

TCA Mission: To develop an appreciation of and to preserve an important segment of history – Tinplate Toy Trains –through research, education, community outreach, fellowship, establishment of collecting standards, and to promote the growth and enjoyment of collecting and operating toy, model and scale trains.



Desert Division

DISPATCH

ARIZONA • NEW MEXICO • WEST TEXAS



Visit our Website: www.tcadd.org

Volume 43, No. 3

March, 2014

IN LIKE A LION(el)?

Very tight quarters and pleasant company greeted those members who braved our own winter vortex of great weather at the February Meet. While a temporary change in the rooms had us meeting in the second largest room available on the church's campus, things were still a bit compact. We will have extra chairs for our March meeting and thank you for those of you who stood during the business meeting offering your chairs to the ladies present. True gentlemen all.

The smaller room also presented us with fewer sales tables but when you consider that the sales tables at our meet are free where others normally charge, it is still the best deal around. Many members shared the limited space we had with others in true Division spirit. The tight space will be with us for one more month as we will meet in the same room again for March and then back to the larger Burns Hall for the remainder of the year.

The close quarters did not deter Barbara Lautazi and her hospitality crew from providing hot coffee, cold drinks and fresh donuts. Friends, food and trains what a great kick-off to any weekend!

President Allen called the meeting to order and Secretary Angelo Lautazi reported that we had two guests joining us for the meeting. Steve Singular a Division member was visiting us from Seattle and Bill Warren was in town from Alberta Canada also checking

in on train activity in the area. Angelo next reported that the Division currently has 306 members but that over 60 of them still owe dues. If you haven't already done so please get your dues into Angelo promptly.

Next up Division Treasurer Bob Herman reported that there was \$35,794.20 in checking and \$9,056.89 in savings.

President Allen then spoke about the upcoming Gordon Wilson Auction. Even those with just a passing curiosity of what might be in the auction were invited to download a copy of the auction catalog online from the Division website. Although Gordon will have many unique items in the auction there will be also some desirable post-war items as well. Chris noted that many of the items would be nice additions to anybody's collection so it might be a time to review the catalog and maybe upgrade the condition of one that is in your own collection. He also noted that there will be one additional auction this spring following the Wilson auction. Because of scheduling conflict the Pizza Meetza Auction has been moved to May. This auction is almost at full capacity of 150 lots and features a wide assortment of American Flyer, O, HO, Standard Gauge from prewar all the way to current production and it has every indication of being the most diverse and interesting Pizza Meetza Auctions in many years. Stay tuned for more details.

MARK YOUR CALENDAR – UPCOMING EVENTS

March 8 – Division Meet – Member's Only swap 8:30 AM – General Meeting 10 AM – Phoenix, AZ

March 15 & 16 – Gordon Wilson Auction – 9 AM Saturday 1 PM Sunday – Phoenix, AZ

March 15 – Rio Grande Chapter Meet – 10 AM – Albuquerque, NM

April 5 – Joint TCA, GCMR and P&P Club Picnic – 11 AM McCormick Stillman Railroad Park

April 12 – Division Meet – Member's Only swap 8:30 – General Meeting 10 AM – Phoenix, AZ

April 19 – Rio Grande Chapter Meet – Member Only Swap & General Meeting – Albuquerque, NM

Next was the final report from the recently concluded inaugural Arizona Toy Train Show. The Division Board of Directors has met with Chair John Upshur and has agreed to many of John's proposals. President Allen spoke that the ATTS is not a train "meet" like we have done in the past. Rather the concept is to host a show like the Home and Garden Show or Gun Show many of us attend. Revenue is derived from gate attendance rather than table sales and raffles. While this concept is a departure from "the way we used to do it", it is still a viable business option. This concept promises to expose more of the public to the hobby of operating and collecting toy trains while also providing a better business model for the Division to adopt as the hobby continues to evolve. Keeping true to our roots however the Division can also host a more traditional Train Meet that will attract the diehard trainiacs. Chris stated that the Board of Directors will begin investigating possible dates or alliance with other train clubs in the Phoenix area to avoid scheduling conflicts.

Finally President Allen spoke about the continued emphasis on auctions as a revenue generator for the club. He stated it is also a way to help members, their families or estates deal with the daunting task of selling train collections of various sizes. In the past three years the Division has assisted over a dozen member and non-member estates deal with this issue. As we have attracted more and more consignments our challenge has been how to best advertise and attract buyers to the auction yet still make them an exciting option for our members to acquire quality items at a fair price. Many of us have been on both sides of the auction equation. As a buyer you are delighted when you score an item for a bargain, however the seller might not share your enthusiasm. Increased visibility on

the Division website and facebook page along with popular online forums has helped bring in new buyers. We have begun notifying other train clubs throughout the southwest and provide catalogs to major train and hobby stores within the area. Help us spread the word that the Division is the longest running train auction in Arizona and as a non-profit our commitment continues to be aiding those families and members who do not wish to undertake this challenge by themselves.

Director Phil Todd passed out surveys for members to fill out and help the Division better organize self help clinics in the upcoming year.

The Educational Segment hosted Don McCombs who spoke about the variation of the 6414 Lionel Auto Loader and various authentic and repro cars. Don featured some of the rare "cheapie" autos as well as the classic chrome versions. Next noting the theme was Valentine's Day, Jonathan Peiffer spoke about his "love" of GG1's and brought in several rare and scale versions. Gordon Wilson concluded the segment stating that the theme was also President's Day and he brought in the Lionel Presidential set. Gordon queried why of all the American Presidents, Lionel chose the three who died in office for the names of their cars.

The Mystery Greeter was revealed to be Barbara Lautazi who named John Upshur as the recipient of the free raffle tickets. Winners of the month's raffle were Phil Todd Lionel Girder Bridge Building, Ken Barnes Lionel Angela Trotta Thomas Box Car, Art Triant MTH Auto Carrier, Beth Stange Hudson ticket, Homer Reed Lionel NP Box Car, Angelo Lautazi – Train DVD's, Ken Barnes "S" scale trucks, John Upshur Diecast car and trailer. The first Hudson \$100 winner of the year was President Chris Allen. The meeting was adjourned and the after meet visitation was at the home of Dave and Judy Brown.



Part of Gordon Wilson's three car Presidential set



Jonathan Peiffer's "love" of GG1 is very evident



Standing Room Only for the February Meet. The smaller room presented some challenges but Division hospitality and chivalry prevailed



The sales tables were busy as well as many members shared the space they had with others



DeLon Freije is back in town for the winter, selling parts and offering helpful advice to members who want to fix their own



Don McCombs talking about the variations and how to distinguish the various Lionel 6414 Auto Loaders from each other



Dave Brown has been adding interior lighting and interior detail to his newest layout



Dave is demonstrating his lumber yard operation to Barbara Lautazi

TCA Desert Division BOD Meeting – February 4, 2014

The meeting was called to order at 6:45 PM at the home of Beth Stange

In Attendance; Chris Allen, Michael Dietrich, Bob Herman, Angelo Lautazi, Beth Stange, Phil Todd, John and Eva Upshur, on teleconference Greg Palmer and David Nycz.

Approval of Agenda - The agenda was unanimously approved as distributed

Approval of Previous Meetings Minutes - Chris noted that there needed to be a correction on the previous Club Meeting minutes. The location of the meet was held at the Bethany Bible Church not the Baptist Bible Church. Angelo made the correction.

Membership Report - that membership stands at 306 members of which we have 52 members still owing dues. Angelo will email Greg and David with a list of New Mexico members owing dues.

Treasurers Report - Treasurer, Bob Herman, reported that the Savings Account has \$35,794.20 and Checking has \$9056.89. Bob submitted the Income/Expense report for January 2014.

Gordon Wilson Auction/Meeting Hall availability - We still need to determine if we will have to rent table for the Wilson auction. During the General Meet Chris and Chet will check the Church areas for a table count. Chris and Katie met with Church officials to resolve the mix up in the hall reservations. Everything is scheduled for the remaining of the year however the February and March Meets will be in the smaller hall. The Pizza Meet is now scheduled for May 10th in the large hall.

ATTS Review - John Upshur presented his budget for the ATTS 2014. Final figures indicated a deficit of \$4592 for the 2013 show which was more than anticipated but also noted areas for improvement. John is confident that the advertising dollars will be better spent this year. There were over 900 door prize tickets that provided feedback data as to where the attendee heard about the show. The goals for this year are to increase the gate revenue and secure a more favorable contract with the hotel. The 2014 budget is showing a slight deficit but the projections have been modestly increased. One aspect that will be under discussion is the admission policy as it pertains to club members. Eva asked that we try to secure donations of low end cars for the very popular train painting activity.

Old Business:

Trailer Project – The trailer will not be at the Feb meet as there will be an after meet visit at Dave Brown's. The trailer is ready for track installation. We still need to secure a Z4000 transformer.

Fund Raising Car – Peter has submitted a breakdown comparing costs and such depending if we use Lionel or Atlas to produce the next Beer Car. The Board decided to stay with Atlas to keep continuity with the previous two Beer Cars.

New Business

Finance Committee - Division By-Laws require the need to create a Finance committee to work with the Treasurer. Mike, Phil and Bob will assume the duties of the Finance Committee.

MTH Blue Comet Award – Phil has found that this award recognizes organizations that promote the toy train hobby. Phil will investigate to provide more details. We are thinking that our Trailer or the ATTS 2014 may be good candidates for this award.

Expansion of the Division Meet - Chris would like to expand the value of being a Desert Division Member by providing additional perks where possible and listening to member requests. There has been some member feedback indicating they want the educational segment to include some instruction on completing specific tasks in building train layouts. Phil will be distributing a survey to members to try and get some specific topics of interest.

Rio Grande Chapter Membership Drive - Chris suggested that we send Division Newsletters to TCA members in the Albuquerque area that are not currently local division members.

Adjournment: Meeting was adjourned at 8:30 pm. The next board meeting is scheduled to be on March 5th at Phil Todd's.

Minutes submitted by: Secretary, Angelo Lautazi

President's Message

Well the year is starting off with quite a flurry of activity. The response to Phil Todd's survey for expanding our educational segment was surprising and very helpful. On the months when we have no after meet visitation we will try and host an after meet clinic or meeting to bring members with questions together with members with answers or knowledge. To kick things off in March the after meet clinic will be on simple post-war transformer repair. Recently there have been a number of great transformers on our sales tables and auctions so we will host a Lionel KW and ZW clinic following the meet. If you ever were curious to know if you could repair one, here is your opportunity to find out. Yes, we have members who can repair them for you if you do not have the time or the experience to tackle the job. However, we also have members that sell the parts you need to update and repair them yourself. Stay after the meet if you are interested in expanding your knowledge on some simple and cost effective repairs you can accomplish.

The February Meet was held in the smaller meeting room at the church and we will be back there again in March, however it should be the last time for the year. We will get extra chairs from the other rooms so no one needs to stand and although sales tables are not as plentiful, there should still be plenty on hand for everyone. I thank you for your patience and showing true Desert Division spirit by cooperating with each other when we have to make do with our smaller meeting rooms.

Because of meeting room space availability the Division Board of Directors has decided to move the Pizza Meetza to our May meeting date rather than hold it on a weekend between meets. A sneak peek at some of the items that are already consigned show everything from HO and S to pre-war to modern, so there will be as wide a variety of trains as there will be pizzas that day.

March showers may bring May flowers, but here in the Valley of Fun, spring is shaping up to be

very busy with numerous activities planned including the upcoming Gordon Wilson Auction in just a few short weeks. Gordon has written an article in this edition explaining the what's and where's some of these trains have come from. Many of us only know Gordon from his extensive collection of little known variations. Few may know Gordon as an operator with several large layouts in his basement back east. I won't spoil the article but it is fun to read on what turned this one time operator into a collector of the rare and unusual. His auction will feature some unique finds of his past four decades as a collector after starting out as an operator.

Also on the agenda will be the spring picnic held April 5th. We hope to have the April edition of the newsletter to you before the picnic but just in case, make sure you circle the date to join us and our friends at the Paradise & Pacific and the Grand Canyon Model Railroaders as we have our annual picnic held in honor of one of our past members, Ray Korte.

Those of you who may have joined the club after Ray passed may not know the story about this local businessman and fellow train operator and collector. If you lived in the Valley during the 70's and 80's Ray's Chevrolet dealership in Scottsdale as well as his home was well known to the budding Phoenix area train clubs. Wishing to put the operating vs. collecting differences aside Ray offered his dealership salesmen's meeting room to TCA for their meetings and hosted an annual "picnic" and auction at his home open to both clubs. Members traveled from as far away as New Mexico to attend this annual event, it was that popular. After Ray became ill and was unable to host the events the Division presented him with an award recognizing his long time contributions. Read Greg Palmer's story about this award and where you can find it today in his story elsewhere in this issue.

Looking forward to some exciting times ahead!

A handwritten signature in black ink, appearing to read "Phil Todd", is written over a light blue rectangular background.

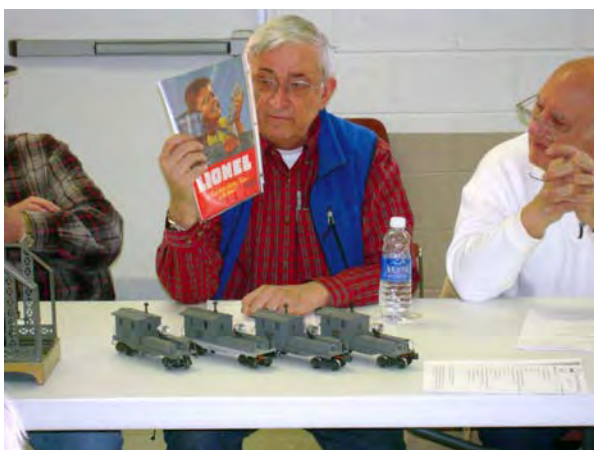
RIO GRANDE CHAPTER EDUCATIONAL PICTURES



Everett Hagan spoke of the collection of railroad related hats he has acquired



Jim Trever had numerous flat cars with loads he has acquired from various non profit railroad museums



John Trever showing a few of the many work cabooses and some of the variations he has from his collection



Greg Palmer had everyone reminiscing about building electric motors, his is built on the box it was sold in



David Nycz at the controls of his layout that features all four seasons



Another section of David's layout that fills a large 17' x 24' room



TCA Rio Grande Chapter News

By David Nycz – TCA 94-38787



The February Rio Grande Chapter meeting was held on February 15, 2014 at Los Altos Christian Church with 19 TCA members attending. The meeting began with the show and tell educational segment.

Show and Tell: David Nycz showed two Lionel switch motors; a postwar and modern era noting the difference in materials. He also shared pictures of the Belen Harvey House Museum layout, and two books on trains. One book was a hundred years of toy trains; the other was on construction of the trans-continental railroad filled with historical pictures. Everett Hagan showed his collection of RR Hats from places he has been and Railroads he has ridden and their significance to him. Jim Trever showed Lionel flat cars with a submarine load, airplane load, boat load and SAC searchlight car. Greg Palmer showed a one section of a four section Dorfan Bridge and a Bing Standard Gauge PA RR Boxcar, and a U-Build-It motor on box lid. John Trever showed 4 search light work cabooses with variations in marking and color. These cars augment his crane car collection. Chris Allen showed two convention cars one with the Flying Yankee logo and the second on repainted for the mortgage retirement of the Toy Train Museum. Chris also brought numerous examples of convention cars from different manufacturers for use in his presentation.

Next on the agenda were abbreviated officer's reports. **Presidents Report:** David Nycz reported he notified National of our Election results. He also reported on the bank change. **Treasurer's Report:** Showed a balance of \$1,800.48.

The Pumpkin Meet October 26, 2014 – contract with Sheraton has been signed and the deposit paid. George Domeny as Vice-President will take on the responsibility of advertising for the Pumpkin Meet as well as other club events. Greg Palmer pointed out that we needed the meet Flyers by May 1st.

Next was a discussion on how to publicize the Pumpkin meet. Some of the suggestions were as follows: Business cards with meet information, post cards sent to previous members, flyers on colored paper, flyers at local hobby stores and retail businesses, flyers distributed at other train shows, email flyer to Chapter members to share with friends and neighbor, post on Craig's list. Place an information table next to John

Spargo's portable train layout at the train station downtown on National Train day.

The business segment of the meeting was limited in scope so that Chris Allen, the Desert Division President could make a presentation concerning the 2019 TCA National Convention in Albuquerque. The majority of the presentation dealt with the need to raise seed money for the upcoming convention. This was based on the Desert Division having the experience of hosting two previous conventions. Chris suggested the Chapter should sell two or three fund raising cars to the TCA National membership with a goal of raising \$10,000. The Desert Division would support the Chapter in this endeavor. Chris pointed out the necessity to begin moving on this and other pre-convention activities now due to time constraints.

A discussion was held of potential train car themes such as... **Editors note**, there was a very lively discussion on several themes and locations in New Mexico but I have decided to omit them from this publication. Call me what you may, but the Division has seen many of our best ideas borrowed by manufacturers and other organizations pre-empting our sales. No reason to make public a work in progress. The Chapter has many experienced members who worked on past TTOS conventions and the well thought out ideas I heard made me feel confident that they are on the right track with several excellent fund raising cars. I believe their fund raising efforts will be quite successful and can't wait to place the first order.

Chris pointed out that fund raising cars should have national recognition and appeal to a wide range of tastes but also have a design that raised awareness of New Mexico and the upcoming convention.

The after meet activity was at David and Cindy Nycz's home. The train layout is in a separate room 17' x 24' and features the four seasons with mountainous terrain. Eight separate trains and one trolley line are operated. Western scenery is the main theme of the layout. Christmas trains were operated to show the unique selection of trains. Located in another room, there was a floor to ceiling custom wooden glass showcase of trains. The cabinet displays modern era, postwar, and prewar trains on separate shelves.

THE LOST DESERT DIVISION TREASURE

By Gregory Palmer TCA 94-39039

I am a sentimental type of person. I care about the rich history of the Desert Division, TCA and toy trains in general. In January I saw the advertisement in the National Headquarter News about the Stout Auction featuring the pre-war collection of Terry Johnson. Terry had purchased the entire collection of the late Desert Division member, Ray Korte.

Ray was one of my mentors when I began collecting pre-war trains so I was hoping to win some of Ray's great items. After looking at the collection online I saw several items that interested me and I placed several absentee bids. Two days before the auction I again looked through the auction catalog looking for something I might have missed. I was very surprised to see the famous Desert Division Lionel 124 "Korteville" Station that was awarded to Ray by the Division in 1994. I always assumed that Terry Johnson had given the award back to the Division when he purchased the collection. But there it was up for auction so I quickly submitted a bid. The following day I was told I was outbid so I placed another and waited for the auction to close.



The Korteville Station where many of us saw it last on Terry Johnson's layout during the "Rocky Mountain Weekend" in 2000

I was happy to learn that not only did I win the Korteville Station but also several other cars from Ray's collection. So now this special award to a very special person in my collection memory is back in the Desert Division. For the moment I will keep it on display in my collection here in Albuquerque. As soon as I find a good location to display it in the Phoenix area I would like to loan it on a permanent basis back to the Division for display. I am hoping that place will be the display at the Scottsdale McCormick-Stillman Railroad Park that is in the conceptual design stage. I feel this would be an ideal location for the award, but for now it is in safe hands.

I know Ray is smiling down on us, he was so proud of the award and I am very pleased that I could win the bid and save this award for the Desert Division. If any member has photos of Ray Korte, the Division Picnics at his home or photos of his car dealership in Scottsdale please let me know. I want to enhance the display of the Korteville Station with photos of Ray and how he helped the Division.



The Ray Korte Award, back on Desert Division soil and in safe keeping in Greg Palmer's collection

THE AUCTION TRAINS & FROM WHENCE THEY CAME

by Gordon L. Wilson, TCA 76-10233

I am asked again and again, "Are you leaving the Toy Train Hobby?" The answer is a resounding, "NO!" A word or two of what, where, when, and how my collection came about might assist you in understanding what you may expect to find at the Desert Division Auction in March or the Greg Stout Auction this coming autumn. As with Real Estate's mantra of "Location, Location, Location," that same thing can be assigned to my voluminous collection.

I grew up in Morristown, NJ, which is about 20 miles from both Hillside and Irvington, NJ, sites of the Lionel Factories. Add five miles more and you have Madison Hardware on 23rd Street in Manhattan. Just south of my home was North Jersey Train Company in Bedminster, NJ. If you've seen the "Joe McDoaks" film parody of "playing with Trains," be advised that parts of it were filmed at North Jersey Trains. This is where many of my most valued "collectible" trains were purchased: items like the Gray nose 2023 UP Alcos, the Solid Orange Stripe 2338 Milwaukee Geep, and the closed hole Texas Special "B" unit. I didn't know these were "Rare" items until I joined the TCA, which says to me that North Jersey Trains received many of Lionel's really super fine pieces.

My parents also allowed me to ride the Lackawanna commuter train into New York City by myself to attend the Metropolitan Opera on 34th Street – a short walk to Madison Hardware. How could a teenager afford it? I played the Tuba and joined the AFL-CIO when I was 15. As a "side man" I made \$15 per hour while my peers barely made a dollar an hour. But my train "kicker" came via my grandmother at Christmas time. She worked for Sears Roebuck. Have you ever looked at one of those Sears "Wish Books"? With an employee 40% discount after Christmas Sale, I could get everything my heart desired.

Then college happened and the trains were put away. Luckily, not THROWN AWAY. I had a small layout in our first home. Then in 1967 Christie and I bought a large home (5200 square feet) on a golf course near Philadelphia. It had a 2,000 square foot basement, and so developed a large layout. It ran through my adjoining office – a sort of subway terminal in what had been a clothes closet. Yes, the person you all know as a Collector was primarily an Operator, complete with a 16 story high Plasticville Apartment House, among other things.

It was here another "Location" happened. I went to work each day by passing a place called ANTIQUE TRAINS. A burned out smoke bulb in a 2020 Turbine got me inside. The owner, Richard Bimmer, and I became fast friends and I was soon an employee. Rich was also a Tuba player in a local community band and I soon became one of the group's directors. Small World.

We agreed on an hourly wage and commission, but I never took money. Part of the agreement was that I would get "first dibs" at any Post-War Lionel Trains that Rich bought for the store, an authorized Lionel Service Center and the most successful one in the Philadelphia area. Much of my current collection came from Antique Trains.

At the same time I was teaching and working in Southern New Jersey. Think closely of what you REALLY think of NJ. Primarily it's looked upon as a piece of cement between Philly and New York. That "cement" allowed for my other passion – Opera. We had subscriptions to the New York City Opera Company and the Metropolitan Opera Company, basically every other Friday night from October through April. We spent the weekends with my parents in Morristown, NJ. This provided access to great North Jersey flea

markets (I met Cole Gibbs at Lambertville, NJ, long before moving to AZ.), at least two train meets each weekend, and becoming a regular customer at a great new Train Store in Mountain Lakes, NJ owned by TCA'er Don Shaw. It began in the NJ Transit Train Station and was called THE TRAIN STATION. Today it is a Top 5 Lionel Dealership, and I am their longest standing customer/client. About half of my Post-War Collection came from there!

So there you have the whole background of how my collection has come about. It is based on color. Since I was primarily an operator, very little of the items will be MINT. My first train I still have – a Lionel Flying Yankee I received in 1943. Many of the items I had as a child or bought as a teenager will be in this auction. My Dad built my first layout for me when I was about 10 or 11. He would drive me to Hillside to get the train I broke fixed. Lionel fixed them for FREE, while I pushed buttons on the layout in the lobby of the waiting room in that Hillside factory. (It's still there!)

Boxes weren't important when I began operating and collecting in a serious manner in the early 1970's. You couldn't run boxes! Boxes didn't become important until about 15 years ago. Any Post-War boxes that are in this auction are a pure ACCIDENT. However, most of what I do have are reasonably good to nice.

To really appreciate the differences and collectability of the items in this auction, it would be advisable to obtain a full copy of the Greenberg Guide to Post War Motive and Rolling Stock. This book will explain how to determine the difference between a common piece and what makes one that looks the same, BUT ISN'T, different and therefore worth so much more from a collectible and financial point of view.

Just as some examples: The so-called "Scout" type engines rarely survived in decent condition. Thus now, some 50 years later, they are highly sought after by collectors. On September 2, 1945, World War II ended. Less than 3 months later, Lionel had turned their

wartime Military Production back into a Toy Industry, complete with a brand new truck, wheel, and coupler system. To find those 1945-46 "Flying Shoe" (as they're called) with Whirly Wheels is tantamount to an Archaeologist finding dinosaur bones. There are a few examples of these "rarities" in this auction. A good collection needs at least one!

Lionel, in the Post-War years, didn't set out to create VARIATIONS. In my opinion, most of these variations happened when large orders were running short and employees on the assembly line simply used their creativity to fill an order. It took "crazies" like me to notice a color difference, or a coupler change, or a lettering glitch, or whatever. Their concern was making sure a complete order was sent out to the local train store or large department stores like Macy's or Sears Roebuck.

Noticeably absent from this catalog (and the Stout one too) are Santa Fe F-3 Diesels. I have EVERY variation of EVERY Lionel Santa Fe F-3 Diesel ever offered from 1948 to the present. One is told to never say "never," but unless someone were to make me an utterly preposterous offer, there is no reason I can contemplate that could ever cause me to part with this part of my collection.

As I pointed out earlier, do not expect everything to be BOXED and Perfectly clean, as if it just left the factory. Nearly everything had been on a shelf in my home for many years. It has been cleaned to the best ability of myself and Christie – it has been given as much TLC as humanly possible. We have enjoyed them and the chase in gathering them since the "Serious" looking began around 1973.

An Addendum list has been completed and has been posted on the Desert Division Web Site (www.tcadd.org). It is a supplement to the Auction Catalog and you will need it to be completely up to snuff for the auction. Best wishes to everyone.

READY TO RUN

by Peter Atonna TCA 75-7578

Don't know why, but I have always been fascinated by the history of our hobby. I was in the scale side of it for many years, so that includes the history of both the scale and tinplate side of it. And there has been more of an interaction between the two than many may realize.

Let's go back a while - well a long while. You are all probably familiar with the well told stories of the earliest manufacturers of model trains. Whether in Europe, manufacturers such as Bing or Marklin, or here with Ives, Carlisle & Finch, Edmonds Metzel, and of course Lionel. But, these companies all had one thing in common - they produced ready to run trains, both wind up and electrically powered. The purchaser may have had to assemble the track or rig up a battery power source, but the trains were manufactured ready to roll.

Jump ahead a couple of decades. In the early 1930's, a new hobby slowly emerged - scale model railroading. Manufacturing techniques dictated that toy trains up to then had to be stylized representations of the real thing. But, real railroads were still a most fascinating item for most men and many wanted to make more realistic models than could be purchased from Lionel or Ives. During that time, some new companies began to introduce O scale, then later OO and HO scale, models. But they came as not only ready to run, but as kits. You buy the parts, then assemble the loco or car. As this was still the depth of the depression, many bought kits - they were less expensive and many men had lots of free time on their hands. Often locomotives came in three forms: a basic kit consisting of raw castings which had to be machined, drilled and soldered to assemble, a finished kit where all that preparation work had been done for you at the factory, and a finished, built up model. Each, of

course, had a different price.

New manufacturers names emerged: Walthers, Scale Craft, and new magazines were founded, dedicated primarily to the scale side of the hobby: Model Railroader and Model Craftsman (now Railroad Model Craftsman). They included many "how to do" articles from how to assemble kits to building locos and cars from "scratch". Even Lionel's Model Builder magazine almost always featured an article on how to build a car that was not available in the catalog.

What got me thinking about this history was an afternoon going through one of my Louis Hertz books. But this one was not one of his hardcover books. You all have heard of Hertz, he was one of the most prolific toy train authors, a confidant of the "names" in the hobby from the '30s to the '40s - Edwin Alexander, William K. Walthers, and of course Joshua Cowen. His most famous book for us was Riding the Tinplate Rails. But he wrote at least twelve books (at least that is the largest number of "other titles" shown in one of my Hertz books).



Photo 1

But, Hertz wrote on other topics besides tinplate trains and several of his titles were about scale model railroading. Again, remember, that was the growing side of the hobby in the later part of the prewar years. But, still the vast majority of the trains in existence at that time were still tinplate trains. But, growing numbers of hobbyists converted from tinplate to scale. To do that, they actually modified tinplate trains to either look more realistic or even to run on scale track. (Many of Frank Ellison's two rail layout photos show a modified City of Portland, for example) For example, in Lionel's 1945 booklet "Lionel Trains in Action" there is a photo of a strange to me (at the age of six anyway) loco on the Lionel showroom layout which never appeared in any catalog. See Photo 1.

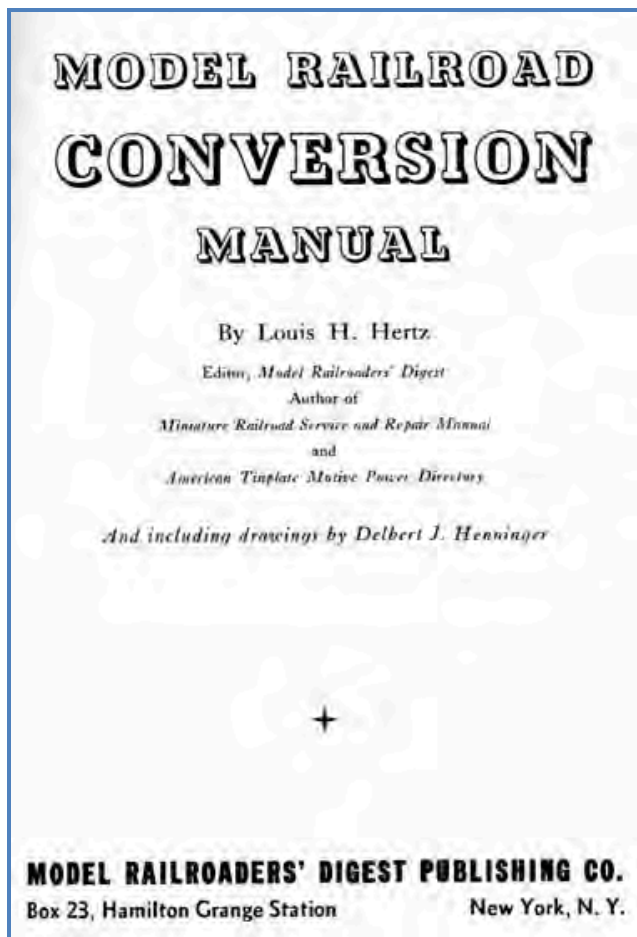


Photo 2

It was not until I was going over Hertz's book, "Model Railroad Conversion Manual" that it all fell into place. See photo 2. The entire book (the only soft cover Hertz book I've seen) is devoted to modifying Lionel and American Flyer O gauge locomotives to be more "realistic". They all begin with a basic loco, usually a #260 or #255. See photos 3 and 4 (my photos rather than the low res ones in the book).



Photo 3



Photo 4

Then the loco is stripped, frames discarded and new ones made, boilers cut apart to lengthen, detailed added until a totally new loco emerges. See photo 5.

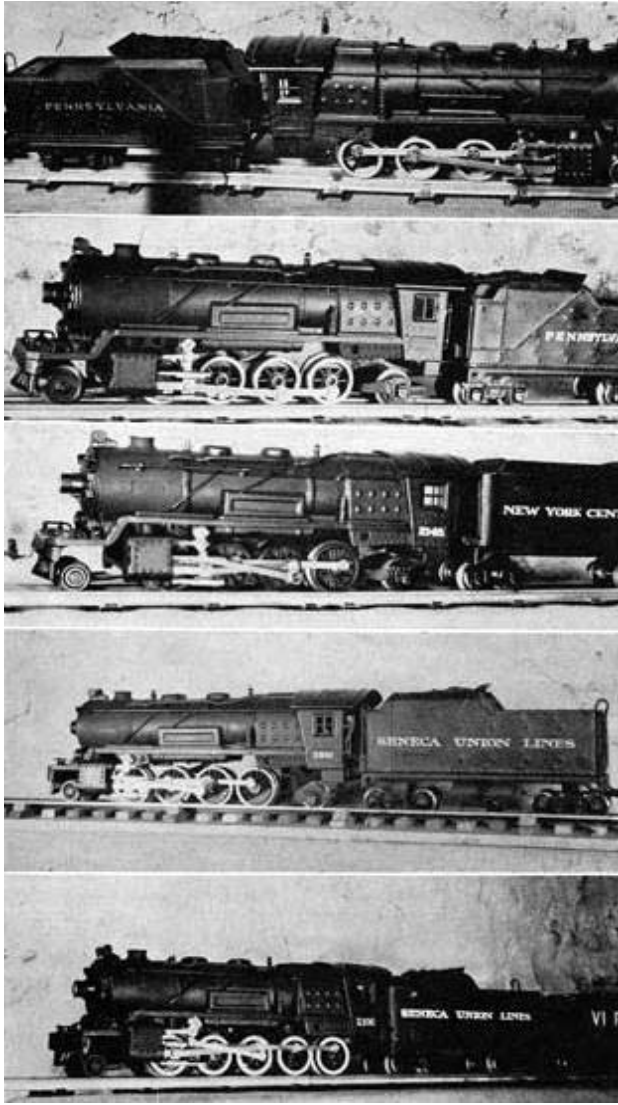


Photo 5

But in addition to what is done, how it is done is even more fascinating. Without the full range of home power tools we have available, only simple tools were used for working on the locos. See in photo 6 the array suggested. And then in photo 7, look how new side plates for the motors with added drive wheels had to be constructed!

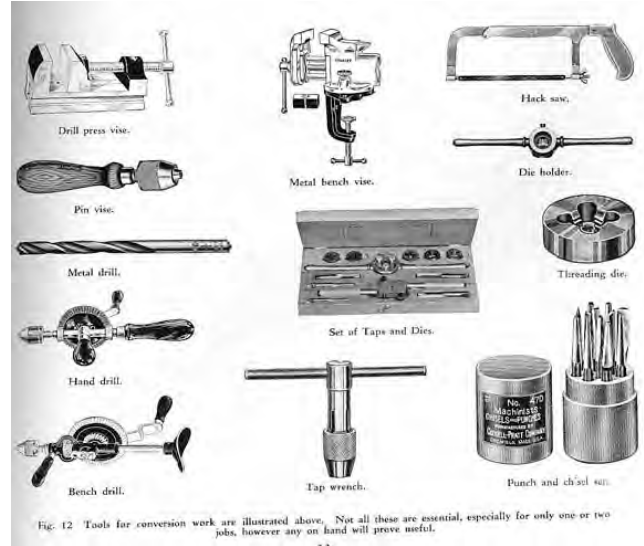


Photo 6

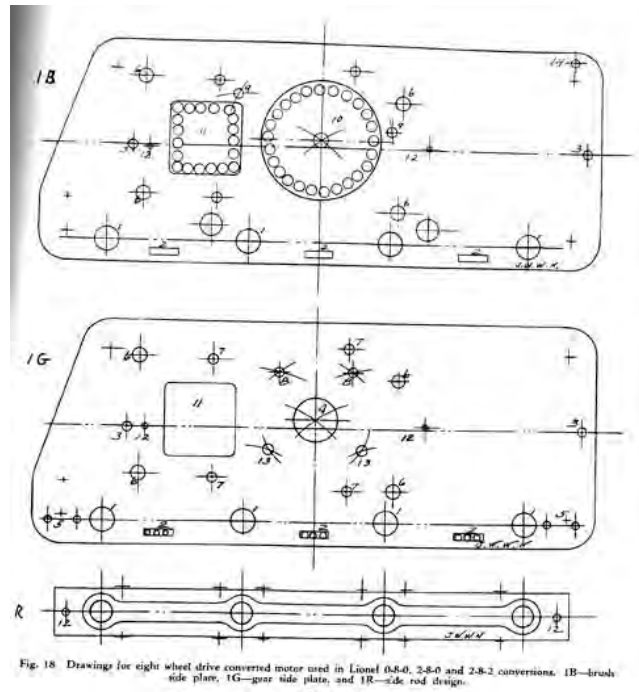


Photo 7

But, when done, some really outstanding models were created. My favorite is in photo 8. Look closely and you can see the original 260 series boiler!

Well all this has changed now. We tinplaters still almost always buy our trains ready made. We fret mainly about the new electronic goodies being offered or how long we have to wait till our new “love” gets delivered. But even on the scale side, scratch building and even kit building is almost gone. Beginning with the introduction of highly detailed, injection molded plastic shells in the early 1950’s, you can hardly find a kit in the HO gauge world either - whether a car or loco.



Photo 8

In a way, the entire model railroad hobby has come full circle. Back to the beginnings in early 1900’s, if you want a toy or model train, it came to you “ready to run”

EDUCATIONAL SEGMENT ANNOUNCED FOR MARCH MEET

ZW & KW REPAIR CLINIC FOLLOWING THE MEET

So okay, it’s March in Phoenix. We are in the middle of spring training, beautiful weather, (regardless of what Punxsutawney Phil might have seen or said) and everyone is thinking green. No, not your recycle, reuse, battery powered automobile green, but your “Gosh and Begorrah”, shake my shillelagh (yes, I had to look up the spelling) little Leprechaun’s St. Patrick’s Day green. Put on the thinking caps, does the Jolly Green Giant look like Irish to you? Bring him along or anything you can tie into St. Patrick’s Day to the March Meet. We will award 10 free raffle prize tickets to the most creative example displayed.

Following the Meet stay after for a short clinic on simple repairs you can do for your ZW or KW postwar transformer. The clinic will cover what to look for when purchasing a ZW or KW transformer and show you how to repair or replace a frayed line cord, bad rollers, whistle diode, and more. Even if you were just curious if you could tackle the job yourself, let us demonstrate numerous repairs the average hobbyist can do for themselves and what to look for when you need more power for your layout.

DUES ARE DUE - LAST CALL!

Time’s UP! Your Desert Division dues are now past due. How do you know whether you owe dues? Look at your address label. If it is highlighted in PINK, you owe dues. Please remit \$10 per year for up to five years in advance in a check made payable to Desert Division – TCA and include it in an envelope with the Registration Form which appears elsewhere in this issue of the Dispatch. If you don’t want to pull apart your newsletter you may also print out the form from the Desert Division website. Visit TCADD.ORG and click on the “How to Join” button on the left, at the bottom of that page is the link for the current Registration Form. Mail forms and checks to Angelo Lautazi, Division Secretary, at 6109 E. Sonoran Trail, Scottsdale, AZ 85266 on or before February 28, 2013.

DESERT DIVISION 2014 SPRING RAFFLE

1st Prize



Is a real collectable gem from 2000 and in a hard to find road name. Presenting the Lionel Dealer Odyssey System Demo SD-60 in CSX livery. These units were converted from existing stock by Lionel and equipped with the then revolutionary Odyssey motor. This unit has been upgraded to TMCC and has the unique Odyssey Systems demo logo on the side. There was an extremely limited number of these demo units made by Lionel and sent to their dealers. This one can find a home in your collection if you are this year's winner.

2nd Prize

Got Gas? You and your layout will with this neat operating accessory addition. The Lionelville Gas Station 6-24183, will fit nicely in any town or highway and blends in well with any scene. The ESSO gas station features a lighted interior and gas pumps, four figures, service bay doors that open, and a "neon effect" sequentially lighted sign on the roof.



3rd Prize

From the TCA 50th Anniversary comes the "surprise offering". At the time TCA members had no idea what the accessory was going to be, but you do today. The Lionel 6-52340 Train Orders Building features an operating figure of "Mr. TCA" himself, Lou Redman, illuminated interior and lamp post on the platform and is styled in the classic tradition of Lionel's operating accessories.

Tickets go on sale in March for the June 14th drawing.
You do not need to be present to win! Tickets are \$10 each or 3 for \$25

Hudson Raffle 2014

If you were at the January Meet you heard last year's Hudson winner, Marty Wik, talk about winning the 2013 Hudson. As many of you know Marty is a avid American Flyer collector but he still purchased a Hudson ticket to support the Division and it paid off in aces for him. Marty was able to sell the Hudson to another Desert Division member, Bill Sivley, on the spot at the Arizona Toy Train Show. Bill got the very desirable Hudson and Marty in turn bought a new American Flyer loco with the proceeds and everyone walked away happy. Is this your year? The Hudson Raffle for 2014 features another beautiful Lionel 773 from 1964 graded C-8. The Hudson has been serviced and lubed and will make a beautiful addition to your layout, display or maybe even you wallet. The rules for this year's drawing are simple and printed below. Tickets go on sale at the February Meet.

- Only 100 tickets will be sold and they will be sold exclusively to Desert Division members until the October General Meet. Following that meet, any remaining unsold tickets will be made available to any TCA member or the public.
- Starting in February and at every Division Meet with the exception for the July mini-meet, a name will be drawn from the tickets sold and that person awarded \$100.
- **You MUST be present to win the \$100.** If the member is not present, another name will be drawn until a member in attendance is called. However, if a members name is called and they are representing the Division such as working at a module display and the event coincides with the General Meet, that member would be considered present at the meet and be awarded the \$100.
- The winning ticket will be pulled and announced at the end of the Arizona Toy Train Show in December. The winner has the option of either the Hudson or \$750.



RAILROAD



-CHANGE



ARENELL SERVICE & REPAIR – AUTHORIZED Lionel & MTH Service Station located in the rear of the Arizona Train Depot - Visit “**RAY'S CAVE**” for Lionel Postwar, MPC, LTI & more for sale at great prices - I buy train collections large or small, old or new Large consignment of MTH Premier trains arriving weekly and priced to sell fast – Still have great selection of Dept 56 on hand - If you are looking for a special item let Ray be your extra set of eyes – VISA & M/C - 755 E. McKellips, Mesa, AZ 602-565-6603

BUILDING A LAYOUT? – We can furnish all GarGraves products at discount prices. Flex and sectional track, uncoupling tracks, and accessories in all gauges; the new 072 and 100” and 042 switches; DZ1000, Rix, and Tortoise switch motors, Acme controls, NJ signals, and the new Z Stuff optical crossings. For a list, contact Peter Atonna 928-636-4228 or e-mail at mjatonna@gmail.com.

BURLING'S TON OF TRAINS – Authorized Lionel, MTH, K-LINE & Mantua Dealer. With the largest selection of Post-War through new Lionel in Arizona, we invite you to see our different “Set of the Month” each month. We also buy trains. Hours are 11 AM to 5 PM, M – F and by appointment. 16924 E. Colony Dr., Fountain Hills, AZ 85268 Phone: 480-816-6501 Website: www.tonoftrains.com **AUTHORIZED LIONEL SERVICE CENTER**

GERRY'S TRAINS – Parts & repair service for Lionel, American Flyer, standard gauge pre & post war and Marklin HO trains. I buy old trains and toys, one piece or entire collections. Gerry Klei, 8608 E. Cheryl Dr., Scottsdale, AZ Phone 480- 998-5349

THE TRAIN STATION – Mountain Lakes, NJ. Top 10 Authorized Lionel and AF Sales and Service since 1974. New, Used, Bought, Sold, Repaired. 973-263-1979 www.train-station.com.

ARIZONA TOY TRAIN REPAIR – Complete parts and repair service for ONLY Lionel postwar and prewar trains and accessories at reasonable rates by a long-time hobbyist. Rapid turnaround usually within a week, if parts are in stock – two weeks or less if parts need to be ordered. Repairs guaranteed for a year. Occasionally postwar items for sale. Complete access to Lionel postwar and prewar service and operating documents at central Phoenix' only Lionel repair facility. TCA members mention this ad and get the first hour of labor FREE. Tony Ford, 5547 N. 10th Ave., Phoenix, AZ 85013 (602)369-5938

3rd RAIL & GOLDEN GATE DEPOT DISCOUNTED TRAINS - Taking your preorders for now for EMC FTs finally done correctly in over 20 road names including the three Santa Fe Schemes. Also taking your preorders for the first correct Budd El Capitan cars of 1956 in Santa Fe and Amtrak. What else are you are interested in? Call Jonathan Peiffer at 602-561-4131. Your authorized 3rd Rail and GGD dealer in Arizona. Now accepting credit cards!

Expanded selection of Lionel and American Flyer Parts – Call or stop by my table at the Meet - DeLon Freije 701-331-2837

For Sale: Pabst Beer train sign. This is the classic companion sign to the auto sign, both from 1961. Lights, but motor is no longer working. A classic train room decor item. \$195. Send an email for photos. Peter Atonna 928-636-4228 or mjatonna@gmail.com

FOR SALE Marx 2002 Hand Car Red OB \$50 - Marx 2002 Hand Car Grey OB \$50 - Lionel 5734 REA Reefer 1985 TCA Convention Car C-8 P10 \$50 - 2011 TCA Banquet Car Weaver Speckles Sugar PS-2 Grey Covered Hopper C-10 P-10 \$175 - K Line K611 NY Central Classic Illuminated Caboose C-8 P-10 \$25 – Lionel 6-29968 Beatles Hard Day's Night c-10 P-10 \$60 – Lionel 6-52361 NTTM 50th Anniversary C10 P-10 \$75 Please call for information Dannie L. Martin 520-360-0519 dannieaz@cox.net

FOR SALE: Out of print Greenberg books: Lionel, American Flyer, Marx, etc. Call Bruce Greenberg at 703-461-6991 (9-5 Eastern Daylight) or visit his web site, www.sykesvillehistory.us, for a current list.

FOR SALE: Lionel All-Brass Binnacle from U.S. Navy WW II Ship - \$2,000 plus shipping. Gordon L. Wilson, 480-837-5344, exTCA1@aol.com

FOR SALE: Lionel Scale O 6-52500 Desert Division ATSF Grand Canyon Reefer \$50, Lionel 6-18562 SP GP9 w/TMCC \$150, 2 ea Pair of used Super O switches w/OB P-8 \$35ea or both \$55 - Postwar Lionel 675 w/tender \$125 – 665 w/tender \$100 – 621 NW-2 \$60 – 611 NW-2 \$75 – 602 NW-2 \$75 – 356 Freight Station w/carts no box \$50 **WANTED HAFNER** 115041 or similar working windup freight set, prefer one with a AT&SF Grand Canyon Box Car - Chris Allen 480-820-9559

FOR SALE: Lionel “O” operating layout 4’x8’ and 17” high. Includes 2037 w/whistle tender, 2 manual switches, oper. Barrel car and loader, oper 3656 Cattle car and stockyard, Milk car and platform w/1033 transformer. Loco, tender, and transformer serviced by Gerry Klei 6 months ago. Layout was designed for my grandchildren and to fit under my layout for storage. Heavy duty legs with casters 4 yrs. old in like new condition \$1,200 Joe Bock 928-282-0850 or email jgbock@commspeed.net for photo

This page is provided as a service to our members for trading among themselves on a space available basis. Contact them directly for items listed above.

THE BACK PAGE

FOR THINGS THAT DIDN'T FIT ELSEWHERE



More pictures from Dave Brown's layout visit



An aerial view and a slightly different angle



Looks like the fellas are getting in a quick game of checkers before the next train arrives in the yard



Everywhere you look on Dave's layout you can see the attention to detailed interior lighting is evident

The 60th TCA National Convention
Philadelphia, PA



DIVISION MEET LOCATION

Shepherd of the Valley Lutheran Church
1500 W. Maryland Ave., Phoenix, AZ 85015



Click the
button to
follow us on
Facebook

THE BACK PAGE - 2



Some extra pictures of David Nczyk's layout visit



Rush hour traffic is just as heavy in downtown Albuquerque!



David is from Texas so of course the layout has an oil field



If you follow the Division on facebook both layouts had over a dozen pictures each posted recently



While in Albuquerque I visited Greg Palmer and saw his recent (for me) layout. This one, a nice pre-war



Greg wanted to do a layout "like a kid would do" so he built this nice American Flyer layout on a ping pong table

THE BACK PAGE - 3



A close-up of Don McComb's 6414 and rare cheapie autos



Gordon Wilson presenting the history of the Presidents and the Lionel cars



Never have enough layout pictures. We will sneak in a few more from both our visit's, this is Dave Brown's



Here is a nice overhead view of Dave's lumber yard operation



David Ncyz has numerous collectable trains tucked away behind glass to help with the cleaning



But underneath his layout he has installed lighting and shelves of trains at the ready to change out his rolling stock