reserve one. Tables are limited so it's first come, first served.

"The purpose of the Grand Canyon Model Railroaders (GCMR) is to preserve the heritage of toy train model railroading by establishing, operating, exhibiting, and maintaining educational operating facilities for the use and enjoyment by the public using model railroad equipment of various scales, eras, and manufacturers."

The above is our stated purpose, i.e. why we exist, and we are unique. I know of no other train club in the state that takes the trains to the people the way we do. With that said, the challenge to the GCMR is to find more and/or better ways to "get people and toy trains together". How can we do better and probably increase our membership in the process? Should we have some way to let people (kids in particular) get hands on with trains? And maybe not just run the train in a circle on a separate layout but switch cars around and load/unload them? What are your thoughts and ideas?

Our regular August meeting will be the 24th. Note: August is a five Saturday month. This is our "Guess the heat meet". Enter with a numbered item. The last 2-3 digits of the engine or rolling stock is the way to guess the heat at 11am that day without going over (we call national weather service 602-275-0073 opt 1). It's first come, first

served, i.e. if there are duplicate numbers entered, whoever showed up first gets the number. We'd also like you to tell us a little about your entry. If you can, bring a train and run it.

See you the 24th.

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.

August 17 - Beat the Heat Meet - Prescott Valley - bus trip and layout visits

August 24 - GCMR meet - Our Saviour's Lutheran Church - Theme: "Guess the heat meet" Enter w/numbered item. Last 2-3 numbers of the engine or rolling stock = the way to guess the heat at 11am that day w/o going over (call national weather service about 11:10 602-275-0073 opt 1)

September 28 - GCMR meet - Our Saviour's Lutheran Church - Fall mini swap meet – kid's layout & test track

October 12, 13 - Railfair, Scottsdale Railroad Park

October 26 - GCMR meet - Our Saviour's Lutheran Church - annual raffle drawing
Theme: pizza meet - beverage cars

November 16 - ARHS Swap Meet - Glendale Christian Church

November 23 - Desert Division Turkey Auction - Shepherd of the Valley Lutheran Church

November 30 - Desert Division Turkey Meet - El Zariba Shrine, Phoenix

CACTUS MEET WRAP UP REPORT

by Glenn Saber

Our Club did far better than I had thought with only 135 swap tables sold and a door of 294 people. I went through the numbers of all 5 of our summer swaps at North Phoenix and found interesting parallels.

Year	Tables	Door
2015	130	380
2016	114	329
2017	121	270
2018	146	301
2019	135	294

Summer Cactus average over 5 years:
Tables: 129 Door: 314

We did GREAT! Better than average on a short door. Once again, the door is what defines our profit. The more that enter, the better we do, so getting the word out is the key. Need to think of other productive places for our fliers.

Anyone good with Facebook and Twitter? Put your thinking caps on.

Not sure about the End-O-Swap table top auction. Once again, we only netted a meager \$16.40 for the club, but the vendors did like it. Could this auction not be at the end, but interspersed during the swap when many people are still in the hall and get way more involvement? If vendors see things flying off other tables, will they jump on the band wagon? Will the public stick around longer to partake in these great bargains? This could add a whole new level of excitement. Something to consider.

Board of Directors

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We already received \$325 in table reservations for our 2020 Winter swap. This is usually a sell-out of our 151 vendor tables. It is an unusual leap year with five Saturdays, so we grabbed the 4th Saturday, February 22nd, as our swap date.

Our Club is getting pretty good at these swaps ... pleasing vendors and public alike.

PHOTOS FROM THE SWAP MEET

by John Draftz



Now, the Editor's History Page. For a couple of issues, I am going to share with you some material from the Model Railroader post war issues. This was the time for great changes to the hobby. Lionel and American Flyer both introduced their postwar lines and innovations. But in the scale side, changes were coming rapidly also. Locomotive and car kits were becoming more prevalent, while scratch building still existed, it was not a requirement to enjoy a successful hobby. For example, following a wartime editorial by Al

Kalmbach, power packs slowly came into being. Before the war, model railroads were controlled by separate electrical components, put together by the hobbyist. Batteries still powered many layouts.

But, at that time the Model Railroader also didn't take itself too seriously and a series of delightful cartoons ran in most issues. Here is a sampling of some clever ones, perhaps still relevant today.



THE SILVER PLATE ROAD

By Bill McClanahan





Finally, April Fools jokes have been around for a while.

Railway Postoffice

Changes Gauge

To the Editor:

My time in the hobby has been devoted almost exclusively to problems of changing gauge. I started in 1947 in HO gauge but this did not quite satisfy my craving for larger, meatier equipment. So, in 1948, I changed to O gauge. Still I was not content, so I went in to 1" scale live steam in 1949 and spent a most pleasant year making a piston valve. Live steaming took me outdoors a lot, but the wide-open spaces served only to accentuate my desire for bigger and better railroading.

So I bought a $\frac{1}{4}$ -fullsize park railroad from a fellow who was going back into TT, and I was thoroughly happy operating it.

Then, during a vacation motor jaunt in central New York I finally came across the railroad of my dreams. After a very short period of negotiation with the owners, a satisfying price was hit upon. So, I am now the owner of the Canajoharie Division of the full-size New York Central RR. Having a lot of fun too—no power pack worries!

How long I'll be satisfied with 1 ft. =

1 ft. scale I can't say. Maybe I'll go back to the smaller gauges soon. One of the passengers on my line, an accountant, has a nice little HO pike he'll swap me, with \$200 cash thrown in, for my New York Central Canajoharie Division. Sounds enticing!

FRANCIS N. MORGAN

Kauch, Boody & Lutz, Investment Brokers, Wall St., New York

The Clinic

My trains continually derail at one location on my pike. I have checked this location carefully, and I find that I have not laid track at this point. What do you suggest?

There are two ways to solve this problem. One is to make and install a no-track indicator, which will tell you by the deflection of a needle on an instrument mounted in the case, that your track is not yet laid. No-track indicators are fairly simple devices to make from parts available at any radio supply shop.

The other way to correct your problem is to finish laying the track. This is probably the simpler solution but many readers will ignore it because it is not nearly so challenging or so much fun as making, installing and using your own no-track indicator.