

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
AUSTRALIA • NEW ZEALAND

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May 2020

THE NEW NORMAL IS NOTHING NEW IS HAPPENING

Well, so far May is cloudy and possibly turning partly cloudy, which is a far cry from where we were in April. The Multi-Club picnic is on hold until we can get a better grip on where things are headed. All the clubs would still like to get together and host our annual picnic, but at this time, with so many unknowns, we will just postpone it until more information is available. Since we had an unseasonable hot spell that week, we would have been quite toasty that day as the temperatures were running about 10° warmer than normal.

The May Division General Meeting was also cancelled. That was done under the orders of the Arizona Governor. It should be noted that within our Division the rules for large gatherings or more correctly "social gatherings" are different in New Mexico and Arizona. That law has not been lifted or modified to date.

As things stand today, Arizona is about to start Phase 1 of the "re-opening" plan. Information that is available from reliable sources informs us that gatherings such as train meets, and meetings will be in the final Phase 3 of the reopening plan.

Listening to the daily Coronavirus reports we continue to have good days followed by bad days. It is hard to determine a trend with the numbers jumping around so much.

The Division Board of Directors will hold a teleconference Board Meeting on May 20. We should have a fairly good idea how the "Returning Stronger" phase 1 is working, **however it is most unlikely we will host a June Division Meeting.** In these uncertain times we all are erring on the side of caution. That does not mean we will just throw in the towel automatically, but the health of all our members is paramount to any decision and there just is not a good crystal ball at the moment. One thing for certain, we will have a remarkably interesting fall train season!

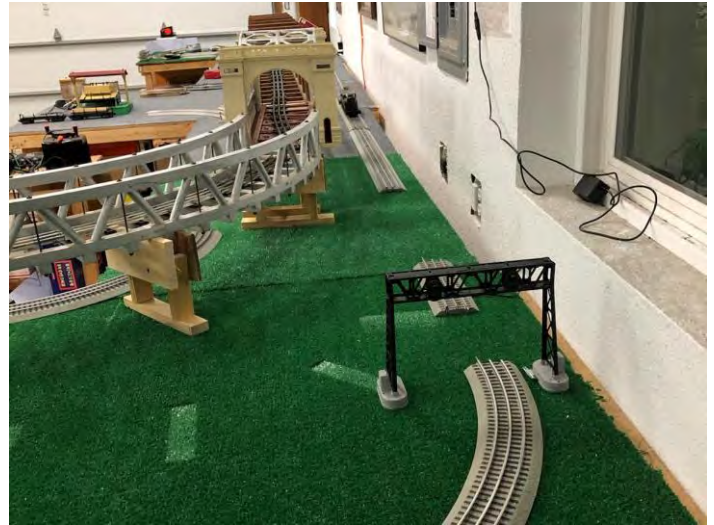
This issue has a few updates from our members and how they are handling this current stay at home orders. If you have anything you would like to share with our members, please drop me an email or phone call. Without your help the June newsletter will be a very, very skinny issue.

MARK YOUR CALENDAR – UPCOMING EVENTS

All events are cancelled or postponed until further notice.

Follow us on Facebook or watch for our eBlasts for the most current information we have on scheduled meets and events in our Division area

Treasurer Mark Thompson sent along these photos of the progress he has made working on his layout. Although he did not send along a true before picture, this used to be his welding shop. As the Lionel and other train boxes started to multiply the work bench area in the top left was cleared off and became the first piece of his benchwork. More were added and we look forward to seeing the progress.



Presidents Message

Dear Friends,

I hope this finds you all safe and still enjoying your vacation in Los Livingroom. While many of us are staying at home these days there is still a lot of behind the scenes planning for the months ahead. To be honest, we seem to have more questions than answers these days.

I have been in contact with several other Division Presidents and the other local train clubs here in Arizona. As Arizona begins the reopen process with the "Return Stronger" phases, we will monitor and update our plans for the fall train season. Most importantly I want to assure you that we will make all our decisions based on the best information we have available and we will only plan for meetings, auctions and train shows when we feel it is truly safe to get back together again.

Unfortunately, this current situation has become politicized and emotions seem to be mixed with scientific and economic data. Without getting too political, there is a reason for the economy to begin to come back to life. Unlike some of the other pandemics, this one mercifully does not affect the younger generations with the same debilitating illness as it does those of us in the older age group. Currently, many of the essential workers are of this age group and there does not appear to be a large increase of cases reported among them as they have continued to work during these past few months.

I personally see that as a small glimmer of hope that this younger generation can begin to bring the economy back up to speed while still using the new health guidelines that we know will be in place in the future.

Where does that leave us? I can only speak for myself, but each decision I make going forward will be based on the current conditions and not some government mandate. If I feel reasonable accommodations for my personal safety is in place, I will most likely attend, if not, I will pass. As part of the organizing of these events, the Division will continue to plan for our members and the public's safety. For sure the fall

train season will be like nothing we have ever experienced in the past.

As I mentioned on the front page, the meeting restrictions are currently regulated by government mandates. The restrictions for social gatherings are part of the phases that will take place in Arizona. The government of New Mexico has completely different standards so the Rio Grande Board of Directors will deal with those issues for the Chapter.

With about a month to go and only Phase 1 of the Arizona "Return Stronger" initiative beginning to be implemented **it is most unlikely that we will be allowed to hold a June meeting.**

Now, for some good news. Thank you so much for those of you who have responded to my requests for news about what you are doing. It does not need to be an article or even have photographs. When we gather, we do as much kibitzing about all the other incidentals in our lives. Drop me a line or call me on the phone. I would love to hear from you and report to the others what is going on.

DeLon Freije did just that and told me that while on his way home to North Dakota he received a phone call from some trainiacs in the Omaha Nebraska area. They were in need of parts and arranged for DeLon to stop in a parking lot not far from the freeway he was travelling and he set up shop for several hours as the guys showed up and got some much needed parts and information from him.

Peter Atonna also sent the following note: **FOUND: Last year I sold my Lionel 700E 1990 scale Hudson at one of the swap meets.** In doing an inventory here, **I have just discovered its box complete with instructions etc. If you are the buyer**, and would like the box, contact me and we will make arrangements to get it to you.

Dave Cristofani sent an email and photos which arrived as this issue was completed. Look for his update (and yours?) next month. Stay Safe.

- *Chris*



A TALE OF TWO TRAINS

by Peter Atonna



In the mid 30's, the Santa Fe was a leader in upgrading their passenger fleet. The brand-new Super Chief was introduced in May 1937. At almost the same time, it introduced a new concept, a first class, high speed coach train, the El Capitan. It debuted in February 1938 and featured brand new Budd built streamline coaches. In the same month, the Santa Fe introduced new streamlined equipment for the former standard bearer, the Chief.

Thus, in the middle of the Depression in the same month, the Santa Fe solidified its lock on Chicago to Los Angeles traffic with two streamliners, one designed especially for budget conscious travelers and the other for sleeper patrons who did not want to pay the Super Chief's extra fare and needed a little shorter trip.

The El Capitan was from the beginning pulled with brand new diesels while the Chief

over time saw dome cars and finally full domes added to the consist.

Both trains ran the route for two decades until the mid-1950's when the Santa Fe unveiled a new innovation, bi level passenger cars! This innovation created more seating capacity and offered a brand-new view to passengers, while the train maintained its fast running times. Many El Capitan bi level cars were bought when Amtrak was created, and they formed the design for today's Superliners. For a while both ran in the same train.



saw classic 5700 series, high speed steamers until enough new diesel power was available. The Chief soon received diesel power and



Both trains ran until the mid '60s when the El Capitan was combined with the Super Chief during slow months while the Chief ran its last in May 1968.

Now, onto the trains here at home. What stimulated this article was the arrival a few weeks ago of a set of Lionel 21 inch Santa Fe Chief passenger cars from last year's Volume 2 catalog. I had the previous run of 18" aluminum cars, which were beautiful, but am a sucker for full scale passenger cars. So the old set was sold to make room for the new releases.

And, I cannot leave passenger cars alone, the interiors must be "finished". The new cars are much better designed for that, removing four screws allows you to remove the shell and work on the interior. So, first

was arrival of hundreds of seated people from WeHonest in Hong Kong, now painted and feet-less.



Researching Santa Fe trains gave me ideas of color schemes used for seating, artwork and flooring. So each car received a little different treatment. Now, a note, Lionel's car interiors are not based on a Santa



Fe prototype, but are more generic. I could live with that, considering the alternative was



scratch rebuilding all nine cars!

It took a few weeks of "pleasant" work and the interiors were finished. But then something that had bothered me from the beginning reared its head.

Lionel's set included a traditional dome car and a full dome car. Even though I am not a big fan of full domes, the Chief did include one in its later years. It was a separate sale car, but it included the train sounds. If I wanted that feature, I had to order one.



But, as you can see from the catalog shot, the diaphragms on it were of a contemporary design rather than matching the traditional ones on all other cars.

That bothered me in two ways, first since the train ran until the 60's, that car would not have had that style of diaphragm. Second, as you can see, it tremendously increased the visual gap between the cars. They had to be replaced.

Checking the Lionel replacement parts website, none of the current cars show the diaphragms sold separately. But, per my memory, that last set of aluminum cars had the same style of diaphragms. And they were listed separately, although you had to buy the whole end piece to get them. Nonetheless, a pair arrived, and I was able to separate the diaphragms and install them onto my full dome car.

Christmas Party Lenox Snowman Ornament



Photo © 2020 Lenox Corporation.

As we have mentioned, we are no longer able to offer the Lenox Snowman Ornament to the spouses at the annual Christmas Holiday Party. Both members and spouses who attend will still receive a nice gift, but with reduced attendance and the cost of the ornament going up, we just were not selling enough raffle tickets to make up the cost of this unique gift.

Many of our spouses and families have made this 20-year tradition a part of their Holiday planning and gift giving. So that you can continue your collection, we will offer the ornament at our cost of only \$30, but on a subscription basis only. But you must place your order with Shirley Hunter no later than July 31st, which is our deadline to order. However the sooner you contact Shirley, the better! First Come, first served, there is a limit of how many we can purchase as a non-profit and the early buy program.

Because of the ongoing coronavirus situation we will work on the payment and delivery cycle to keep all our members safe, but you must contact Shirley to ensure your order is placed. The Hunter's contact

information is available in the attached club roster. If you wanted to purchase this ornament from Lenox directly your cost-plus shipping and taxes would be over \$45.



Success at last. Now the Chief can depart Union Station alongside the El Capitan in its 50's consist of K Line bi level cars as



they race towards Arizona and the West Coast!



THE BACK PAGE

This is a smaller than average newsletter this month. This will allow us to combine both the roster and the abbreviated newsletter together to save postage costs to those members who still receive a hard copy. Every Division member will receive a printed roster by mail which will include your Division membership card. Currently, all print shops are closed as a non-essential businesses, so the cards did not get laminated this year.

Continue to save your aluminum cans. We will again collect them once the meetings resume. Many cities have stopped their recycling program and are sending recycle barrel contents directly to the landfill. Help our Division fundraising efforts and we will ensure they get recycled properly and for our profit!



"Did you know there's a miniature woman tied to the train tracks who looks remarkably like me?"

MARY COULTER'S GEM: EL TOVAR

The Desert Division's
Harvey House tour
concludes with a stop at
the El Tovar Hotel and the
Grand Canyon Santa Fe
Station

**CARS ARE AVAILABLE FOR
IMMEDIATE SHIPMENT**



Side B

**THE CARS ARE HERE!
ORDER YOURS
TODAY!**



Side A

Order Yours Now! Name: _____

Address: _____

City, State, ZIP: _____

Email address: _____ Please send ____ cars at \$79.95 each Total

\$_____ Make check to: Desert Division and mail to 25375 N. Feather Mountain Rd. Paulden, AZ 86334

You may also order online at: tcadd.org (AZ residents will be charged sales tax by PayPal)

**FREE
SHIPPING!**



Click the button
to follow us on
Facebook

DIVISION MEET LOCATION

**We will announce the date and location of
the next Division Meeting once the current
virus situation is resolved to allow
meetings again**

"ONE OF ARIZONA'S LARGEST MODEL RAILROAD SWAP MEETS" CACTUS SUMMER TRAIN SWAP

SATURDAY, JULY 25TH, 2020

SWAP FROM 9:00 AM - 1:00 PM

Large Farmers Market at the same time!



NORTH PHOENIX BAPTIST CHURCH

FELLOWSHIP CENTER

5757 North Central Avenue, Phoenix, AZ 85012

Aggressive Promotion * All Scales

Great Location * Free Parking

Food Available * Fantastic Raffle

Test Track * Table Top Auction

Presented by your pal, Casey Cactus, and the

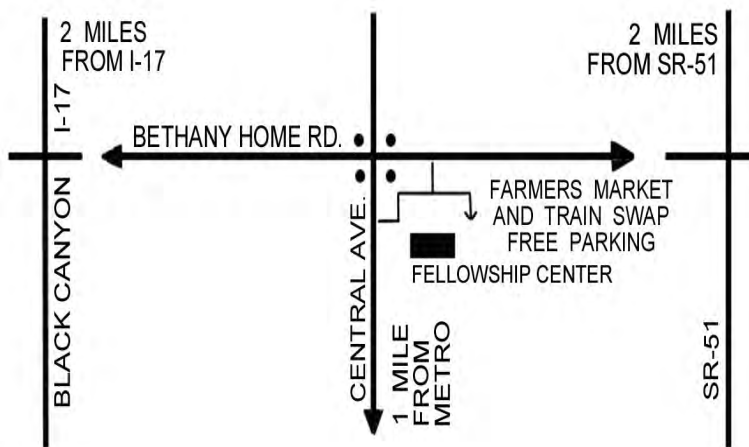
GRAND CANYON MODEL RAILRODERS

Print legibly. No refunds after July 18, 2020

Join Our Fun Friday Pre-meet Denny's Dinner !

Saturday set-up opens at 6:00 AM

NOTE: unclaimed tables will be released at 8:00 AM



Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Security: I will abide with badge identification entrance requirements.

Buying, selling, ethics and behavior: In case of dispute, the Meet Chairperson and/or impartial referee appointed by the Meet Chairperson shall arbitrate the dispute and render a timely decision and I hereby agree to be bound by such decision. **I will not pack until 1:00 PM.** Not responsible for lost or stolen articles.

Signature _____ Date _____

Make check payable to: **"Grand Canyon Model Railroaders"**

Mail to: John Draftz, 1507 W Willow Ave, Phoenix, AZ 85029

or

Credit cards accepted via PayPal - visit www.gcmrr.org

Email: info@gcmrr.org

Info: John Draftz 602-942-3457; Glenn Saber 602-956-6695

\$25 per 8' banquet table

(Bring a table cover, if desired)

How many tables? _____

Amount enclosed? \$ _____

Request? _____

Will you participate in the auction?

Seller? _____ Buyer? _____

Admission Name Badges

1 or 2 tables = 2 badges max.

First and last name please

Badge Name _____

Badge Name _____

3 or 4 tables = 4 badges max.

Badge Name _____

Badge Name _____

More badges available at \$5.00 each

Name Badges **REQUIRED** for your security

MORE THAN 4 TABLES - CALL



Prescott Area

BEAT THE HEAT

Model Trains, Accessories & Toys

SWAP MEET

Saturday, August 15, 2020, 9 AM – 1 PM

At the Liberty Traditional School

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

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**