



GRAND CANYON MODEL RAILROADERS

MAIN LINE

JANUARY, 2021

PRESIDENT'S MESSAGE

by Dave Brown

GOOD BYE 2020! Now for the bad news, 2021 is picking up where 2020 left off. The Corona virus is still running rampant. With that happening, things are still restricted. Our meeting in January will still be without tables.

February's Cactus meet is in doubt. The first real outside event that is going on is the same one we ended on last year, The Arizona State Railroad Museum run on the forth weekend in February.

If this keep going on as it has been, I suggest that the April Mini meet be done with the format as TCA used for its meet late last year. I have been given the suggestion that we do the same for February's Cactus meet. That is, do it outdoors under canopies.

I don't know how the farmer's market people or North Phoenix Baptist Church would react, plus February is still a possibility for rain. All of this will be covered in the January meet.

One other thing I would like to do, On the 6th of February, we should go out to Adobe Mountain and open up the trailer: clean, test and repair any problems that come up. It hasn't been open since February 29th of last year.

Easter Sunday falls on the first Sunday in April, so the three club picnic has been moved to the third Saturday in April. Unlike last year, the partial open up will allow for the picnic. Face

masks will be required except when eating but this is the first joint event with the other clubs since Christmas 2019.

As for the rest of the year, we will just have to see how this corona virus goes away. I for one am looking forward to going back to the OLD normal of train events.

Remember, as per the vote at the end of last year, anyone in good standing dues wise will have their dues waved for this year. Last year was such a non event, that was what was decided by the membership.

The theme for the January meeting is What I have gotten since we last met and what have I been doing train wise since last year.

By the way, welcome our new officers for 2021 as you can see on the inset on the next page.

Keep those trains on the track.

CALENDAR

GCMR meets are held at 9:00am in the Parish Hall of Our Saviour's 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.

January 23 - GCMR meet - Our Saviour's Lutheran Church

January 30 - Auction: Desert Division. Info and catalog at tcadd.org

February 27 - GCMR Cactus Meet. North Phoenix Baptist Church - please see next month's newsletter on update on the status of this meet

March 27 - GCMR meet - Our Saviour's Lutheran Church

April 17 - Multi Club Annual Picnic - Scottsdale Railroad Park

MEETING NOTES

No membership or Board meetings have been held since the last newsletter

MEMBER'S ACTIVITY UPDATES

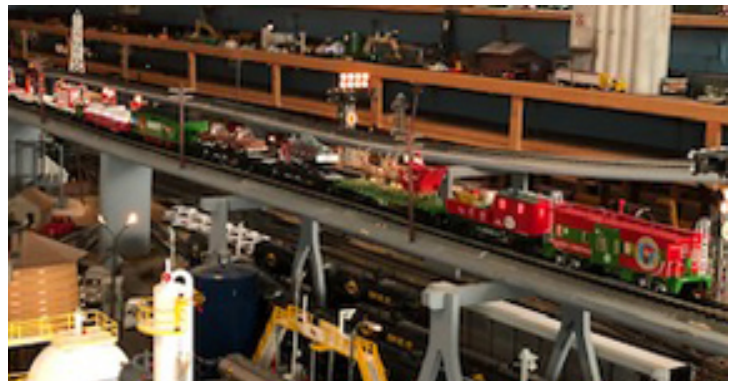
A few members have sent me updates about what they have been doing over the Holiday's. Here they are to share with you:

DOYLE BAIN

I'm slowly working on my layout. More ideas than progress. The styrofoam is the beginning of table top mesa which will have a pond feeding down to supply the lake with water.



HERB ANDREEN



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TERRY HAAS



PETER ATONNA

Not exactly a totally Christmas project, more of a “time to change and let’s do it while we cannot do anything else” project. The first photo is where the Christmas layout was for many years was and what the area looks like this year.

A new layout is being built in the x-dining room. It is designed to run postwar trains which cannot be run on the command control layout downstairs.

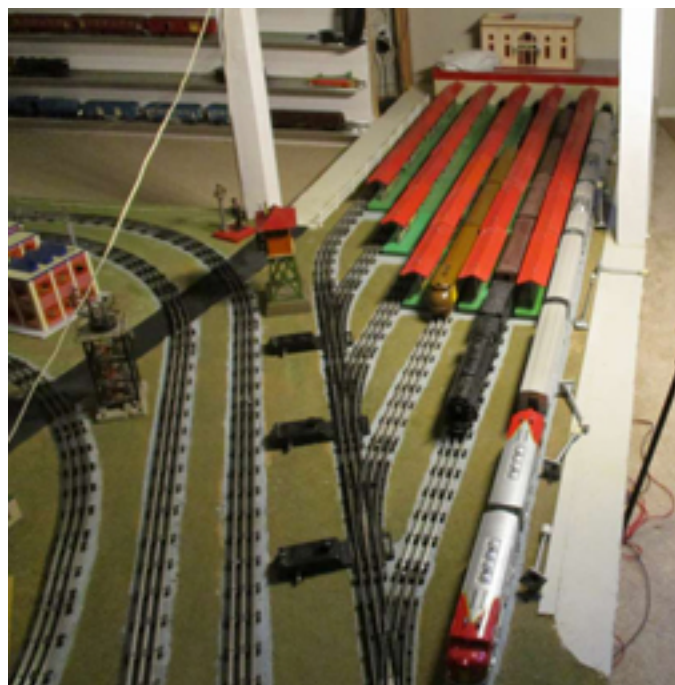


TERRY'S UPDATE

by Terry Gibbs

Since the last update on the layout, there isn't much big progress to see since I've spent much of the time trying things only to rip them out and change them.

The Station Area:



At the Desert Division's November outdoor swap meet I got four more 156 station platforms. So I was able to get the station area laid out and mostly completed.

As an example of saving time, because I don't want to screw the station platforms down, I cut strips of Masonite to go between the ties and the platforms so they'd sit in a row. That sounds simple, and it is, but it still took hours to do, and I had to wait overnight for the paint to dry.

Right now the station is just sitting on a wood box. I trimmed it out to make a plaza on top and had some embossed cardboard cobblestone sheets to put on top. I used color-matched paint since I already had it, and so it fits in with the Lionel accessories. Here's the box before painting:



I have to add some doors to the box so people can get out onto the platforms and add people on the plaza deck once the overhead goes in. I also have to paint the small strips of Masonite between the sidewalks and the building concrete color to match the sidewalk.

I don't have the # 35 streetlights screwed down yet because I don't want to damage them if they are hit when I put the layout on above. I also want to put a Plasticville fence like the one on the other side in there, but haven't dug any out yet.

The Schoenhut Town:

After I got the station done, I wired up the lights on west end. The Schoenhut houses were already done so it was an easy job to add a few

wires. I also hooked up the 045 Gateman and 152 crossing gate.

Earlier, I ran the 763E Hudson around and identified problems with the track. Most of the problems were quickly solved with a bit of adjustment at the joints.

In one area between the Schoenhut town and the passenger yard, the trains derailed consistently on the outside and middle loops. A close examination showed the reason was the layout was higher there? It turned out the chipboard was 5/8" thick rather than 1/2". This is the blue tape line below.

I tried screwing the track down and squishing the ties to remove the bump, but it looked weird. I also tried shimming the lower area to create a gradual slope and that didn't work.

So after a few minutes of playing with soundboard scraps in the garage, I took up the track and shaved the soundboard down with a wood chisel.



The last picture shows the Hudson going over the area where the drop was. After taking that picture I took the track back up and replaced the ballast. Now the Hudson will run over all areas of the layout without derailing.



The South Side:

Once I got that done, I wired the south side tracks. It was designed so I could run Lionel 607/608 passenger sets with 253 and 262 locos automatically. I bought relays online and wired two tracks so a train would come in and start a train out in the opposite direction. The switches were wired together so the non-derailing trips controlled them.

The idea was that from the north side you'd see a train go past in one direction, and then a bit later a different train would go past in other direction. I did manage to get it to work, but could not get it to run for more than two cycles without the train jumping the track or crashing.

I had put the best switches on this side, but they just didn't work reliably. Or the engine would just flop over on it's side! Sometimes a car would come off the track and short everything out.

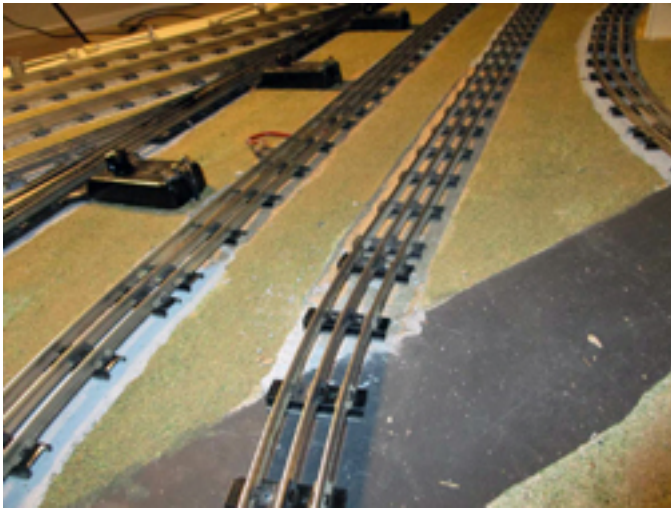
It just didn't work.

I'd planned on doing a 6 by 10 foot postwar layout with Super O, but that would be too small to run the Santa Fe F3 passenger set or a bunch of cars behind the Virginian FM. So I decided I would put some postwar accessories on that side and run a postwar train on the middle loop.

Here's some pictures of the tracks with a few postwar accessories on them. The Post-It-Notes are locations for blocks from the failed attempt to run multiple trains. You're looking at the four tracks in the middle. The two outer tracks are other loops.

To fit the wider accessories in I needed to remove the one siding. I left a small siding behind the log loader and added enough to park a milk car. I scraped up the roadbed and then put down grass.

The bigger postwar accessories are still packed away, but they will go into the grass areas. I'll take some of the prewar tin buildings up and replace them with postwar buildings in the future.





Here's a last picture showing the lights working and the FM with some 6464 boxcars:



I put together a yellow generator 397 coal loader with an aluminum 3459 dump car to go with them. I also wired up all the streetlights buildings and floodlights.

You can see the second handheld controller I added, but it doesn't work reliably. I'll have to read the instructions. I bet I stood on the wrong foot when I plugged it in or something like that.



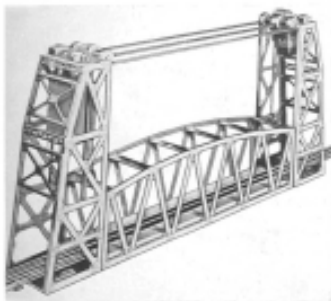
Time to move on to the north side.

1950 - The beginning of Lionel's glory years. The employee publication, All Aboard, announces some new goodies coming in 1950 - including the never produced lift bridge and the early, incorrect illustration of the new Alco FA diesels.

Many New Products Indicate More Jobs for Lionel Folks

IT looks like another big year for Lionel folks. With many new items joining the company's long line of model railroad equipment, and greater values being offered the public through careful planning of merchandise and production methods, employment opportunities during the coming year appear promising, barring any unforeseen economic changes.

Dealer reaction at the Toy Fair last week gave every indication of continued public enthusiasm for Lionel products. All of the old favorites are still in heavy demand, and new items received the hearty approval of the nation's toy buyers.



NEW LIFT BRIDGE will provide realism and plenty of fun for model railroad fans. Huge quantities will be produced this year.

Several of the new accessories making their debut this year are shown in this issue. A new miniature Lift Bridge, similar to the one in use near Newark's Pennsylvania Station, an Operating Dump Car and Coal Unloading Ramp, and an Oil Derrick and Pump are included to add realism to anyone's pike.

OPERATING DUMP CAR and Coal Unloading Ramp are expected to be popular with Lionel fans. Their sale means jobs for Lionel folks.

NEW DIESEL LOCOMOTIVE—This year the Union Pacific will join Lionel's extensive line of equipment. Item is similar to Santa Fe but somewhat smaller.

RESEARCH REDUCES PRICES

Millions of dollars are spent each year for manufacturing research to reduce costs on countless items, improve products, create new markets and devices.

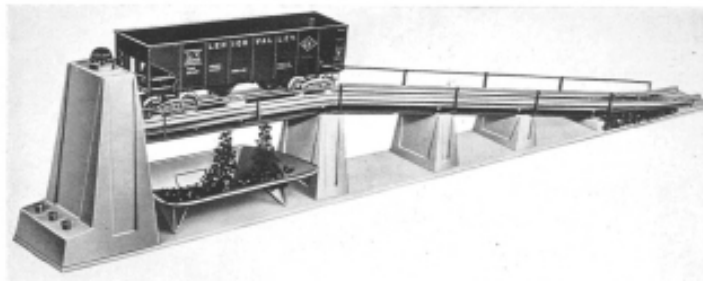
Back in 1919 a housewife paid \$2 for an electric light bulb and even then they were hard to get. Today the housewife goes down to the corner store and gets all she wants for 15 cents each. Constant research and development lead to mass production and jobs—and low prices for the consumer.

Not the least important, of course, will be another addition to Lionel's rolling stock, the Union Pacific Locomotive. Similar to the Santa Fe, in some respects, except smaller in size, the Union Pacific is expected to be in heavy demand among model railroad fans.

There also will be a new Automatic Gate-man, Crossing Gate, Freight Station and numerous other items.

Success of the company during the coming months, and its ability to maintain high employment levels, will hinge upon the degree of cooperation it secures in effecting economies in every phase of manufacture. All lines have been revised to provide even greater values for the consumer and a careful check on manufacturing costs must be maintained at all times.

An indication of the type of competition which the company must face can be seen in a report on the Toy Fair which appeared in the *New York Times* last week. Quoting



PLENTY OF FANS will make room on their layout for this impressive looking accessory. Oil Derrick and Pump is another of Lionel's Fiftieth Anniversary innovations.

a spokesman for a company producing a competitive line, the *Times* said of Lionel's competitor: "Our company is showing fifty items averaging 15 per cent lower prices. Some of our train sets have been reduced even more sharply."

While it is generally conceded that Lionel's products are so far superior to competitive lines that it is not in direct competition, the company cannot overlook (Continued on Next Page)

