



# GRAND CANYON MODEL RAILROADERS

## MAIN LINE

MAY, 2020

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### PRESIDENT'S MESSAGE

by Dave Brown

Man, this Covid virus has really goofed up the year! We've only had one business meeting, and one swap meet. Just think, the last club event was the train run on February 29! This SUCKS!

So as every one heard, the May meeting has been canceled, meaning the next event will be our June meeting,

Let's hope that won't get stopped! Thankfully we will still have our Hot Dogs and apple pie meet, and maybe drag races to liven things up. After the June meet we will still have our July cactus meet, the first swap meet to start the time after Covid19!

And August has a business meeting and the Beat the heat bus trip and tour. Still to be worked on is a pot luck supper between the three clubs to take the place of the picnic that didn't happen earlier this month. Stay tuned to this news letter and the business meetings for updates on that event.

So what have you been doing during the down time? For myself, I've been running trains on my layout and doing repairs on it that I've been putting off for some time. But I must tell you, I miss the fun of train runs on the trailer, and all the other fun we have at all the other events in all three clubs, and the people. I hope June will

be the second start of the year because I'm going crazy without a group train fix!

So let's hope June starts off good!

### 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.

**May 16** - GCMR meet - Our Saviour's Lutheran Church **CANCELLED**

**June 27** - GCMR meet - Our Saviour's Lutheran Church *NOTE: Please check your email. If there are any changes in plans, we will email to all members having an email account listed.*

**July 24** - Dinner at Dennys with all Summer Cactus Meet workers invited (3456 W Bethany Home Rd, Phoenix We will meet at 6:00 PM in the private back dining room. (Each is responsible for their own check.)

**July 25** - Summer Cactus Meet - North Phoenix Baptist Church

**August 15** - Beat the Heat meet and bus trip to Prescott

**August 22** - GCMR meet - Our Saviour's Lutheran Church

## A NOTE FROM DANA PRICE

It has come to my attention that John Zaval has been very busy during the current lockdown due to the Corona virus. It seems that Mr. Zaval and his famous gas powered weed eater made an unannounced visit to the storage location for the GCMR trailers and completely annihilated all of the weeds and vegetation in the area.

And if that wasn't enough, Mr. Zaval then hauled the layout trailer to his world famous rehab center for a "critter proofing".

And if that wasn't enough, John is also fitting something around and over the trailer tires to protect them from the sun. Dry rot protection for under the tires is also in the works as well as a maintenance check up. Talk about going above and beyond! Thank you John Zaval for all your work!

On a personal note, I have been personally trying to bring the American Economy back on line by pumping some revenue into the train world by using the internet, e-bay and every train site known to man to make America great again. It is a full time job, but somebody has to do it! Please join me in my quest! Be safe everyone.

## OUTINGS WITH THE LAYOUTS

by John Draftz

These were taken at Adobe in October 2011 when the swap meet wanted us to help draw people. After the meet at Adobe became notorious, they didn't have room for us so we haven't been a part of the swap meet for quite some time.

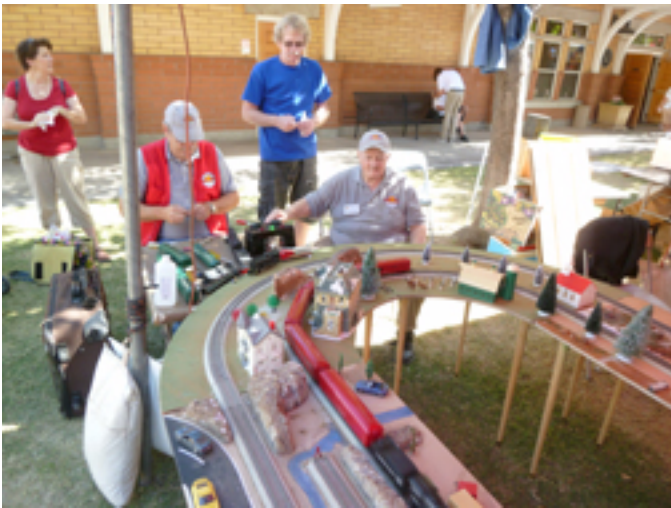
This next two were taken at Railfair that same October. Our mobile layout was in its customary spot right outside the main station doors. The park would usually have their sale table across the walk from us since the layout was a major attraction.



The two show the O and S gauge modules. The first shows the O-gauge modules in operation and the other the S gauge. Initially,



the O- and S-gauge module were under a canopy adjacent to the mobile layout. Then the fire marshal said there had to be a separation between the two canopies which wasn't doable with the trees the way they were. The modules were eventually not taken to Railfair.



This picture show most of the O-gauge modules assembled. The screw on legs are obvious. The bridge module was made by taking a normal module and replacing the middle with a drop center section with bridges spanning the gap. Since the drop section changed the height, special legs were made and used so



and then through the deck where they were tied together. The Plasticville station had a 1x2 piece of wood inside it with screws attaching the building to the wood which in turn was screwed to the deck. In this way, the module could be stood on edge and nothing would come off. As a footnote, I had foam hills the track went through. Trains had no problem until someone ran a pre-war O-gauge train on the track at which time the cylinders scraped away some of the foam. Fortunately, all that was needed was to widen the space between the hills and paint over the foam.



that the module was the height of the other modules.

This photo, on the next column, was taken in the hangar at Falcon Field and show what the trailer looked like unfolded.

This series shows the O-gauge modules under construction. Note that some legs used eye bolts for levelers. Each owner of a straight module decorated it as desired. The one with green is mine and had a station and cars on it. The cars were held in place by thin wires wrapped under the car around diagonal axles



Here's a photo showing the S-gauge modules in operation at ARM for the national train day. The next two photos show work being done to lower the center of the mobile layout. When the mobile layout was first built, the only notable problem was getting it under a Ramada at McCormick. This was accomplished by removing the wheels temporarily. Later, when Bill Schulte's garage with a high door was no longer available, we encountered the problem that the trailer was too tall to go through normal garage doors. The end result was the decision to lower the center. Unfortunately, lowering the center meant the fold down sides were too wide thus they had to be cut back and re-welded. This in turn meant a redesign of the tracks was needed which resulted in a new elevated center section being made.



The one photo showing Ken Barnes grinding is also a good view of what the first elevated center section looked like with the oval of track

on it. The section was later replaced by what is there now.

Footnote: The MTH O-31 snap track had to be reconfigured once a loop of HO was included around it. By using the MTH Real Trax software, I was able to re-design the loop into its current configuration and use all the original track pieces.



Here is the modified trailer with wings folded. Footnote: The original trailer wheels were the smaller, trailer sized wheels. Unfortunately, that limited towing speed. The solution was to replace the small wheels with regular wheels. The problem was that the spare was mounted on the underside of one wing and thus under its tarp. That was not an option for the larger wheel thus a cradle was made for it and the spare is stored inside the layout bolted to one of the end supports.

The modules are the second set. The first set was multi-gauge - 2 O & 1 S - and were built and used before "big blue".

## IN CASE YOU MIGHT BE INTERESTED

by John Draftz

This is about the Center For Railway Research and Education at Michigan State University, Interesting work:

<https://broad.msu.edu/railway-center/>



## WHAT I DID WHILE STAYING AT HOME!

by John Zaval

Staying at home was not too bad for me. I repaired all broken or incorrect items in my train collection. Then came touch up, cleaning and polishing everything. After three weeks and several cases of beer, what to do next?

After weed eating the parking place and storage area of the mobile train layout trailer, I took the trailer home for some light outside maintenance. First I replaced all the side marker lights. No big deal.

I was asked by John Draftz if I could cover the gap at the hinges so that "critters" could not get in. This was a bit of a challenge. I think I pulled a muscle in my brain thinking about how to accomplish this task.

What I came up with was placing swim noodles over the gap and holding them in place with springs. The springs can be removed to remove the noodles. One end of the spring is attached to the trailer body and cannot be lost. The canvas cover hides the noodles and helps hold them in place when traveling and when in storage.



Next I dressed up the trailer connection plug at the tongue. I also painted the tongue gray and used red paint at the tip so that I could see it in my rear view camera when making a one

person hook up. Also the red tip could be more visible when walking around the tongue and save injured shins.



After placing the trailer back in storage, I placed stepping stones under the tires to prevent dry rot from the ground. I also placed wooden covers against the sides of the tires to prevent sun rot.



So far that's what I did to keep myself busy (other than Honey Do's) while staying at home.



## LAYOUT BUILDING

by Terry Gibbs

Here are some of my current layout building notes.

There will be two layouts in this area.



## ROD JOHNSON'S LAYOUTS

At least if one is working on a new layout or modifying it, we model railroaders have one way to get through the pandemic. One of my layouts in Utah and that is now history, and the new one is coming along in Arizona.



Going north from the south wall there is a 34" wide strip for standard gauge that will be 40" off the ground. You can see this in the pictures on the left side. It's painted white and has Railrax on it



There is a 36" wide aisle. Then there is a 13 foot wide by 26' 8" O gauge layout 5" off the floor with a 4 by 6 foot extension in the southwest corner for a passenger station area.



I built the standard gauge layout framework along the south wall. This will have Railrax on the front for storing the operating trains when they are not on the layout. I'm screwing the wood together using to RX head screws because that way the screw gun does the work rather than me.



I'm trying to do all the cutting and painting outside to cut down on the mess. Building this section allowed me to learn what I can get down the stairs. I have sheets of styrofoam in the stairwell to protect the walls and found I could get a 3 by 8 foot sheet down safely. Full sheets will have to come in the window.

I put the top onto the standard strip I'd built. Then I started screwing wood together for the O gauge layout. I knocked slots into the bottom edges of the boards when I cut them for the

The idea of the O gauge layout is to build a representation of what you'd see if you went into the basement of a banker with a bunch of kids in 1940. Everything on the layout is from between 1928 and 1940, with the majority from after 1934.

Above the O gauge layout will be a standard gauge layout. The white posts in the pictures will support the upper layout.

Before beginning the construction I put track together for the standard gauge layout, then after about two months of looking at it and making changes, I took the standard track up and put down O gauge track.

A few more months looking at the O gauge and I was ready to begin. I didn't work on the layout everyday because I needed to work a few days a week and do yard work. So I got sixteen 5-8 hour days in over the course of five weeks.



wires to run in. I'm going to stash the standard gauge layout items under there until I build the layout and then use the area to store the collectible boxes.

Prewiring. I have tubs of wire I've put aside over the years. I got some rolls of automotive speaker wire cheap at an estate sale. It's just red and black colored zip cord in #16 and 14 gauge. I'm using that for the track. I used #18 gauge black zip cord (also called lamp cord) for the switches. I also had a nice selection of #16 gauge stranded wire in 500 foot spools. These are used for lights( two colors), signals, crossing noisemakers, fixed voltage pins, and ground. I had to buy one color and ran out of purple and will need to buy another roll of that for the standard layout.

I put some track into the areas where it will go later so I could mark the wires I'd need. Then I took it up and ran wire. In the northwest corner is a group of terminal strips that will later connect to the controls and transformers. There are wires to each block connected to terminal strips spotted around the layout so when I wire the track I can just connect at the front edge of the layout. There are terminal strips for all the switches except a solitary switch in the northeast corner which just has a wire to it.

After I finished prewiring, I put the posts in for the standard gauge layout, and then put the Railrax up except the piece on one end that needed to be cut (my only hacksaw blade broke when I was cutting the first one.)



After going to the hardware store for hacksaw and sabre saw blades, I cut the Railrax. I tried a hacksaw, but it flexed too much, so I used a sabre saw to cut it a little long, and then filed it to square it cleanly.

After hanging the last of the Railrax, I took the window apart, built a slide out of 2x6 lumber to protect the edges of the window attached to a cleated foot to protect the carpet. Then it started raining so I vacuumed and sorted tools and such for an hour.



After the rain stopped, I started sliding precut sheets down and placing them. I'd measure for two sheets to cut down on the trips up and down the stairs.

Over the course of this long day, I put down all bigger the sheets of plywood/chipboard and moved the soundboard into the basement. Then I put the window back together.

I finished putting the down the platform and cleaned the mess I'd made cutting wood outside up. I put white plastic down where I'm going to build a mountain so I don't get plaster or paint on the carpet. Then I took the cheap brown paint I'd bought to use when laying the grass and put strips of mesh down over the seams. I used a half gallon. I'm certainly going to need more.

Next, I started putting track down. I built the passenger yard area first because it defines the curves on that area. I did seven tracks, but later

took one siding out and re-centered the whole yard. I have many Tootsietoy Grahams and La Salles from the 1930s to put in parking areas along the sides, and will put a #116 station above the platforms.



I started cutting the track using a Makita battery powered tile saw with carbide blades that I'd gotten from Miles Butler. Each disk would cut two sections of track and then needed to be replaced. The disks also would have been easier to use if the mounting whole had been centered. Before doing the inner loop I spent \$5 at Home Depot on an abrasive blade for my chop saw.



I ran trains on each loop as I put it together. The first train was a 1934 era Lionel 262 steamer with some four wheel freights. I also ran a postwar black Virginian FM and a 682 turbine

that I had on a shelf by the layout. This layout will only have trains from 1934-40 on it, but I figured if the FM didn't hit something nothing else would.

I continued to lay track. I used 36 and 40" long extra tie straights on the outer loops and on the south side and then used smaller 10" sections to fill in the passing sidings on the middle loop.



On the inside loop, I used cleanish 072 straights on the yard behind the coal and log loaders. All the curves are 072 except the north curves on the inner loop which are 054.

I started working on the mountain. This will have a road going climbing along the north side, then around looking over the marsh area on the east end and up on the south side. A small housing



development will be at the west end at the top. Only Lionel houses from the 1930s on the mountain.

I framed out the road with strips of plywood held up by scraps of 2 by 4. This needs to have enough strength for me to lean on it while I put the trees into the mountainside above, and when I change lightbulbs.

The small group of houses on the west end at ground level are Schoenhut houses made between 1928 and 1934. The big shed is Hornby from the late 1930s. The only items that don't fit into the 1940 layout theme are the Marx towers, the Lionel factory building and the Dinky crane.

I finished framing the mountain road and unpacked boxes. I want to put everything on the layout so I can be sure of clearances. It's also the Saturday before bulk trash pickup so I can pile the empty boxes out on the curb!

## **A HISTORY OF THE CLUB - CONTINUED**

by John Draftz

In April **1978**, a joint TTOS-TCA public display was made at the Maricopa County Fair.

An open house was held in May where the public was invited to visit before the meeting started.

In August, the club was awarded the '83 TTOS national convention.

The club had 56 members.

In January **1979**, club member John Catalano was elected as TTOS national President.

There was discussion on how to make money such as selling hats, shirts, etc.

Being at RailFair was planned. It was noted that we need public displays.

Another open house was held in May. We had over 100 guests.

A photo album was planned.

In **1980**, an idea survey was made asking about movies, slides, clinics, trips, displays, home visits, etc.

The March meeting was the picnic at McCormick Railroad Park.

There was a hobby show downtown.

The May open house had over 300 people visit resulting in some new members. There were static and operating layout in multiple gauges. There were ads in the paper and mention by KOY radio.

It was noted in September that TTOS National is having money problems.

The October RailFair was a success.

The club has 58 members.

In January **1981**, the closed box rule was implemented meaning no for sale items set out until the public is gone.

In February, there was a TTOS-TCA display at Christown Mall.

A split in the club was presented in March noting that members in the Tucson area wanted to form their own club.

The joint picnic was held in April.

The May open house was held featuring static and operating layouts. Over 150 people visited.

The members were given rides behind a live steamer compliments of the Maricopa Live Steamers.

In June the club split with Tucson getting the bottom of Arizona and New Mexico and West Texas becoming a new TTOS Division. The AT&NM gets everything else. I-8 is an approximate dividing line.

The name for the southern club is Gadsden Pacific. The AT&NM is renamed Grand Canyon Division.

New modules were built. The club owned the four corners which were 35"x35". Six members owned straight modules which were 35"x70". There were two O-gauge and one S-gauge loops made using standard snap track. 70" was chosen because both O- and S-

gauge straights were 110" long thus simplifying module connection.

The first use of the modules was in October.

TCA copied the modules.

The November display at Valley West Mall went well and made money. We were invited back. We had Channel 5 TV coverage.

We began meeting at the Sunnyslope Community Center. Their rule was that we had to have a free informational program at the start of the meeting to get free use of the Center. Once the program is over, the center's room is closed to the public for our table sales and the meeting. The closed box rule is in effect.

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The Model Railroader

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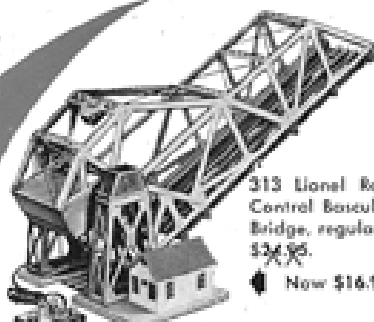
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675LTS	Lionel Steam-Type Loco with Smoke and Whistle	<del>20.00</del>	19.25
671LTS	Lionel Steam Turbine Loco with Smoke and Whistle	<del>27.50</del>	24.75
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# CACTUS SUMMER

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**JULY 15, 2020**  
**9:00 AM - 1:00 PM**

\$6.00 admission per person

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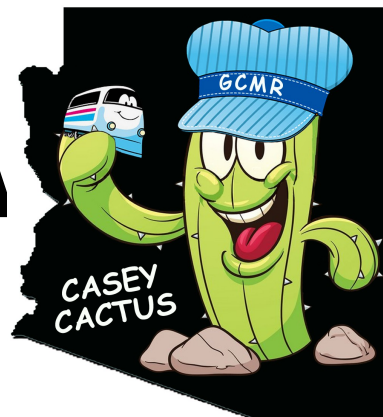
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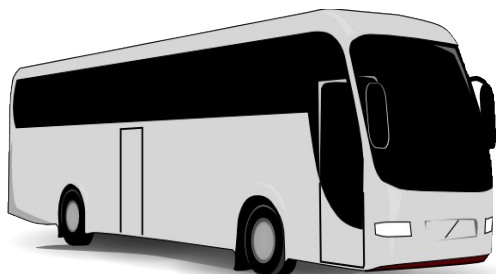
(Swap meet presented by Central Arizona Model Railroad Club)



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Metrocenter Mall leave at 7:00 AM \_\_\_\_\_ Carefree Highway McDonald's leave at 7:15 AM \_\_\_\_\_

Number of adult GCMR club members: \_\_\_\_\_ at \$35 each = \$ \_\_\_\_\_ Bus Trip Presented By: \_\_\_\_\_

Number of adult Non-GCMR members: \_\_\_\_\_ at \$40 each = \$ \_\_\_\_\_

Number of children under 12: \_\_\_\_\_ at \$15 each = \$ \_\_\_\_\_

Number of bag lunches (OPTIONAL): \_\_\_\_\_ at \$7 each = \$ \_\_\_\_\_

Total: **Make checks payable to "GCMR"** \$ \_\_\_\_\_

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