



GRAND CANYON MODEL RAILROADERS

MAIN LINE

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PRESIDENT'S MESSAGE

by John Draftz

Our Winter Cactus swap meet was Saturday, February 17th, and by most indications was a success. The meet was sold out weeks before and we already have reservations for the Fall Cactus swap meet September 28th. A special thanks to all those who helped the Friday afternoon before to get the hall ready and to those who helped Saturday before, during, and after the meet. We'll follow a similar format for the Fall Cactus in September.

Our next regular meeting will be March 23rd at the Our Savior's hall on E Glendale. The BoD usually meets that morning about 8:30 with the general member meeting at 10. The theme is "A Favorite Holiday Car Or Engine (you pick the holiday)" It doesn't have to be rare or exotic – just memorable to you. 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. Individual layouts are always welcome at the meetings so feel free to bring one.

Members wanted to have races twice a year – March and October – so part of the March meeting will be races. The categories planned are: 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 will get three white annual raffle tickets.

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. Initially only GCMR members can have a free sale table at the church to sell "stuff" to the public. Any tables still available at the first of the month before the meet (April 1st) will be made available to members of other railroad clubs.

The meet is free to the public. 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 mini-meet.

The 2024 projected calendar of activities was sent out last month. Please review the calendar noting especially what the different themes are and when. Several entries may have question marks after them 'cause the details are not yet finalized. Mark your calendar appropriately. Also, let me know of changes and/or other entries to add that you know of.

See you the 23rd.

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.

March 23 - GCMR meet - Our Saviors Lutheran Church - Favorite Holiday Car Or Engine (you pick the holiday) - Drag races

April 13 - Multi club picnic - Scottsdale Railroad Park

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

A DARIUS DISPLAY

by Mike and Julie Darius

For Christmas and Fall Harvest last year, Julie and I set up train and village displays on the buffet in the front hallway. The Fall Harvest display was a trolley and then the Halloween General. For Christmas, it was department 56.

But we had no Easter display. Mike searched the Lionel catalog for an Easter train but it was too expensive and too simple but the paint scheme was inspiring. So Mike found some old Scout pieces and applied some spray paint. Julie went wild with the stickers. The dollar store helped with some decorations.

This is the result.



PHOENIX TROLLEY CARS BEING SAVED FROM HOMELINESS

by Ken Withers

The Phoenix Trolley Museum got an unexpected Christmas present this year, along with a stiff bill for delivery. When the Museum was evicted from its Hance Park location in 2017, it arranged with a public-spirited warehouse operator for low cost (free) storage of its unrestored streetcars. But all good things come to an end, and the Museum was forced to accept delivery of the streetcars on short notice. Over the holidays, Museum members raised more than \$4,000 and Union Pacific Railroad gave them permission to repurpose a grant and use the proceeds to meet this emergency.

On January 2, 2024, historic Phoenix streetcars #509 and #504 were delivered to the Museum's new site at 1117 Grand Avenue, joining the partially restored #116, which went into service on the streets of Phoenix on Christmas day exactly 99 years earlier that week.

The two unrestored cars have colorful histories – or perhaps mythologies, as their stories are somewhat disputed. #509 has extensive fire damage, which some believe was evidence of the fire on October 7, 1947, that destroyed most of the streetcar fleet and essentially ended streetcar service in Phoenix. Or the damage



might be evidence that the car was sold to become a fireworks sales kiosk. Either way, life was rough for this trolley.

#504 was retired to the Phoenix Children's Zoo and used as either a refreshment stand or the money cage, depending on who you talk to. It is undisputed that it ended up behind the London Wax Museum on Van Buren. Museum volunteers hope to restore it to its prior glory, sporting the two-toned green livery of the Phoenix streetcar system in its heyday.

Visitors can still make out the faint Phoenix city emblem of the 1940's on the side of #504,



might want to move up to the more substantial 1:1 scale of these streetcars. The Museum is also looking for volunteers who love railroad lore to become tour guides and tell the story of Phoenix street railroading to visitors and school groups. And native Phoenicians can help the Museum by checking attics and storerooms for Phoenix streetcar memorabilia, especially those Phoenicians who had family members who worked for the streetcar during the first half of the 20th century and may have kept uniforms, employment records, or other paraphernalia.

The Phoenix Trolley Museum is located at 1117 Grand Avenue and is open to the public on Saturdays from 11 a.m. to 3 p.m. and on "First Friday" nights. For more information, go to

which tells its own story. According to railroad historian William Lindley, when Phoenix Union Station opened in 1923, city officials, under pressure from taxicab companies and property owners along 3rd and 5th Streets, refused to grant the privately owned streetcar company permission to lay tracks to the station. In frustration, the owners (who also owned the more profitable Los Angeles Pacific Electric Railway) threw in the towel and sold the whole system to the City of Phoenix, which operated it for 25 years as a municipal system, with the Phoenix city emblem on every streetcar.

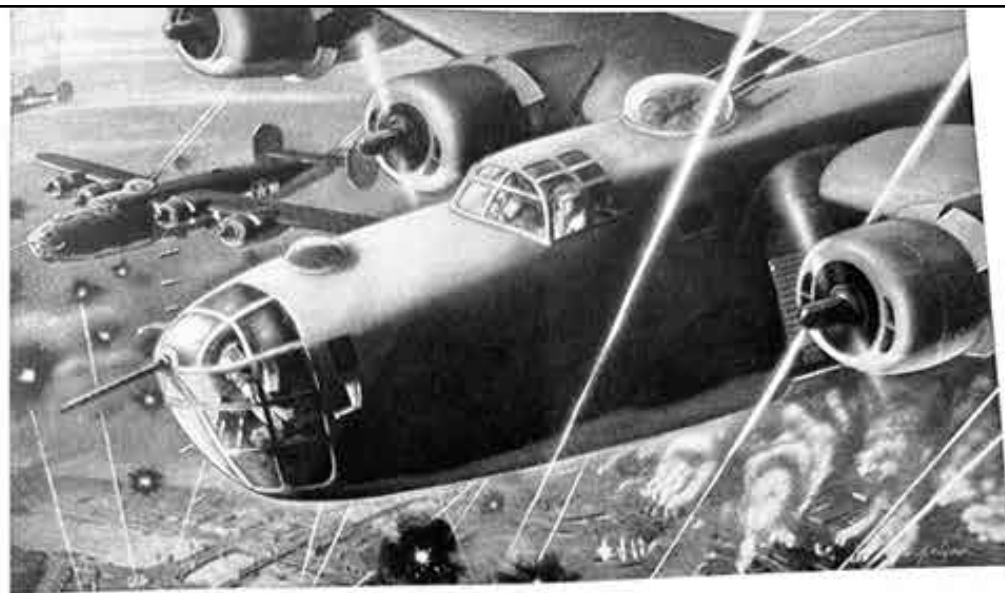
Right now, both #509 and #504 are in need of extensive renovation. Main Line readers who are bored with working in N, HO, or O scale



<https://www.phxtrolley.org/>.

Partially restored Car #116 being delivered to its new home.

Below is an ad from Lionel's Model Builder magazine. Ads like this and for Savings Bonds were in every wartime issue. The commitment to the war was universal. We have no way of knowing whether Lionel was paid for these, but they ran all the way through the end of the war.



It's You . . . and the Rest of the Team

Your big Liberator is coming in fast now... boring head-on through black bursts of flak that rock her like a canoe. From your grandstand seat in the greenhouse, you can see fires down below. That's where the first wave laid its eggs. You're next!

Sometimes, back at "pre-flight", it didn't quite add up. Instructions... formulas... down all day. You couldn't see how you'd ever use the stuff they cranked into your head. But you stuck it out. You wanted Bombardier's wings.

The top-turret guns begin to spit, as you hunch down over your bombsight. Check for altitude! Check for air-speed! The guns are going faster now, but you won't let yourself look up. Check for wind-drift! Suddenly you realize you're doing things automatically... all the things that came so hard in training. And you're doing them right!

In advanced school you got pretty cocky. Pilots? Navigators? O. K. for some guys maybe. But you're the man they built bombers around! You pack the knock-out punch!

The Lib heels, and straightens out on her target, and Pete comes in over the interphone: "O. K. Slugger. She's yours. Make it good!" You're the boss now. This is what you've been waiting for. You glue your eye to the sight, and talk into your throat microphone:

"Level, Pete... hold that level. Bomb-bay doors open. Left a little... level now... level... perfect!" And there's your target—caught in the cross-hairs like a fly in a spider web. You jab the release. "Bombs Away!" Now you've done it! The seconds drag out... and then Beezy, back at the tail-gun, yells: "HIT—HIT—HIT—HIT! On target!! Hey, Lieutenant. Come and get your cigar!"

Well...! Your chest starts to swell... and then all at once you see that it wasn't just you who smeared that Nazi base. It was Pete, up in the pilot's seat... Cliff, with his navigation charts... the gunners, Jim, Tony, Beezy, Lou. It was you... and the rest of the crew... flying as a team...

The same kind of team that paved the way for the landings in the Gilberts... that cleaned up the Japs on Kiska... that flattened Bremen and Wilhelmshaven... that is carrying the war to Japan...

The A.A.F. . . . the greatest team in the world!

U. S. ARMY RECRUITING SERVICE



FLY AND FIGHT WITH THE

GREATEST TEAM IN THE WORLD

MEN OF 17...

You can get ready now for your place—as Bombardier, Navigator or Pilot—on this great A.A.F. team. Go to the nearest Aviation Cadet Examining Board... see if you can qualify for the Air Corps Enlisted Reserve. If you qualify, you will receive Enlisted Reserve insignia... but will not be called for training until you are 18 or over.



When called, you'll be given 3 months' training (after a brief conditioning period) in one of America's finest colleges... you'll get dual-control flying instruction... then go on to eight months of full flight training... the kind of training that makes America's fliers the world's best! When you graduate as a Bombardier, Navigator or Pilot—you will receive a \$250 uniform allowance and your pay will be \$246 to \$327 per month.

Meanwhile, see your local Civil Air Patrol Officers about C.A.P. Cadet training... also your High School principal or adviser about recommended courses in the Air Service Division of the U. S. Victory Corps. Both afford valuable pre-aviation training.

(Essential workers in War Industry or Agriculture—do not apply.)

For information regarding Board Aviation Cadet Training, apply at the nearest Aviation Cadet Examining Board in one office of Naval Officer Recruitment, or at any Navy Recruiting Station, or at any one of the Army, Marine Corps or Coast Guard, apply at the nearest Army Air Corps Recruiting Office. This advertisement has the approval of the Joint Army Navy Personnel Board.

A NOTE: Accompanying this issue is a new member form. Please print it and keep a couple with you when you go to an event or visit a train friend's home. A club that doesn't grow - dies. So please be on the lookout for potential new GCMR members

FROM THE WINTER CACTUS MEET

photos by Chris Allen

The Crew



The Show



The Table Top Auction



No longe politically correct advertising?