



GRAND CANYON MODEL RAILROADERS

MAIN LINE

November - December, 2020

Volume 29

Number 11

PRESIDENT'S MESSAGE

by Dave Brown

Here we go again. Covid has spiked and taken out more events. The train runs at Adobe Mountain are gone. The run at Paradise Valley United Methodist Church is off and of course the three club Christmas Party is off. What a way to end 2020. To think, the last major club event happened on February 29th, nine months ago. It makes for calling 2020 as the year that wasn't.

That's why at the October meeting, it was decided that like TCA, any member in good standing in 2020 will not have to pay dues in 2021. I know WE didn't cause Covid-19, but with all the fun events missing for most of the year, it's just fair to all.

In other news from the October meeting, it was decided that starting in 2021, officers terms will now be two years in length. This is so we don't have to go through the hassle of bugging the members every year to run.

I still think that more members need to take their turn at guiding GCMR. Many of our members on the new board are staying on because of the needs of the club. I know it's easy to let others do this work, however everyone needs to take their turn on the board.

This is OUR club not MY club nor any one's sole property. I have been through that kind of problem in an other club, and I don't want that to happen here.

The October meeting was the last meeting of 2020. (Thank GOD!) I'm hoping that 2021 will find Covid on the way out so we can get back to playing trains soon.

As of this moment, the February winter Cactus Meet is a go as is the April mini meet. We will start the year with our January meeting on the 23rd of January. I hope by that time things will be clearing up and things will get back to normal.

One thing that needs to be done is opening up the layout trailer and seeing how it has weathered that past many months just sitting out. If you remember Railfair of 2019 when we opened it, we were surprised by the present left by the rodents in the trailer, and that was just over the summer.

God only knows what has happened over the past year. Work was done to prevent the problems, but we don't know how well it worked.

An other question is what is the condition of and the contents of the other trailer out at Adobe Mountain. Both of these concerns will be addressed starting next year.

Until then, Happy Thanksgiving, Merry Christmas and a Happy New Year 2021.

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

MEETING NOTES

by Bill Richardson

October combined GCMR Board Of Directors and Membership Meeting.

NEW BUSINESS:

Dave Brown informed the BOD about possibly running the mobile layout trains out at Schnepf farms in 2021. Details are still pending.

The question came up about possibly of holding GCMR Membership Meeting on the 3rd Saturday in November 2020. It was decided that GCMR would NOT hold a Membership Meeting this November.

The Arizona Historical Society is still planning to hold their train show November 28th.

There was some discussion about buying a new transformer for the race track. Questions were raised about whether a transformer is really needed. John Draftz agreed to withdraw his motion to buy one. Glenn Saber agreed he could move the ZW transformer.

TCA Desert Division President, Chris Allen, informed us that the division is holding an

outdoor swap meet from 9:00-11:30 AM at the Elks lodge on November 14. The Elks Lodge is located at 32nd Street, South of Greenway and north of Thunderbird.

There was discussion about lowering or totally waving dues for the one year, 2021, due to the Covid-19 virus. Board Member Janet Mattern made a Motion that GCMR dues for 2021 would be waived for all 2020 members in good standing. Motion Carried.

The new two year "Terms of Office" for GCMR BOD offices was clarified to start January 1st, 2021 with the new 2021 Board. The request to change the BOD "Terms of Office" to two years was voted on by the GCMR membership. The request passed unanimously. BOD terms of office starting with the new Board Jan 1st will be 2-year terms.

Nominated for the 2021 GCMR Board of Directors:

President - Dave Brown

Vice President - Doyle Bain

Treasurer - John Kendig

Secretary - Bill Richardson

Board Member - John Zaval

Board Member - Janet Mattern

Board Member - Gordon Wilson

SHOW AND TELL:

The theme was for Halloween orange and black engines, cars, and whatever.

+ Katie Elgar showed us her orange and black Peanuts Happy Halloween car.

+ John Zaval brought in his Lionel 600 series Switcher painted orange and black. He also showed us his wife's National M&M Collector Club Halloween car.

+ John Kendig showed us his American

Board of Directors

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Models BNSF.

- + Bill Richardson brought two orange American Flyer "S" Gauge Illinois Central reefers that look the same. He also showed an orange 984 New Haven box car and an orange "HO" Illinois Central Diesel engine.
- + Dave Brown showed his MTH diesel and his Williams cabooses
- + John Draftz showed a Marx switch with a light visible for 360 degrees

SANTA FE OR BUST

by Lin Sinclair

I started my inclination toward Santa Fe model trains when I was planning a move from San Francisco to Albuquerque in the early 90's. In 1994 I actually collected a set of the Emporium department store's Christmas release village called "PUEBLO Encantado" which included a rock building with terra cotta tiles that was labeled as a TRAIN STATION. This collection was mentioned as appropriate for an "N" scale model train.

I ended up with a severe health crisis in New Mexico, so I reluctantly made my way back to Virginia where I reconnected with a former beaux. In prime geeky date mode, he took me to my first train meet and promptly bought me a Bachmann Santa Fe "N" train set. Was he the bestest boyfriend, ever??? For sure! (Gotta take your train romance where you can get it.)

I've been to quite a few train meets over the past 20 years here in Arizona. Bought more Santa Fe stuff. Yes, I've been insulted quite a few times for my pedantic choice of railroad. In response to which I have reached the same conclusion of that pop song lyric: "I don't C-A-R-E... I luv it!!!"

Recently I was doing some online research re: Congress, Arizona. While I had heard of the touted treasure of the Lost Dutchman's Gold Mine, I never knew that Congress had once been a booming gold mining town. And that the SANTA FE, Prescott and Phoenix Railway had run about three miles from the then actual town

location--for the purposes of moving gold I guess.

Hmmmm. Santa Fe, PHOENIX. Eyes glazed over. OCD in full blown search mode.

So what did I find in my search? From Wikipedia:

1) A copy of a Santa Fe, Prescott and Phoenix Railway Company capital stock certificate for five hundred shares made out to the CONGRESS GOLD MINING COMPANY, at \$100.00 per share, dated April 15, 1893. So the full cost of that certificate at that time was \$50,000.00. (Price comparison: In 1894 the U.S. Dept. of Agriculture reported that the cost of a dozen eggs at that time was 24¢.) FYI: You can get a REAL (issued) stock certificate for this railroad for \$250-\$300 on eBay.

2) A really great color photo (dated November 2, 1968) of the ATSF "Hassayampa Flyer/Chief" arriving at the Phoenix Union Station. ("Train #47 has just arrived at Phoenix Union Station from Williams Junction with F7A 309 and F3B 16A, COACH 2934 and baggage car 3518". ... Trains 42 and 47 were discontinued on April 30, 1969.") This train originally travelled south on the "Peavine" route from that bustling metropolis Ash Fork, Arizona.

3) A 1950 color travel brochure entitled "Arizona and the Valley of the Sun" produced by: SANTA FE Railway Company. This brochure invited you to call or write any of around 75 (listed) Santa Fe offices across the U.S. for help in planning your next Arizona trip. Strangely the tone and photos of this brochure were reminiscent of the 1950 Betty Crocker classic cookbook. Question: Were all these intrepid travelers intended to transfer at Ash Fork???

4) "List of Arizona railroads" ("redirected from (Wikipedia's "List of defunct Arizona railroads"!)). A surprisingly LONG listing of Arizona railroads by category: Class I railroads, short line and terminal railroads, passenger railroads, industrial rail operations, defunct railroads, private freight carriers, passenger carriers, electric. Whew! The number of "defunct" railroads was really surprising. If you start

investigating these railroads you will discover that some of these “lines” were relatively speaking MICRO-SHORT lines. (Mr. Atonna helpfully pointed out to me the six volume quintessential series on Arizona railroads by David F. Myrick. If you go on Amazon or eBay you will find these selling from close to \$100.00 to almost \$900.00 per volume. You can find also “Santa Fe, Prescott and Phoenix Railway: The Scenic Line of Arizona” for about \$55.00 to \$125.00 on eBay.)

What else did I find? - On eBay: LOTS of DVDs of Arizona-specific Santa Fe lines goodies — which I regrettably had to pass on. HOWEVER, relatively hidden on eBay, I found these gems, which I DID buy.

“Rare Steam Combo: “C&O 614T, The March to Hinton” (WV—ugh!) and “The HASSAYAMPA Special”. This is a 23-minute 1991 flick where Grand Canyon Railway 2-8-0 #18 completed it’s 205 mile, two day journey from Williams along “The Peavine” on its way to Phoenix (i.e., going south).

“Tracks of the Old Santa Fe.” This video takes you from Cajon Pass Summit (CA) through Kingman Canyon/Kingman through Walapai (Hualapai), Hackberry, Valentine, Seligman to Williams and up the OLD SANTA FE BRANCH to the Grand Canyon Railroad.

“Tracks of the Old Santa Fe—Volume 2.” Starting on the PEAVINE Line (@ PHOENIX Sub), visiting Wickenburg, Hells Canyon, Little Hell’s Canyon, Ash Fork and Williams (i.e., going north). This DVD then goes from Flagstaff to Red Rock, NM and eventually to Belen, NM.

Bottom line, if you can’t RIDE these lines, you can view ‘em! If you’re interested, I’d be happy to bring my antique DVD player and we can view same over BYO coffee (outdoors).

I learned (per Wikipedia) that following the delivery of new Superliner equipment, the Santa Fe Railroad allowed Amtrak to call their Southwest Limited the Southwest Chief in 1984. The Santa Fe Chief had originally been dubbed

“Extra Fast-Extra Fine-Extra Fare”. Sadly, Santa Fe’s passenger operations ended on May 1, 1971. Amtrak’s Southwest Chief is still running, with the railroad touting its side trip up the Grand Canyon Railway. So Arizona is still being promoted as a train destination! (I’m guessing: Not many train riders would probably be that interested in trekking around Maricopa, Arizona? “Maricopa: It’s the new Ash Fork!”)

The Illinois Railway Museum (“IRM”) reports that Santa Fe #92 (a FP45 type passenger locomotive built in La Grange, Illinois in 1967 by the Electro-Motive Division of General Motors) was one of the last diesel locomotives ordered by an American railroad for use with PASSENGER trains and was delivered just four years before the creation of Amtrak. This locomotive wore the famous red-and-silver “Warbonnet” paint scheme which was created especially for the Super Chief when the train debuted in 1937. Today, after a complete overhaul, this locomotive’s first run UNDER ITS OWN POWER at IRM was on June 3, 2018. Exterior restoration efforts continue on this locomotive.

Once I had seen a photo of the Hassayampa Chief/Flyer, I of course went in search of related modern memorabilia. I found that on eBay the Santa Fe Chief is still pretty popular! Plenty o’ items to buy. My first stop was a licensed Disney Santa Fe Indian Chief badge of Mickey Mouse in a native chief bonnet. And then also to a traditional rendition of same. I’ll move on to other items in the future.

Bottom line: Don’t be any talkin’ trash ‘bout my Santa Fe stuff!!!

That ARTICLE III. OFFICERS AND THE BOARD OF DIRECTORS, SECTION D. Terms of Office, Paragraph 1 of the Club’s by-laws be changed from “Terms of office for all BoD members shall be for one calendar year.” to “Terms of office for Officers and Directors-at-large shall be two calendar years and coincide with the Club’s fiscal year.”

A LITTLE PROJECT

by Rod Johnson

It occurred to me when setting up this Lionel Gantry Crane on my new layout that it was paramount that I had to do a little landscaping before I set the rails that the crane rides on. Otherwise doing that after they were set would be a nightmare----so, plan ahead. Here are methods to move the crane back & forth on the rails. When I get that done, I'll send another photo in the next newsletter.



FASCINATING ARTICLE

In case you have not seen reference to it, here is a link to an article about some interesting people and their train layouts:

<https://www.mansionglobal.com/articles/model-railroaders-are-parking-their-train-sets-in-souped-up-spaces-141816>

MORE LAYOUT PROJECTS: Using Lionel 711 And 022 Switches At Higher Voltages

by Terry Gibbs

I started hooking up the controls for the switches on the layouts and ran into a problem.

My switches were all made before 1942, and are old. Some of the die cast bases are broken or warped. I went through a bunch of switches and made up the best of them for the layout, but they still aren't great. I just cannot get the switches to throw well at lower voltages.

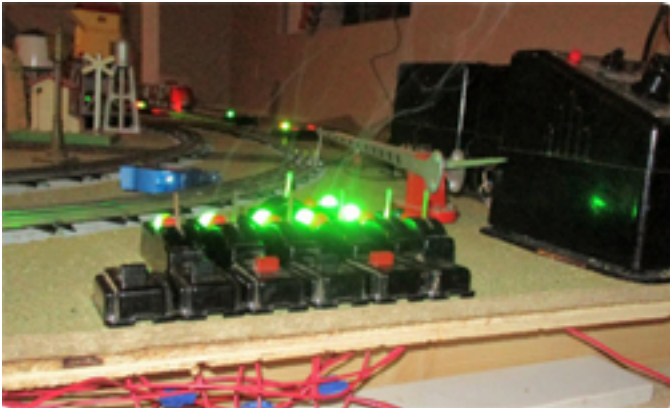
On the south side of the layout I have passing sidings that I want to have trains alternate though with relays. I have to have 100% reliability to run two trains in opposite directions on the same track. (If you've seen the layout I built for Thom B, you know what can be done with relays. I'll write about this in a future article.)

I checked a bunch of different Z transformers and found one that puts out 26 volts. I serviced it for the layout. I wired the station sidings and the switches. Then I rewired a bunch of 022C controllers and hooked up the switches.

With the Z transformer set at 16-20 volts the switches do not always throw. They don't SNAP and lock. At 26 volts the switches throw quite well. EVERY TIME.



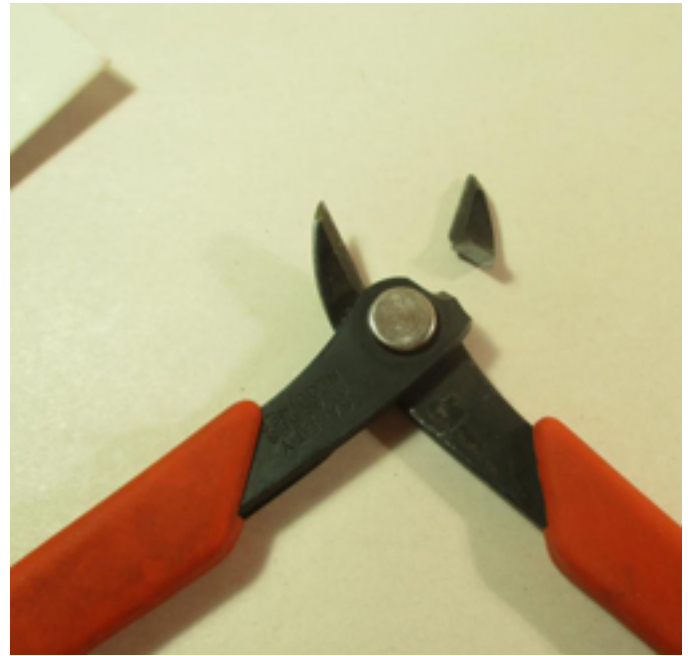
The problem is the indicator bulbs on the 022C controllers smoke. They smoke a lot and burn fingers when touched.



In the pictures the controller that is perpendicular to the group is the one I'm testing. I have 24V bulbs in the switch machines. They don't seem to be a problem. At least not yet.

I have a box of resistors, so I decided to see if I could cut the current to the indicator bulbs, but not the switch machine. It was actually quite easier than I made it.

The first thing I tried was to cut the metal on the bottom. This metal bar is connected to the centers of the two bulbs. Then I put a resistor in the gap I made.



So I used a reinforced cutting wheel on a Dremel Moto-Tool. While this was easy to do, it didn't work. The bulbs were dimmer, but the switch machines didn't get enough current.

I then cut apart another 022C on the inside and ran resistors to each bulb. The resistors were different sized so I could decide which size to use if it worked.



Being more interested in being done than using all my tools, I first tried cutting the base with some Kadee track pliers. These things will cut almost anything, but they don't cut switch controller bases!



It worked, but meant I had to take up the controllers I'd already installed on the layout.

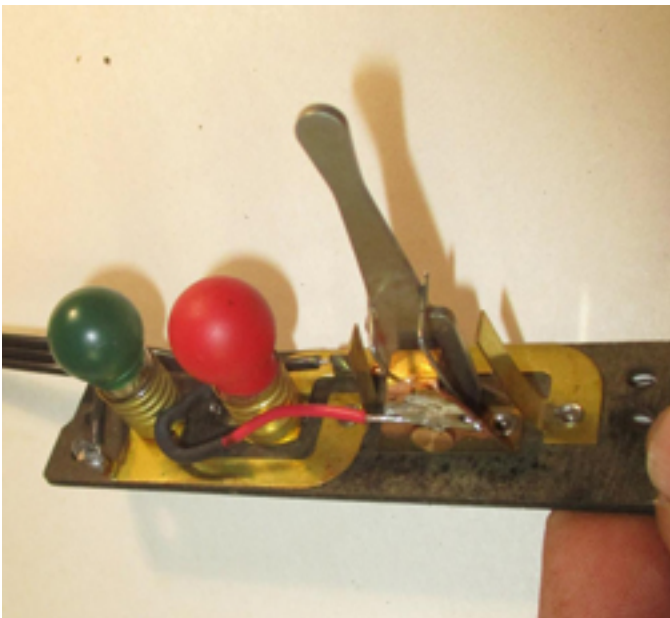
While I left some play in the wires, there just isn't enough play to cut around the bulbs with the Dremel.

To put a controller on the layout, I have to lay on my side and stick my arm under the layout from the side up to my shoulder and then pull the one wire I want without pulling any other ones.

The first method was much easier, and can be done without taking the controllers off the layout. There had to be something wrong. Probably something simple that I was overlooking.

So I spent some time looking at the 022c with the resistor on the bottom. At this point I knew the dark brown resistors I had would work. After looking at the first controller I modified, I noticed the wire connection was on the wrong side of the resistor.

I can change that with a short shunt and some shrink tube. The shunt is the red wire in the photo below.



Here's the test controller sitting above the normal ones at 26 Volts.



Fantastic. I can cut the air gap in the bottom and shunt that wire on the layout.

Looking forward, I want to wire the relays so the trains alternate on the middle track. I bought a box of relays, and know I can do it.

Now: A question to you all:

How To Wire A Lionel Highway Flasher To A NAPA Relay?

Years ago, Bill Schulte was handing out drawings he'd made and photocopied showing how to use a NAPA Automotive turn signal relay to run a Lionel 154 Highway Flasher. I found the flasher I was using on a layout, but cannot find the diagram. I ruined the flasher, or it no longer worked.

Maybe that was why I had it? I'd rather not ruin another \$12 flasher. Can someone more organized send me a copy of the diagram. Just a photo by email or text message would work.

ANYBODY REMEMBER HIM?

Following is an article about a person, Ted Johnson, from an early 1950's article in a now long gone hobby magazine. Anybody know the name? Under "Meet the Builder" it says he

operated a hobby shop and layout in a town 40 miles from Phoenix - no direction stated.

Arizona Central Railroad

Here is a layout built by an old timer in railroading, packed with hints on how to make a tinplate layout look more like the real thing.

I GIVE my hobby of model railroading full credit for having saved my life. Some years ago I suffered a severe heart attack, and it was touch and go for a while. My doctors felt (as I do) that, if I hadn't had this wonderful hobby to live for, I might not have pulled through.

Much of my life has been spent working with many railroads all over this great land of ours, from the Pere Marquette to the Southern Pacific. Following my job as telegraph operator and dispatcher, I have seen the age of steam as it reached greatness, then pass away. I have watched the huge Mallet Locomotives with their long freight drags give way to the newer Diesels with their promise of things

to come. Yes, my experience with prototype railroads spans a fascinating era of 28 years, and I have tried to set down a part of that experience on an "O" Gauge table top layout that I call the "Arizona Central Railroad."

When I was shipped out here for reasons of health several years ago, it would have been impossible for me to sit idly without taking part in railroading in some phase, and so it was



Meet the Builder

Ted C. Johnston spent 28 years as a telegrapher and dispatcher on a few railroads around the country. His experience has given him an intimate knowledge of engines, wiring, rolling stock, and all operations.

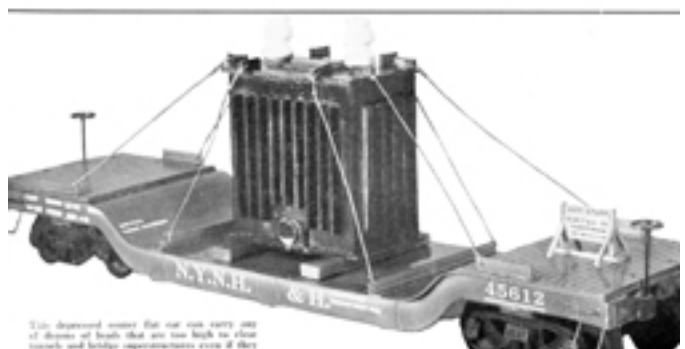
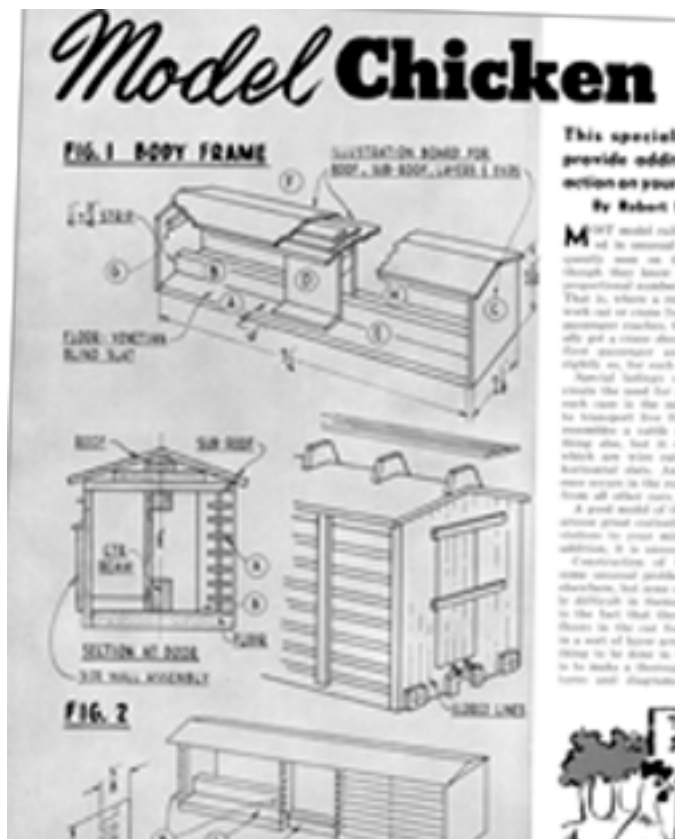
Now residing in Arizona because of his health, Mr. Johnston operates the Arizona Central R. R. in conjunction with a hobby shop 40 miles from the city of Phoenix, Arizona.

Mr. Johnston is one railfan who is really wrapped up in his hobby, and the photos will tell why his custom work is sought by many western fans.

MORE ON ROBERT SHERMAN

Last month, we shared some of the creative layout plans Sherman created and illustrated to tease Lionel customers about what they could do with their trains.

He was also a prolific author and modeler. His articles ran in Lionel's Model Builder before, during and after the War. Many were about scratch building cars and even powered units. And, maybe not such a surprise, many of these later showed up in the Lionel catalog. I think you will recognize several.

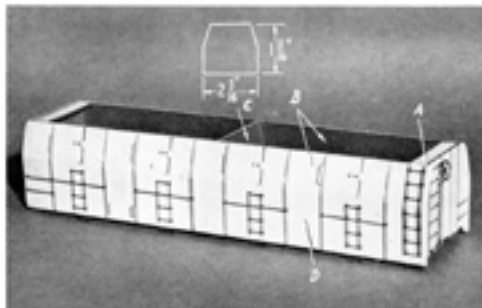


A DRY ICE CAR

In this unusual car, the body is easy to build, however the detailing and the lettering will take some time and produce a car that will make you proud of your layout.

By Robert M. Sherman

DRY ICE is a perishable in many ways. For one from the most common of all, and it made by the process of chilling large ice about 150° Centigrade at carbon dioxide precipitate. After that you simply pull stuff and make it into ice you see. Any building will make the ice being used for the engine (1) that power the compressor. Another thing about dry ice is in and of itself, it will chill things, which means most things can be used. Dry ice has no liquid form, from a solid to a gas at all grade below zero. It is a "fume" one if held in one. All this makes for you you are ever going to sit around your layout. You sit it into a box car, for it is used and anyone who buys it, and it would all dissolve without insulation. It now



Switchie Operates a MODEL GANTRY CRANE

By Robert Sherman

THE switchie slowly rumbles past, pushing a flat car of bridge girders and gondola cars loaded with small machines. With a hiss of

As a brass hat, you'll welcome the way this gantry crane cuts down on the fuel-consuming activities of yard goats. It's swell on a local freight track, too.



If you want to liven up your tracks with a touch of atmosphere, follow these instructions on how to build a trolley.

types to a street car. In Figure 1 you will notice that there are indications of the work that must be done on the Build-A-Loco, and similar

A MODEL HANDCAR

By Robert Sherman

HAVE you ever seen the track gang of your local railroad gliding along on a tiny four wheel car? The crew sits that the men push up and down in like the driving rods of a locomotive and the men themselves are comparable to the cylinders of the engine. This interesting little car is the track gang's

will simplify transportation for the members of your track gang. Here are plans for making a business-like model that will look well standing near your section house

when you wish to remove the tread of the wheel. Notice that the wheel has recess on the face of it. As 1/16" can be removed from this surrounding the wheel is ship. The flange can also be moved down about 1/16". A have filed and reshaped it a little piece of emery cloth

THE HOPPER ORE CAR...

Robert Sherman

Model by Walter J. Hill



This squat car purpose, and it to make a string

STEEL AND IRON are the mainstays of the railroad. It is making the wrought iron steel, the formed bars and castings on which they ride.

Even after the steel is in the railroad that had the war be dumped with a prybar. But long before that, as the diggers have stripped the earth, the railroad takes

Along the Mount East Great Lakes, the biggest of the world iron ore in the cars and surprisingly little of all day at the tank of the open strip mines. The cars are empty and squat, for they must sharp turns at the ends, as ride over the heavily laid iron in the pits. Often the pit is a long spiral descending road and returning to it.

The car is simple to make. prototype track consists of 4 than these cars, so why not six of them to be pulled by and powerful switcher? You

A GAY OLD TENDER



By Robert M. Sherman and Walter J. Hill

the drawings, and start with part G which is the floor of the tender, 2 1/2" long by 2 1/2" wide. Along the center line are two holes for the track mount-

Part H is wood 2 1/2" long while Part I is 2 1/2" long and both pieces are at content and fine scale.

Making your tender and pointir will take some time if you do it but the end results are well worth

SHOW AND TELL

John Draftz: I brought in a Marx switch whose design was meant for layouts like yours.. On the low profile housing is a plastic "dome". Underneath is a red-green plastic lens over the light bulb. Power for the switch comes directly from the transformer thus no drop in train power when throwing the switch. The dome "glows" either red or green depending on the points position thus you can tell at a glance whether the switch is set to straight or curve regardless of where you're standing by simply looking at the color of the dome.



HO gauge



McCoy

We gave it a valiant effort, however with the quickly rising COVID-19 cases in the area, we have made the decision that we are not willing to put our vendors or the model railroader community at risk. Therefore, we are cancelling our swap meet scheduled for Nov 28. Craig Faris: Arizona Railroad Historical Society

WINNERS:

Raffle prize winners:

Roger B - MTH 30-74038 2002 Holiday Boxcar
John Kendig - American Flyer 6-48538 Hood's Flatcar W/milk
John Draftz - Lionel 6-37914 Work House
Katie Elgar - Lionel 6-19910 Xmas 1990 Boxcar

Mystery Raffle prize winner

Dave Brown - Lionel 6-14079 North Pole Pylon

Annual 3-2-1 Raffle prize winners:

John Kendig - won \$300.00
John Zaval - won \$200.00
John Zaval - won \$100.00

FINALLY

To wrap up this issue, and to wish a most Merry Christmas and Holiday season to all GCMR members and families, here is one of the most classic of the Toy Trains covers, with the photo furnished by Lionel, of course. (Did you notice, there are no wires from the ZW to anything - did he expect his wife to hook it up for him?)

DECEMBER 1951
35 CENTS

Toy Trains



Christmas Extras

Layouts for Beginners