



GRAND CANYON MODEL RAILROADERS

MAIN LINE

MARCH, 2021

Volume 30

Number 3

PRESIDENT'S MESSAGE

by Dave Brown

Well it's March, and maybe the luck of the Irish is with us. Covid is slowing, vaccinations are increasing, and things are opening up. Maybe soon things will be back to normal. With that in mind we must still wear masks for a little while longer. But maybe, just maybe big events like the three club picnic will go off like normal!

February's meeting was just like the last few meetings, no table sales no tables at all, just lots of information. March's meeting will be in the same format, but we will have a mini meet in April of sorts, it will be outside in the parking lot like TCA has been doing, and like other mini meets it's free to the vendors and free to the public.

The weekend before the three club picnic will be at the Railroad Park. Right now outdoor events are limited to 50 people, by then that should be lifted also so that it can be a celebration of back to normal.

For the March meeting, the theme will be green trains, cars engines cabooses and accessories. Let's see the luck of the Irish, and bring in lots of green trains to share with everyone.

With the pandemic slowing, we still need to find a location for the informal lunch after the meeting. Look around the neighborhood and see what you find as an idea for this event. We use to go to the Streets of New York, but that

closed long before the pandemic. After that, we have been going to the pizza place across the street, but it's small. With more people, that won't work. So look around and report back in May.

One more event that is starting to take shape is our August "Beat the Heat" bus trip and tour. We all missed not doing this last year, but this are taking shape for this year. One part of the tour that will be sadly missed is going to Marlin Benson's layout. He has passed away so his layout is no longer available. More on that event soon.

That's it for now, Hope to see you all on March 27.

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.

March 20 - Hobbyist's Park & Swap Meet - Mesa - See the flyer this issue

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

April 17 - Multi Club Annual Picnic - Scottsdale Railroad Park - **CANCELLED** -

April 24 - GCMR meet - Our Saviour's Lutheran Church Mini Meet - see upcoming newsletters for details

May 15 - All Scales Swap Meet - Glendale Christian Church - See the flyer this issue.

May 22 - GCMR meet - Our Saviour's Lutheran Church

July 24 - Cactus Meet - North Phoenix Baptist Church. See newsletter for more details as we get closer

August 21 - Beat the Heat Swap Meet - Prescott. See the flyer this issue

MEETING NOTES

by Bill Richardson

Board Of Directors Meeting

BOD members in attendance were President Dave Brown, Vice President Doyle Bain, Secretary Bill Richardson, Treasurer John Kendig, Janette Mattern, and John Zaval.

NEW BUSINESS:

Discussion continued about using an intermodal trailer to store our mobile layout and our module trailers. John Draftz presented estimates about how much it would cost GCMR to purchase an intermodal:

- \$4400 40 ft base
- \$ 900 3 ft steel side door
- \$ 700 roller door
- \$ 250 2 wind vents
- \$ 600 clear rust and paint

\$1000 concrete pad. 4 yds @ \$130/yd. 6 yds minimum

There are concerns about the temperature inside the unit, and if plastic trains can tolerate that much heat. Bill Richardson will provide another estimate for a much heavier duty fabric garage for next meeting.

Dave Brown about about the history of our modules and about the LCCA module standard. Once again heat may be an issue on any modules.

Paradise & Pacific will borrow the TCA trailer for the Paradise Valley United Methodist Church Easter carnival on the fourth Saturday in March.

Questions were raised about trading in a mystery prize for annual raffle tickets. The board will discuss this further at the next board meeting.

February GCMR General Membership Meeting

ANNOUNCEMENTS:

Bill Richardson gave the Secretary's Report noting 43 club members. John Kendig gave the Treasurer's Report noting the amounts of money available in our bank accounts.

OLD BUSINESS:

It was noted that we are not at the Winter Cactus Swap meet this 3rd Saturday of February. It was cancelled, so GCMR is having a monthly membership meeting instead.

The North Phoenix Baptist Church showed

Board of Directors

President:	DAVE BROWN	480-650-5336
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that there would be no room to do an outdoor swap meet and with the Farmer's Market at the same time.

Next month's membership meeting will be back to normal on the 4th Saturday in March

April's membership meeting and the GCMR Mini-meet will be on the 4th Saturday in April. We need to advertise for the Minimeet.

The month of May this year has five Saturdays, therefore GCMR will have a membership meeting on the 4th Saturday of May.

NEW BUSINESS:

John Draftz gave the membership an update on the intermodal container. Advantages noted include saving money, shade and critter proof. Disadvantages include temperature and tightness.

The price GCMR would be looking at is around \$7,000.

There will be about a 20% reduction in tables for the Summer Cactus meet due to church availability and spacing. Will this really effect us?

Desert Division President, Chris Allen, informed GCMR of the TCA's parking lot swap meet event on April 10. This is to be outdoors at the Elks lodge on 32nd St.

Chris also reminded everyone of the 3-Club picnic on Saturday in April 17.

There will be an outdoor open-air toy swap meet at Goody's in Mesa on Feb 28th. More of these will be planned.

Ken Burling's store in Fountain Hills has been open and then temporarily closed. Please always call before you go.

SHOW AND TELL:

The theme was "any candy cars".

+ John Draftz brought in his Lionel Disconnect Train, a Christmas 0-6-0 steam engine, with reindeer in all the cars and with a Santa in the caboose. He also brought in a K-Line Baby Ruth boxcar.

+ Christie Wilson showed us her candy cane train.

+ John Zaval brought in his wife's Menards yellow M&M boxcar with the brown doors.

+ Chris Allen showed his Ben & Jerry's TCA convention car in S gauge, and his Dunkin Donuts car.

+ John Kendig brought in two S gauge Black Label beer cars from the ShowCase Line.

+ Dave Brown showed his Life Saver Cars, a Tootsie Roll Car and a caboose.



A TERRY GIBBS EDITORIAL

While spending a "Covid, go nowhere" afternoon recently, I had been going through my collection of Classic Toy Trains magazines. In the late '90's and early 2000's there were articles about how the great run up in postwar train prices had passed as well as the blossoming of train auction houses.

I spotted an article that reflected on that trend and noted the author - Terry Gibbs! Thought you might enjoy it - ED

POINT OF VIEW

The market's getting better

Reasons why prices of vintage trains are falling

I'VE HEARD MUCH speculation about what is happening to the prices of vintage electric trains. Many collectors point to the recent prices on eBay (the leading Internet auction service) and say they can't go any lower. But a year or two ago, those same guys were looking at the prices on eBay and saying they would just keep getting higher.

What's the truth? Will prices for prewar and postwar trains remain stable? Will they continue to rise?

Good news for buyers! I see a different trend and believe that train prices haven't bottomed yet.

There are a few major reasons for this trend. Start with eBay. It has attracted a new crowd, typically 40- or 50-something men chasing the dreams of their childhood.

These beginning collectors spend way too much for what they initially want. As they become more knowledgeable about trains and prices, their buying behavior changes. They become more discriminating and more aware of the true value of the trains they seek.

Another factor driving prices down is supply – actually, “perceived” supply. Take Lionel's prewar no. 289E locomotive. I've been searching for a 289E for more than 20 years. I've seen only two at train meets in all that time, and both sold just before I could make an offer.

But in the past 18 months, at least four 289E locomotives have sold on eBay. This uncataloged O gauge engine is scarce, but sooner or later another will show up, and I'll get it. Knowing there will be others removes the compulsion to buy one now at any price.

This is especially true for modern-era and common postwar and prewar trains. Because eBay levels the field, buyers are getting a better understanding of the quantities available. The supply hasn't changed. What has changed is the demand.

Initially, demand rose as a result of new collectors entering the market and a strong economy putting more cash in our pockets. This increase in demand caused the rise in prices. Even though demand hasn't fallen, the price at which

an item is wanted has dropped. You could call this shift a correction. It's really the result of the bubble created by the new entrants bursting.

Also, consider why some of the postwar items rose in price. Take, as an example, Lionel no. 314 plate girder bridges. These metal bridges were selling for about \$10 in good condition.

Then Lionel reissued the no. 214 plate girder bridge at \$20. This pushed up the price of the postwar 314, as operators decided that they would rather buy a used metal bridge at approximately half the price of a new plastic bridge. The demand for the postwar bridge increased and so did the price.

This example is not typical, however. By and large, the many reissues of postwar items are causing prices to drop. Supply has actually gone up faster than demand. Because there are so many items for collectors and operators to choose from, with reissues usually priced below their postwar counterparts, prices are going down.

Today's collectors want good-looking items to play with, regardless of when they were made. For the same reason that girder bridges went up in price, most postwar trains are now going down.

After all, there isn't much incentive to buy a beat-up postwar F3 when current manufacturers offer similar engines for a fraction of the older diesel's price. When you add the new sound and digital control systems, the choice is obvious.

In sum, improved information allows buyers to get a better look at the supply of old trains and adjust the value accordingly. New trains now compete with used trains for layout use and are winning. And, as I see it, prices will continue to go down. — Terry Gibbs



TERRY GIBBS

Terry is a second-generation train collector and professional layout builder. He worked his way through college by buying and selling used trains and building layouts. You can see pictures of his layouts and collection at train99.com.

MOVING YOUR LIONEL GANTRY CRANE

by Rod Johnson

In the current issue of Classic Toy Trains, there was an article about the Lionel Gantry crane and how to move it back and forth with a Tamaya DC mini-motor. The power source in the article was via a small battery. It didn't say the size of the battery, but I suspect it was a AA or similar.

If you happen to have a gantry crane on your layout, it's kind of neat that you can do all of the functions of the crane; moving the magnet up and down, left and right and off and on. It is really cool if you could also the whole crane forward and back on a set of rails.

The best power unit to do the forward and back in my opinion is the Athearn mini transformer. The transformer has a dial to increase or decrease power, switch to forward and reverse and an on/off with that power to a set of DC terminals. The dial's power range is simply 0 to 100%.

The DC mini motor is limited to about 3.5 volts. At about 20% on the dial, you are there. So caution is advised. Be careful about moving the dial too high otherwise you could easily burn out this motor. Suggestion, you put a mark on the dial at that point.

I didn't go into the mechanism used to move the crane forward and back with the mini motor. That is another story! The magazine article covered one method for doing that, but I used another which seems to me to be easier to control. That, too, can be another article!



Giving motion to a classic accessory

ADDING EVEN MORE ACTION TO LIONEL'S GANTRY CRANE



It's easy to add another dimension of fun to Lionel's O gauge gantry crane with a few simple parts. Adding a building hides the inner workings for a tidy appearance.

Of all the accessories produced by Lionel, the operating gantry crane is surely the most impressive and picturesque, towering over a layout usually in a waterfront or industrial setting. It's also fun to operate – raising and lowering the hook, rotating the cab, or activating the handy electromagnet if so equipped.

One feature that seems to be missing and begs for incorporation is the capability of remotely moving the entire crane assembly back and forth on its tracks. Since the crane comes equipped with wheels, it shouldn't be difficult to impart a linear horizontal motion to the crane.

A simple approach that works well is to use a Tamiya no. 72004 Worm Gearbox Kit mounted near the crane to wind a line attached to the crane structure and to spring-load the crane from the opposite

side so it returns to its starting position when the line is unwound. The line used to move the crane is the same type as used for the crane hook.

The tension spring opposite the gearbox consists of three Century Spring Corp. no. C-51 $\frac{1}{8}$ " x $\frac{1}{16}$ " x .010" utility extension springs connected in series to provide the correct amount of reverse tension to move the crane smoothly back to its starting position when the gearbox line is unwound. Both the gearbox line and the springs are attached to the same crane foot, just above the wheel axle.

The far end of the tension springs should be anchored to the layout surface so the stretched total length of the springs is 6" when the crane is at rest (gearbox line totally unwound).

In my configuration, the crane horizontally traverses a distance of 12". Thanks



to the springs, it can move smoothly and deliberately either way.

The tracks I used are Plastruct no. H-8 ABS $\frac{1}{4}$ " x $\frac{1}{4}$ " x 15" H-columns spaced $\frac{1}{4}$ " with the slots aligned up and down. After screwing them to the layout surface, the crane tracked with the wheels sitting in the top slot.

The Tamiya gearbox motor requires 3-5 volts DC that can be provided by a wired power supply or battery and a double-pole double-throw switch wired for polarity reversing so you can run the crane back and forth. For convenience, I mounted the gearbox switch adjacent to the other crane controls.

To conceal the gearbox, I placed an MTH no. 30-90003 Power Station over it. It was nearly a perfect fit after I cut a $\frac{1}{4}$ " x $\frac{1}{2}$ " notch into the wall facing the crane for the drive line as it exits the gearbox.

This clean and simple mechanization can add a nice operating component to your enjoyment of one of the most popular O gauge layout accessories. **CT**

WANT TO SHARE? Write to "Tips" at Classic Toy Trains, P.O. Box 1612, Waukesha, WI 53187-1612, or email us at tips@classictoytrains.com and put the word "tips" in the subject line. We'll pay you \$25 for any tip we publish unless it was contained in a previously purchased article.

HOLLYWOOD TRAINSPOTTING: MURDER ON THE RAILS

By Ken Withers

Last fall, John Draftz circulated an email to all of us with an annotated list of train-themed movies we might want to watch during the pandemic. He also asked us to rate the movies, with 2 stars for movies in which a train is a central “character,” 1 star for movies in which trains play a role, and no star for movies in which trains are just a backdrop.

I thought this was a great idea, but I noticed that while the list had 32 entries, it didn’t have several of my favorites. I thought I’d add a few new entries from my film collection.

And why stop with just a few annotated entries for John’s list? Make it an interactive game in the newsletter! So I’ve selected three movies to get started, and I’ve set up a “challenge” on my [web site](http://www.kenwithers.com/trainspotting/), [<http://www.kenwithers.com/trainspotting/>] to which you are all invited to participate.

The three movies I’ve selected probably fit into the one-star category, or maybe even no star, as the actual trains in each don’t play a “character” role. However, they have a common theme: The building of the railroad. There is some great footage of moving trains in all three, although the human actors tend to get in the way, and at times they are highly destructive.

The Harvey Girls (1946)

My first selection is that classic Hollywood musical, *The Harvey Girls*, starring Judy Garland as a plucky but naïve young woman who boards the Atchison, Topeka & Santa Fe with promise of marriage. She arrives in the dusty frontier town of Sandrock with great fanfare—one of Hollywood’s most spectacular production numbers -- only to discover that the marriage proposal was an elaborate practical joke instigated by the owner of the local gambling hall.

To show her resilience and to get revenge, she joins the staff of the respectable and strait-laced Harvey House, vowing to bring law-and-order to the town and put the gambling hall out of business.

Her chief rival, a dance hall singer played by then 19-year-old Angela Lansbury in her movie role, ends up taking the Atchison, Topeka & Santa Fe to the next stop – a new, lawless town called Flagstaff, Arizona.

The opening credits and Garland’s grand entrance provide some great footage of a vintage steam locomotive. The challenge is, can you identify the real-life manufacturer, series, and dates of production for this locomotive?

Links to some YouTube clips are posted [here](http://www.kenwithers.com/trainspotting/#Harvey_Girls). [http://www.kenwithers.com/trainspotting/#Harvey_Girls]

Canadian Pacific (1949)

My next selection is a conventional Cowboys-and-Indians Western, but with some twists: Instead of a backdrop of Monument Valley or a dusty plain, it takes place in the majestic Canadian Rockies. And Randolph Scott doesn’t play a sheriff or rancher, but a railroad company surveyor.

And when the cavalry arrives in the nick of time, it arrives by Iron Horse. The thin plot involves efforts to blast a pass through the Rockies to establish a rail link joining British Columbia to the East.

Historically speaking, this effort was fraught with difficulties, not least of which was opposition by local indigenous peoples, for whom this project was about as popular as the Keystone XL Pipeline is today.

But this historical tidbit is all you need for a good old Western, with Scott’s young frontier fiancé pleading with the locals to let the railroad through (“The railroad brings civilization”) and the villainous trading post owner, who senses commercial competition,

stirring up trouble with the local tribes (“The iron monster will swallow your land”). It all comes to a head in a battle royal.

When this film was released, the critics hated it but the audience loved it. There are several scenes of moving steam locomotives and work on the track, and of course, there is the battle at the end.

The challenge is, can you identify the real-life manufacturer, series, and dates of production of any steam locomotive in the movie? You can view some short clips [here](#).

[http://www.kenwithers.com/trainspotting/#Canadian_Pacific]

Saratoga Trunk (1945)

My third selection is Saratoga Trunk, based on a best-selling novel by Edna Ferber and starring Gary Cooper and Ingrid Bergman. Bergman plays the illegitimate daughter of an otherwise prominent New Orleans family who intends to marry a rich and powerful man to prove that she is as good as her snobbish relatives.

Cooper courts Bergman but never intends to marry, as he is out for revenge against the railroad promoters who ruined his father in Texas.

These two grifters are a match for each other, and they end up in Saratoga, with Bergman planning to snare a rich husband at the resort.

Their mark is the wealthy young railway heir played by John Warburton. His tiny Saratoga Trunk line has suddenly become incredibly valuable as the connection between the northern Appalachian coal mines and upstate New York, but it is being threatened by the financial machinations of the same promoters who ruined Cooper’s father.

Cooper offers to help Warburton fight off the interlopers – literally – in exchange for a stake in the company. Warburton agrees, there is a great battle scene, and victorious Cooper is now a rich man. The movie ends with Cooper

and Cleo now plotting to squeeze Warburton out. Such nice people.

The battle scene is well worth viewing. It combines live footage with models, back-lit screens, and special effects, but you can clearly see the locomotives involved. The challenge is, can you identify the real-life manufacturer, series, and dates of production of either locomotive in the movie?

You can view the battle scene [here](#). [http://www.kenwithers.com/trainspotting/#Saratoga_Trunk]

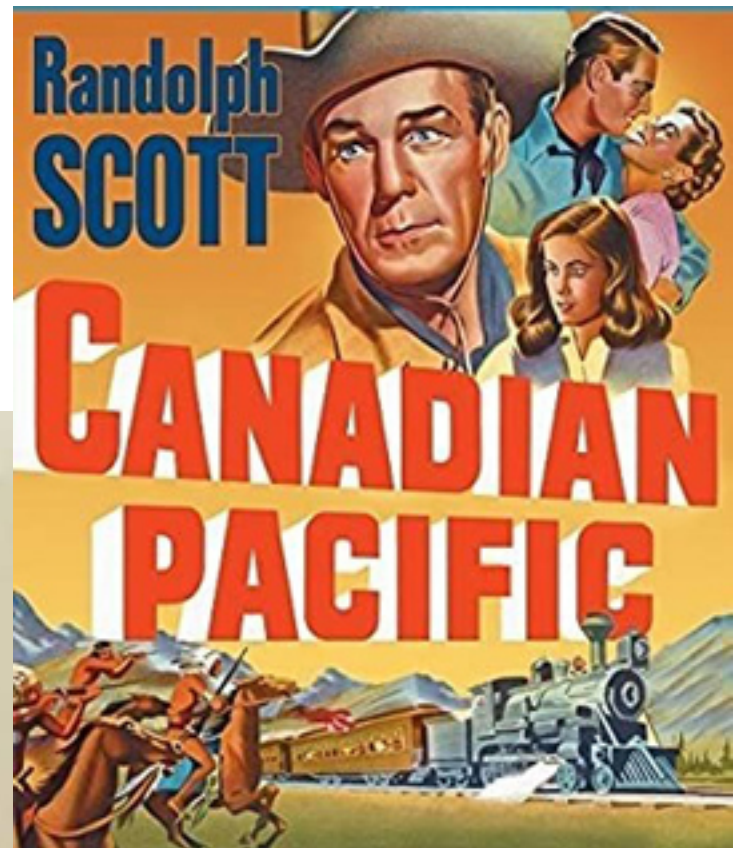
The Challenge

Take a look at the clips. Can you identify any of the steam-era locomotives involved? The first person who submits an accurate identification of the manufacturer, series, and dates of production of any steam-era locomotive depicted in any of these three films, and shows their source (a book, web site, historical society records, etc.) wins a \$25 Amazon gift certificate and the respect of all of us.

Entries must be submitted by April 1 to trainspotting@kenwithers.com. Entries must include:

- Manufacturer
- Series or model number(s)
- Dates of production
- Source for verification (reference book, web site, company catalogue, etc.)

Good luck, and Happy Trainspotting! This inspired me to set up a web site on which to share some of my favorites, organized around some common themes. Last month, the theme was building the railroad: www.kenwithers.com/trainspotting.



Model Train Swap Meet Save this Date

Saturday May 15th, 2021.

All Scales

Arizona Railroad



Historical Society



Vendor Tables \$25.00 each
To sign up, send stamped
envelope and check or
money order to:

ARHS, P.O. Box 5816,
Glendale, Az. 85312-5816

9:00am -1:00pm

**Glendale Christian Church
9661 N. 59th Ave.
Glendale, AZ 85302**

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**JOIN YOUR FELLOW HOBBYISTS AND ENJOY A FEW HOURS OF
OUTDOOR SWAPPING OF YOUR FAVORITE BOY'S TOYS.**

Come to Hobbyist meet ups in a Mesa restaurant parking lot. **There is no charge for buyers or sellers.**
We will continue to do these meet ups until the pandemic allows regular shows to resume.

A place to trade & share:

- Toy and Model Trains
- Diecast and Slot Cars
- RC models
- Plastic Model kits
- Construction Sets
- Anything offered in a toy store or hobby shop.

March 20th – April 17th – May 8th

**Saturday Mornings from 6 AM to 9:30 AM
Mesa, AZ**

Full details at ArizonaModelTrains.com



Prescott Area **BEAT THE HEAT**

SWAP MEET

Model Trains, Accessories & Toys

At the Liberty Traditional School

3300 N. Lake Valley Rd, Prescott Valley, AZ 86314

Saturday, August 21, 2021: 9am - 1pm

Presented By:

The Central Arizona Model RR Club

Adults \$5.00 – Children 12 and under Free

Contact: Dick Gage © 802-272-1352 or Doug Gilliatt 480-390-0320

Table Reservations \$30.00 per table in advance

**** 1 Free Admission with Each Table purchased ****

Dealer Setup Time 7-9 AM – No Early Public Admission

The CAMRRC is Not Responsible for Lost or Stolen Items

Name _____

Address _____

Phone _____ **Email** _____

of Tables _____ **(Limit 4 per seller) @ 30.00 each** _____

Helper Name _____ **@ 4.00 **** _____

Helper Name _____ **@ 4.00 **** _____

Lunch Reservations (sandwich, chips, soda) _____ **@ 7.00 ea** _____

Special Requests _____ **Total** _____

**Make Checks payable to: CAMRRC and mail to
CAMRRC, 514 Goshawk Way, Prescott, AZ 86301**

