



# GRAND CANYON MODEL RAILROADERS

## MAIN LINE

**AUGUST, 2023**

**Volume 32**

**Number 8**

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### **PRESIDENT'S MESSAGE**

by John Draftz

The August 26<sup>th</sup> meeting theme is "Guess The Heat". We find out the Phoenix temperature about 11 am. Whoever gets the closest without going over wins three white, annual raffle tickets. Enter with a numbered item. The first or last 2 or 3 digits of the engine or rolling stock is the way to guess the heat that day (we can call national weather service 602-275-0073 opt 1). It's first come, first served on the entry, i.e. if there are duplicate numbers entered, whoever entered first gets the number. We'd also like you to tell us a little about your entry. If you can, also bring a train and run it. Thanks in advance to those who bring items.

July 22<sup>nd</sup> was the summer mini-meet from 9-11 and followed the format we've used before, i.e. tables are free to train club sellers and the meet is free to the public. Janet has been willing to serve as the event coordinator. I had minor surgery thus wasn't able to attend but a report I got said the high heat that day limited the turnout. Since this was our first summer mini-meet, it's something we need to evaluate.

The "Beat the Heat" meet in Prescott was in July not August. We'll plan to have a report at the meeting.

We continue to get table reservations for the Fall Cactus swap meet on September 23<sup>rd</sup> and are over 60% sold out at this point. Visit our [www.gcmrr.org](http://www.gcmrr.org) web site for more details and the

vendor form. Sellers are able to bring stuff from 4:30-6 the Friday afternoon before, on the 22<sup>nd</sup>, and they appreciate that option. We're able to use the hall NE door for Saturday morning unloading with a reserved area in the parking lot for that purpose. Our sellers welcome that ability. A special thanks in advance to all the available members (and their friends) who can help get the hall ready Friday afternoon and to help on Saturday. Our Cactus meets are a major source of club income and the meet raffle is usually a success.

Our next planned public exhibit is the mobile layout during Railfair on Sep 30 & Oct 1 followed by a "Trunk Or Treat" Sunday afternoon event, October 29<sup>th</sup>, from 5-7 pm where we'll bring the small 2-loop 4x6 kid's O-gauge layout to the Life in Christ Lutheran Church.

In the meantime, take care especially with the heat, stay healthy, and keep on training.

See you the 26<sup>th</sup>. Remember to bring an entry to guess the heat.

### **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.

**August 26** - GCMR meet - Our Saviors Lutheran Church - Guess the Heat

**September 23** - Fall Cactus Meet. See flyer this issue

**October 28** - GCMR meet - Our Saviors Lutheran Church -

**November 4** - Desert Division Turkey Meet. See the flyer this issue

**November 11** - Desert Division fall auction. To see the catalog, go to: [tcadd.org](http://tcadd.org)

## DEMISE OF THE TOY TRAIN OPERATING SOCIETY

*Because of our history as one time a major Division in the TTOS, your officers thought this might be of interest to GCMR members.*

From: TTOS - Sacramento Valley Division:

To: All Sacramento Valley Division Members

I have just returned from the TTOS National Convention in Columbus, Ohio. I want to share some information with you before the rumor mill churns up. There was an announcement at the General Membership Meeting so\_ this is not proprietary information. We had 46 members in attendance.

As of December 31, 2023, TTOS National will no longer exist. Look at it as a decentralization of sorts. The existing divisions will still function as they do today which means we still get to hang out and play trains.

This was decided during the Board of Directors Meeting, Thursday, which consisted of 16 Board members. It was not a decision taken lightly and not something anyone really wanted, but in light of some undeniable facts, at some point in the near future, it would be inevitable. The most immediate issue is that the existing board is retiring at the end of the year and no one wants to take their place. There were some division presidents willing to step up but only if they could continue as the president of their division.

(Some of that is because no one will fill their shoes in the division.) Between the bylaws and Calif. state corporate law, this was not an option.

There were several ideas discussed to make things work, but there was still the big elephant in the room: declining membership. For several years, we have been losing about 100 members per quarter. We are currently at 1474. The breakeven number for financial viability was set at 1500. You can do the math and see where this is headed. Just look at our own membership numbers.

The current treasury would allow us to keep going for another year or two, IF we had National officers to do it. Inevitably, we would go broke and just fade away. If we did that, no one would benefit. After a great deal of "spirited" discussion, the Board voted unanimously to give each viable division \$5000.00 to prepare for being on their own. Incorporating is one of those things, many already have done so. There will be funds left in the national treasury to complete the shutdown of National. Except for day to day expenses, we are currently debt free, but we must have documentation to prove to the state we owe nothing. This could take a few months or longer. When the process is complete, any remaining funds will be distributed according to the bylaws.

We are also taking steps to protect the TTOS copyright so each division can continue using it. Also, Randy is going to contact our current insurance carrier to make arrangements for each division to buy their own insurance for meetings and meets.

All the details need to be ironed out, so there will be more meetings in the near future with the Board.

We are still the same local group of friends held together by the love of toy trains and will continue to meet. See you at the next meeting.

## THE LIONEL ERIE ALCO

By Chris Allen

More years ago than I can remember, I got back into model railroading. Those who know me know I came back into the hobby via HO, since that is all the space we had for a layout. I had to set it up on the patio when I wanted to run trains. It was a simple Atlas track plan that fit on a 4x8 set on a pair of sawhorses. I ran my old Lionel set from time to time but never had the space in our house for a 0 gauge layout.

To try and keep the story short, I was at Roy Trains in Mesa buying some parts when I noticed he had a Lionel postwar Santa Fe set for sale. The price tag caused me to believe I'd never be able to afford the childhood set of my dreams, so I remained happy with my much smaller HO version. However, on the bulletin board in the store was an invite to come out to Los Arcos Mall and watch them run trains.

Since I lived in Mesa the journey wasn't that bad and I met several folks from the 0 gauge clubs and I became hooked again on 0 gauge. I didn't need to have a layout at home, I could buy trains and then run them several times a year on the various modules. I joined both the TCA and TTOS clubs and between monthly meets, the old Turkey meet and of course all the auctions I began my collection.

My father had worked for the Erie Railroad prior to the merger with the

Lackawanna, so he had Erie Diamond memorabilia around the garage when I was growing up. Since the Erie Alco's always seemed to be around, I decided to buy a set and put together a set as a homage to my Dad.

The Lionel 1467W set came out in 1952, which happens to be the year I received my first train at Christmas, a Lionel 1485WS set. The reason I received the freight set over the Erie passenger was obvious, cost.

According to family legend, my dad started to brown bag his lunch. He would meet my uncle for lunch once a week and then the two of them would walk over to a nearby train store where my Dad would put down a buck or two towards my set. My uncle was so impressed with my dad's determination to get the set, he bought a 6456 Lehigh Valley hopper to add to the set at Christmas, so the train would be a little bigger.

The set itself is very simple. It is headed by a pair of Lionel Erie 2023 Alcos, and the freight consist is a 6656 Stock Car, 6456 Lehigh Valley Hopper, 6465 Double Dome Tank car, and a 6357 illuminated Caboose. Finding the Erie with an intact nose decal is really the hardest thing for the set.

After I put the set together, I set it up under his Christmas tree on year and he enjoyed telling the story about how he wanted this set to be my first train set but my mom was pregnant with my sister and all he could afford was the one I received. He loved running the

set and just looking at it under the tree. After he passed away, I brought the set



things, Lionel offered the 1467W set first in 1950 pulled by a pair of UP 2023 yellow Alco's, in 1951 pulled by a

back home and it remains a special memory to me.

For those of you curious about such





efforts to Lionel trains made before 1925. One of my favorite items is the small #33 loco. This loco was made beginning in 1912, when Lionel

pair of silver 2023 UP Alco's and then my version in 1952 with the Erie 2023 Alco's. The same four car freight consist, only the 2023's was changed.

If you'd like to see this set in action on the Paradise and



Pacific layout:  
<https://>

moved its factory to Newark, NJ, into the mid 1920s. The last year it showed in the catalog was 1924, but examples made in 1925 and 1926 exist. I think these are clean outs made from repair parts no longer needed.

I just bought my thirty-fourth example of this neat loco. This one has a headlight hood on both ends, and has been drilled out to accept a binding post. The post provides power for lights in passenger cars. The two slots you see in the photo are for mounting the headlight. Here's a photo of the 'repaired' end:



This is a black loco with a strap headlight. I have four black locos with strap headlights and ALL FOUR are factory errors. Black locos with strap headlights are difficult to find because from 1915 Lionel used gray for freight sets and dark olive for passenger sets. The strap headlight was introduced in 1918.

[youtu.be/0UtYX4M0jvo](https://youtu.be/0UtYX4M0jvo)

## THIRTY FOUR #33 LOCOS

by Terry Gibbs

I've now largely limited my collecting





This 33 is also interesting because it has nickel plates on the end doors. These door plates came into use in 1914 or 15 with Lionel MFG lettering on a brass plate. In 1918 the lettering changed to Lionel Corporation also on a brass plate. In 1920, only, Lionel used a very small number of nickel plates. So this loco was



Here's a photo showing two 33 locos from the 1913-15 period. These have screens on the doors rather than plates, pedestal headlights, and the one on the left has short handrails. It might be unique.



assembled in 1920 or later.

I think Lionel stopped putting binding posts on locos when they came out with the lighted passenger cars in 1923. The binding post probably means it was made between 1920 and 1923.

Here's a group photos of some of my 33's. These are fun and cheap locos to collect.

## PHOTOS FROM THE MINI-MEET

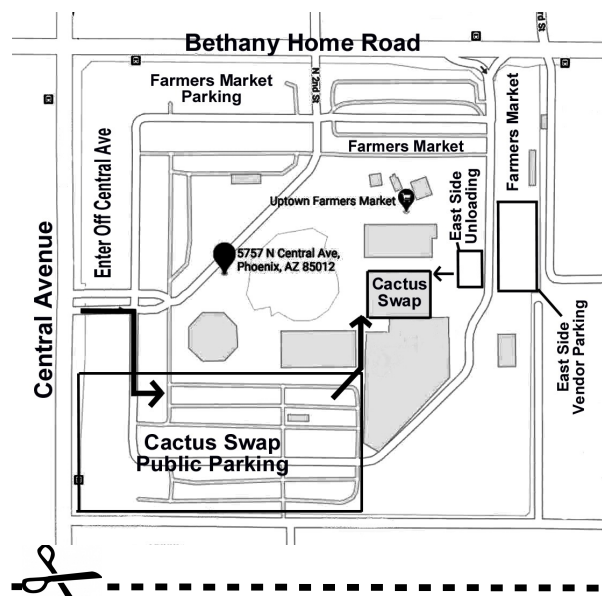
by Chris Allen

And lastly, Lionel used gray paint for 33 locos sold in freight sets after 1915. The color changed a bit over the years. Here's four

versions of gray paint with a 339 pullman in the last and final shade they used consistently after 1923. The oldest is on the right.



“ONE OF ARIZONA’S LARGEST  
MODEL RAILROAD SWAP MEETS”  
**CACTUS FALL  
TRAIN SWAP**  
**SATURDAY, SEPT. 23RD, 2023**  
**SWAP FROM 9:00 AM - 12:00 PM**



**NORTH PHOENIX  
BAPTIST CHURCH  
FELLOWSHIP CENTER**

5757 North Central Avenue, Phoenix, AZ 85012

**Due to Saturday Farmers Market restrictions:**  
**Friday vendor unloading East-side 4:30 – 6 PM**  
**Saturday vendor unloading East-side 6 – 9 AM**

Presented by your pal, Casey Cactus, and the  
**GRAND CANYON MODEL RAILROADERS**  
Print legibly. No refunds after September 16, 2023  
Table-top auction at 12:00 PM

**NOTE:** unclaimed tables will be released at 8:00 AM

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

**Security:** I will abide with badge identification entrance requirements.  
**Buying, selling, ethics and behavior:** In case of dispute, the Meet Chairperson and/or impartial referee appointed by the Meet Chairperson shall arbitrate the dispute and render a timely decision and I hereby agree to be bound by such decision. **I will not pack until 12:00 PM.** Not responsible for lost or stolen articles.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Make check payable to: **“Grand Canyon Model Railroaders”**  
Mail to: John Draftz, 1507 W Willow Ave, Phoenix, AZ 85029  
or

Credit cards accepted via PayPal - visit [www.gcmrr.org](http://www.gcmrr.org)  
Email: [info@gcmrr.org](mailto:info@gcmrr.org)

**Info: John Draftz 602-942-3457**

**\$25 per 8' banquet table**

(Bring a table cover, if desired)

How many tables? \_\_\_\_\_

Amount enclosed? \$ \_\_\_\_\_

Request? \_\_\_\_\_

Will you participate in the auction?

Seller? \_\_\_\_\_ Buyer? \_\_\_\_\_

**Admission Name Badges**

**1 or 2 tables = 2 badges max.**

First and last name please

Badge Name \_\_\_\_\_

Badge Name \_\_\_\_\_

**3 or 4 tables = 4 badges max.**

Badge Name \_\_\_\_\_

Badge Name \_\_\_\_\_

**More badges available at \$5.00 each**

Name Badges **REQUIRED** for your security

**MORE THAN 4 TABLES - CALL**



# TCA DESERT DIVISION ANNUAL TOY TRAIN SWAP MEET

**SATURDAY NOVEMBER 4, 2023**  
**9:00 AM - 12:00 Noon**



**Formerly known as the Turkey Meet**  
**The oldest train meet in Phoenix**



**EL ZARIBAH SHRINERS AUDITORIUM**  
**552 N. 40th St. Phoenix, AZ 85008**  
**40th St. and Fillmore St.**

**Exit 2 Loop 202 or McDowell Rd via Hohokam Expressway 143**

## Featuring

- **YES We still have 8' tables**
- **FREE Parking** and easy access from Loop 202 - or- Hohokam Expressway 143
- Multi gauge Test Track will be available on site
- **Vendor drawing for \$100 at 12 noon** - If you are setup when your ticket is called, you win \$100 on the spot! One ticket for each table purchased

## TRAIN MEET HOURS

**Saturday, November 4, 2023**

**9:00 AM - 12:00 Noon**

**Admission \$5**

**12:00 PM - 1:00 PM Table Top Auction**

**VENDOR SETUP:**

**Saturday 7:00 AM - 9:00 AM**

### TABLE REGISTRTION – PLEASE PRINT LEGIBLY

NAME \_\_\_\_\_

TCA# \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Email for table confirmation \_\_\_\_\_

I hereby agree to be bound by the rules of the TCA & the Desert Division Train Meet in regards to buying, selling, ethics, and behavior. I further agree that in the case of a dispute, the meet chairman, or an impartial referee appointed by the Meet Chairman shall arbitrate the matter and render a binding decision. I shall upon the direction of the Meet Chairman, in the case of a disputed sale, refund a buyer's money.

Signed X \_\_\_\_\_ Date \_\_\_\_\_

Make check payable to: Desert Division TCA

Mail Table Registration to: TCA Desert Division, 1119 W. Plata Ave. Mesa, AZ 85210

More info: Chris Allen Meet Chairman 480-820-9559 or email tcadesertdivision@gmail.com

**\$30 per 8' table**

(Bring your own table cover if desired)

Tables @ \$30 each \_\_\_\_\_

Requests? \_\_\_\_\_

**YOUR TABLE REGISTRATION**

**INCLUDES ONE FREE HELPER**

**NAME BADGE PER TABLE IF NEEDED**

Helper Name \_\_\_\_\_

Extra Table Helper Badges are \$5 each

Special Requests? - Contact Meet Chairman

**NO MAIL REGISTRATIONS OR CANCELLATIONS ACCEPTED AFTER OCTOBER 27, 2023**



