

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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Volume 49, No. 10

November & Winter 2020

OCTOBER MEET, AUCTION & TRAIN SHOW

The October Meet was held at the Phoenix Elks Lodge. A big Thank you to Treasurer Mark Thompson for making that happen since the church halls remain closed to public rental. We will continue to monitor the current safety protocols and latest information and hope to settle into our new location for the new year.

I think the one thing many of us miss is the coffee and donuts that seemed to be a part of Desert Division tradition. Going back to our times at the Scottsdale Jaycees Hall, we have always had both in abundance and look forward to starting up that member service again next year when the conditions warrant.

A slightly smaller crowd than we had at the September Meet was in attendance with about twenty members joining us that day. As will be our practice going forward, we streamed the meeting live on Facebook and will post it on the clubs YouTube channel after. We had a great Educational segment that we will talk about later

and you can zip past the boring business part of the meeting and jump to it online.

The business meeting started promptly at 10:00 AM with the President welcoming everyone and thanking them for maintaining proper distancing for the meeting.

Secretary Lautazi announced our current membership as 185 Active (dues Paying) members of the 271 TCA members in our boundaries. There were no visitors this month.

Treasurer Mark Thompson reported little change in our accounts with balances of Checking 12,004.33, Savings \$190.05 and \$20,020.23 in the CD. We are still waiting to hear from the IRS on our 501c3 application request.

Chris reported that the final paperwork has been signed for the November 7th Auction. The paperwork and insurance both carry Covid disclaimers and require social distancing, mask wearing and occupancy requirements which we knew about when we planned the event.

MARK YOUR CALENDAR – UPCOMING EVENTS

January 9 – Division Annual Business Meeting & General Meet

8:30 AM member only swap – 10:00 AM Annual Business Meeting - 10:15 General Meeting
Phoenix Elks Lodge 14424 N 32nd St, Phoenix, AZ 85032

January 30 – “Souper Bowl VII” Auction

8:00 AM Auction Preview – 9:00 AM Auction Starts – **NOTE LOCATION CHANGE**
Paradise Valley United Methodist Church

February 13 – February Park n’ Swap Parking lot Train Show

7:30 AM Vendor Setup 9:00 AM – 11:30 AM Open to the Public
Phoenix Elks Lodge 14424 N 32nd St, Phoenix, AZ 85032

The President outlined two possible locations for an Outdoor Swap have been located. The devil is in the details and we are working to make sure the swap meet can be held following current health and safety recommendations.

Editor's Note: Just In case you did not hear, the Board decided to hold the Outdoor Swap Meet in the parking lot at the Elks Lodge. The Meet was enjoyed by all who attended. We learned that all remaining meets in the Phoenix area have been cancelled. A second meet at the same location planned for December 19th was postponed until February 13th, 2021. More details in this issue.

Next, Chris reported on our IRS status as a 501c3 Non-profit. As with the incorporation as a non-profit in Arizona, the devil is in the details. The IRS needs a little more information which has been supplied. Nothing appears to be blocking the decision, rather just additional financial information, and reporting.

The November 7th auction was announced and held at the Paradise Valley Methodist Church. Social distancing was observed as was the mass gathering limiting attendance to only 50 people. A touchless lunch was provided from Jimmy John's and donations were appreciated to help offset the costs. Janet Mattern did a great job of supplying coffee and donuts. Janet took the time to individually bag the donuts into single serving choices to meet the church requirements.

Although for the immediate present things are in pretty rough shape, we have learned quite a bit since this all started and we can conduct somewhat normal activities safely using common sense, planning and your cooperation to accomplish safety goals.

Moving on, it was reported that the National TCA Board of Directors has voted to approve the recent changes to the Division Bylaws that were needed for the Division Incorporation in Arizona. the report on the 501c3 status was given. There were just some minor changes to the wording in the Bylaws. The most significant change in wording is that we used to have a class of membership called "Inactive Division Member". These were members who pay TCA National dues but not Division or Chapter

dues. This class of membership has been more accurately changed to "Non-dues Paying Division Member". The updated Bylaws are available for you to review on our website. If you do not have a computer or internet access and would like a hardcopy of the Bylaws give me a call and I will bring them to the next general meeting for you. I usually have a spare copy with me.

This past year has been tough on everyone with most of our events cancelled. Prior to Covid hitting and shutting us down we received a very generous donation. Between our reduced expenses and this donation the Board of Directors has voted to waive Division membership dues for all members in good standing in 2021. **That's right NO dues for 2021!** If you have prepaid your dues, those dues will be extended one year as well. We will begin selling these donations either at auction or on eBay to offset dues income this spring.

Chris announced that the Board of Directors has nominated Katie Elgar for re-election as TCA National Secretary. The Educational Segement featured a large eclectic collection of items. **Mark Thompson** brought in some shirts and hats made by Daylight Sales. Mark had several custom printed of his favorite fallen flag short lines. **Christie Wilson** had an orange Chessie caboose. We couldn't decide if the cat or the color hit the Halloween/fall theme on the button. **John Zaval** put on some white gloves and presented a 1938 Blue Comet set. John is the second owner of this special train and he travelled to Florida to pick it up from the original owner. **Paul Wassermann** brought some Lionel Magazines that were the precursor of The Model Builder Mag. 1930 -1974. At York in 1976 he acquired his first magazines, and this began his quest to complete the collection. In the pre eBay years it took him 3 yrs to complete the collection.

Raffle Prize winners in no particular order Ralph Treichel – American Flyer Hopper, Roland LaHaie - Williams Boxcar, Angelo Lautazi - K-Line Flatcar, Bill Harris – MTH Hopper, Dave Brown – Lionel Hopper, Katie Elgar – MTH Boxcar, Paul Wassermann – Albuquerque Convention clock.



Janet Mattern was setup early in the show and had a few visitors at her table full of trains



Visitor, Terry Gibbs and Roland LaHaie compare notes while Christie Wilson getting ready to sell raffle tickets



Ralph Treichel looking over all the educational show and tell items before the meet started



Members maintained social distancing during the meet while others opted to sit at their sales tables



Mark Thompson talking about the special shirts and hats he had made for his favorite short lines



John Zaval putting on his gloves to handle his special Blue Comet. From 1938 when it was purchased until today John is only the second owner of the set

TCA Desert Division BOD Teleconference October 7, 2020

A Desert Division Board of Directors Teleconference was held on August 18, 2020, and was called to order at 6:30 PM MST

In Attendance; Chris Allen, Mark Thompson, Angelo Lautazi, Steve Bienstock, Bob Herman, Paul Wassermann and Greg Palmer

Approval of Previous Meetings Minutes – Previous minutes were approved as distributed.

Secretary's Report - Angelo reported that current Division active (dues paying) membership is 185.

Treasurers Report - Treasurer Mark Thompson reported the following balances: Checking \$12,004.23 Savings \$190.05, Six month CD \$20,020.23

Old Business:

Division Incorporation – No news on our request. Out filing date was August 16 and at last check IRS had processed all applications through August 6, so we are still within the original information that requests can take up to sixty (60) days before a decision will be reached. There was the note when we filed that it could take up to ninety (90) days because of the Covid situation. Chris said he would keep the board advised if anything was heard before the next scheduled board meeting.

Hudson Raffle Changes – IRS regulations will require us to modify the Hudson Raffle. If we award the \$750 cash prize, we will be required to have the winner fill out a tax form W-2G Gambling Winnings form. Rather than do that or pay the taxes ourselves, which would be \$250, we will eliminate the \$750 cash option for future Hudson raffles.

New Business:

Fall Train Show – Locating a covered parking lot to rent for a Saturday has been unsuccessful. Mark will check with the Elks to see if we can this facility. Chris will check with the Shrine to see if we can use their uncovered parking lot. The show might need to be moved into early next year.

January Annual Business Meeting – Chris noted that Aldersgate Methodist still is not open to the public. The Annual Business Meeting is mandatory for non-profits and is scheduled for January 9, 2021. An alternate location or online meeting might be required.

January Train Auction – The date is set for January 30. The Souper Bowl format might have to be postponed for this format considering the current Covid situation. Paradise Valley United Methodist Church, which is the same one we are using for the November Auction, has the date reserved for us but we do not have a contract in hand. At their request, they will monitor the restrictions that might be placed on us over the upcoming months and produce a contract for us late December or early January. Peter will have the January Auction catalogs available at the November Auction for sale.

Desert Division Bylaws – The Division Bylaws that were rewritten to bring us into compliance as a non-profit has been approved by the TCA Rules and Regulations Committee. It is on the agenda to be approved by the National Board of Directors meeting that will be held on October 8. Once approved, these Bylaws will be voted on by the Division membership. This will likely be by electronic ballot early next year.

Annual Dues for 2021 – Discussion on the option to waive the Division dues for 2021 and extended all membership for one year. We have received several generous donations this past year that will provide enough funds to cover the lost dues revenue. In addition, Covid has limited many of our expenses this year. Motion by Paul Wassermann: "I move that all Desert Division members in good standing have their dues extended for one year at no cost. Division members must remain current with their TCA National dues."

Nominations for National Office – Chris mentioned that nominations for national office are open. Katie Elgar is the incumbent TCA National Secretary and needs to be nominated for office this year. Motion by Steve Bienstock: "I move to nominate Katie Elgar for TCA National Secretary." Motion seconded and passed.

Adjournment: The next meeting will be held by teleconference at a date to be determined. Meeting was adjourned at 7:00 PM

Minutes submitted by: Secretary, Angelo Lautazi

Presidents Message

Dear Friends,

Happy New Year!!! Nothing magical happened overnight, a New Year brings us the same story just a new chapter. So much has happened (and not happened) these past months but we will continue to hold things together as we all go down the path together.

At the moment our early winter plans have been modified slightly. We will have an in-person meeting on January 9th for those who feel comfortable in doing so. We will continue to broadcast the meet live on our Facebook page and have it available on our YouTube Channel shortly after.

The January Souper Bowl Auction is still scheduled for Saturday January 30th at the Paradise Valley United Methodist Church where we held the November Auction. Although we will hold the auction, the "souper" part of it will be dropped this year. Instead we will have handsfree box lunches delivered from Jimmy John's again. This is the safest way to provide a lunch under the current conditions that meet the churches requirements.

The February Meet will be held outdoors. In lieu of our normal monthly meeting we will hold the postponed December Outdoor Parking Lot Meet. Should be a morning of fun, holding a small train meet instead of a monthly meeting. By choosing the date of our normal meeting we will not be stepping on any other clubs known meetings or events.

March and April are still in flux. We might hold an in-person meeting in March and another Parking Lot meet in April. Following the current proposed vaccination schedule that is currently available we should all have our initial dose by April 1st (no pun intended) That would give us a good shot for holding the multi-club Spring Picnic on April 17th and maybe even hold a real and true May Pizza Meet!

Optimistic? Hell yes! Overly optimistic? No, I don't think so. Current projections call for the majority of our members to be in the demographics of the population to be among the first to be vaccinated to reduce the potential strain on hospital resources. Now, how we all respond to this is still personal choice. I currently go to the gym 5-6 days a week now that they have reopened. Having two cardiac events in five years, the benefits of hard cardio exercise to keep my heart healthy far outweighs the slight risk of a Covid infection. But that is me, your results may vary, and I am the last one to say what is good for the goose is good for the gander.

Yes, I am very much looking forward to the year ahead and the getting back to normalcy. My hobby and my friends have helped me get through this tough year. Like many of you I've adapted to much of the current situation. I've had time to go back to selling on eBay, something I hadn't done for 10+ years. I've learned new technologies such as Zoom to keep in contact with friends and other hobbyists. Even went back to school, helping my grandkids deal with online learning from our house.

While the fellowship of selling trains at shows, the friendly back and forth repartee, and meeting old friends and finding new bargains and treasures will always be an important part of this hobby, something else emerged this past year. Shooting the breeze with you was missed more than I thought. I always thought I could be Robinson Crusoe on a deserted island, this past year proved otherwise. As much of an Oscar the Grouch I think I am, I truly have missed being in contact with so many of you.

Stay safe until we can get together again.

- Chris

PICTURES FROM THE NOVEMBER TAILGATE MEET



Only a partial view of the Elks Lodge parking lot where the open-air meet was held.



Angelo Lautazi has a bargain for you to buy, afterall it's a Pennsy GG-1 and doesn't belong in his New York Central stable.



Terry Gibbs simply set up a few tables and set tubs on the ground and the crowds began to gather round



Yes, we even had a few members drive up from the Tucson area to join the meet



Hard to see VP Mike Dietrich in the shadows of the Division popup minding the test track and raffle prizes



Steve Bienstock setting up before the crowds arrive, had tubs of Plasticville



TCA Rio Grande Chapter News

By Gregory Palmer TCA 94-39039



As I have said before, what a difference a year makes. As I am writing this news article, our 2020 Pumpkin Meet would have been held with all the fun, trains and friends that take place every year. All we can do is hope we can have a 2021 Pumpkin Meet next October.

In regards to 2021, and our January Meeting and Meet, I hope the New Mexico State Health Order expands large group meetings to 50. I am worried that our Meeting will come just after the Holidays and we could have a large surge in cases, causing an extension of the Health Order of 5 people. As you have noticed the Desert Division is having a Tailgate type of Toy Train Swap Meet in November. I have checked here, and if we tried it the Meet would violate the current State Health Order for large groups.

Your Chapter Board of Directors will have a teleconference Meeting in November to address the up coming year (2021). We need to find a larger Meeting Room for our regular Meetings, this for social distancing, and where we would not have to clean the room afterwards. Please be patient with us as we move through this difficult time. Each State has different regulations, and we must cope with the New Mexico Health Orders. I will keep all of you posted. I miss seeing all of you and hope everyone follows the Mask

order, and that you are keeping safe. I want to see all of you at the first Meeting back. Please no bad health news.

I hope all of you know that this is the 50th year of the Cumbres and Toltec Scenic Railroad. In 1971 the States of Colorado and New Mexico purchased the Railroad from the Denver and Rio Grande Railroad. I worked for the 1st operator Scenic Railways Inc. from 1974 to 1979. They were great summers, and I have a lot of stories. My main job, on the Railroad, was lead Motor Car Operator, but I also was a Breakman, Yard Hostler Fireman, Carman, M&O road gang, and rear Motor Car Operator Fire Control Car. It was a fantastic job and I enjoyed it. Classic Trains has a Special Publication of the Cumbres and Toltec and the photo of the Snowplow special, my head can be seen on the right window of the caboose. What a wonderful day that was.

Hope everyone has a great and safe Holiday Season. Lets all hope 2021 will be a better year and we can get together again. See all of you soon.

(Editors note: Greg emailed this article on October 25th 2020, to be included in the November DISPATCH which was not published for financial reasons due to the Covid-19 pandemic.)

DESERT DIVISION TURNS 50!

At the TCA National Convention in June 1971, Desert Division came into being. That means this year is our 50th birthday or Anniversary which ever way yo want to look at it. Because this topsy turvey situation we currently find ourselves in will not resolve in the short term, we should have enough information in a few months to plan for an exciting event later in the year.

In the past both the 25th and 40th Anniversary parties were held in the fall and our

50th will follow the same timeline. There is even a possibility that we will combine the Christmas and Anniversary Party.

But while we wait, you can get ahead of the curve and order the 50th Anniversary car today. The A-1 Beer refer in prototypical livery. We heard from so many operators that they did not want a "Billboard" car but something that looked realistic on their layout. So here it is, "The Western Way to say Hello" A-1 Beer reefer. Order yours today.

The Quickie Layout

Tim Halchuck - TCA 90-32077

"Honey, the grandkids will be coming to visit after Christmas, and you know how they love trains. So why **don't you make a quick, temporary layout for them to enjoy while they're here."**

WEEK-1: Hey, what could possibly go **wrong? I'll set up the trains my Dad** gave me for Christmas back when I was 6 years old; the 1666 pulling a freight set, with a 97 coal loader, a 164 log loader and a 182 crane. Not the actual accessories I had back in 1949, or the cars, but my actual 1666 loco, which I had powder coated, and 2466WX original whistle tender. It will be fun. Into the boxes to dig out the stuff.

WEEK-2: Last layout I built was a little wobbly, so I searched the internet for help and found **Westcott's "How to build MODEL RAILROAD BENCHWORK"** and ordered a copy. Studied it for a while and promised **myself I'd** follow it to the letter; joists, girders, keepers, flanges, gussets and all.

WEEK-3: Started designing the layout using my old plastic track templates. While looking online for layout suggestions I spotted a reference to a demo version of Any Rail, got it, and started using it to plan the layout. The program worked so easily I bought the upgrade full version. Tried many variations of my layout and it was so much fun I spent a couple of weeks just playing around.

WEEK-6: Made a list of the framework wood Westcott said **I'd** be needing and set out to the big box store. Brought the sticks home and laid out the cuts for the framework. But before starting work I had to clear a space in the spare room and find a home for all that stuff before starting the build. That took a bit.

WEEK-8: Started on the legs but decided the wood screws and counter-bore drill bit

that Westcott recommended would be better than my sheet-metal screws. Just another trip to the hardware store. Assembly went well; even made good girders and gussets. Framework was done but not exactly in record time. Decided on **1/4" plywood** for the top, **but a 4'x8' sheet wouldn't fit in my car**, so I got **4-pcs of 2'x4'**. Mr. Google said I **shouldn't screw the track directly into the plywood** and recommended using rubber, cork or foam between the track and plywood to dampen out the sound. I spotted some **2'x8' hard foam insulation sheet, 1" thick**, at the home store so I cut 2 of these in half and took it all home.

WEEK-10: Pulled open those old boxes of 027 track and 1122 turnouts that were sitting in the garage. But I remembered **those 1122s don't have the "non-derailing"** feature, and with the kids being 4, 6 and 11, maybe better to use 022 turnouts and O-gauge track. **Why not? I've got a bunch of them just sitting in boxes**, plus a lot of UCS tracks. My O-gauge tracks were a bit nastier than I remembered, so after waiting for the Covid restrictions to ease up I went to my local train store, **Burling's Tons of Trains, where yes, they really do have a 'Ton of Trains'**, and got what I needed. I also bought a vintage 156 Illuminated Station for when we run passenger cars.

WEEK-13: Before starting to lay track, I dragged out my best ZW to check the 022s. Discovered one of the ZW screw terminals was loose, so needed to take it apart. A few light taps with a blind pin punch tightened it enough. With the ZW open this was a good time to clean up the contacts and rollers. Getting back to the 022s, after sleeping for 20 years or so they were really sluggish, so I opened them up for a service. My idea of a **"service" didn't work so well**, but my buddy,

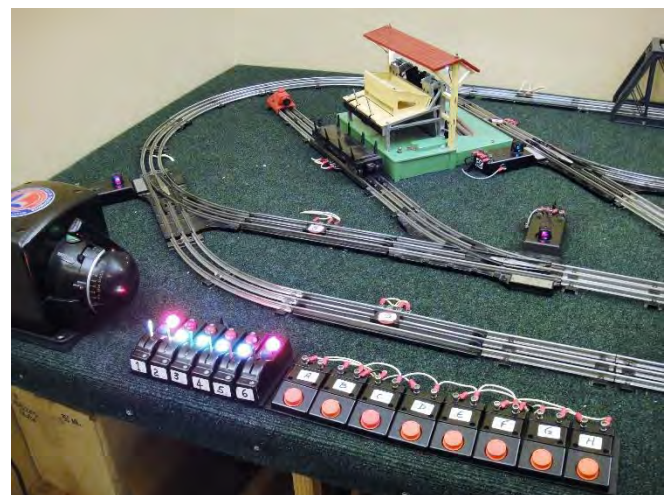
Mr. Google, told me about a posting by "servoguy" telling all about how to overhaul 022 turnouts to make them work like new. Followed his 4 pages of suggestions and got ALL of them working perfectly, but only after a few additional ideas of my own; adding a wire from the curved control rail to the metal strip and trimming away that **bit of "flashing"** on the edges of the lanterns. While overhauling and rewiring the controllers I found some bulb sockets that were a little wiggly (flickering lights), but a few taps with my blind pin punch tightened them up just fine. Decided to run the turnouts with a dedicated voltage line and now they snap to attention every time. Spent about 90-minutes to do each one, but **I'm only using 6 of them**. OK, the 90 minutes each did stretch out to over a few weeks. Remember, I had to do them twice after what turned out to be only a cursory attempt.

WEEK-16: Same kind of thing was happening with the UCS tracks. The soldered connections on the underside were badly oxidized, just like the turnouts, but after a light surface grind with my trusty Dremel, followed by reflowing every connection with new solder and adding a dedicated voltage line, they work every time. Of course I also needed to open up the controllers, straighten, clean and burnish the finger contacts without losing the tiny insulators located on the ends of a few of the fingers! Naturally the wires had become hard and brittle, so **off to Burling's to fetch** replacement controller wire. Only needed to do 10 of these. All-in, maybe about an hour or so each, but spread out over a few weeks.

WEEK-18: Back to the layout table. Laid down the plywood and the foam, then began laying the track on the foam following my *Any Rail* track plan. But the wood and foam sheets kept squirming around, so I put screws into opposite corners of each sheet to hold everything in place. Also decided to add a couple of joists where the plywood sheet edges butted together to make

everything solid. Had to get more wood for the extra joists, but they were out of stock and only had stuff that was a bit wider. Needed to wait a week for them to restock, so decided it would be best to wait to get the bench-work finished before continuing laying the track on the foam sheet.

WEEK-20: Joist material arrived, was easily fabricated and the tabletop was holding firmly. Put the **¼" plywood and** foam sheets back in place, tacked down the corners and began putting down the track. Laid out the UCS and turnout motor locations on top of the foam to show where to put the holes for the wires; 10 for the UCS tracks, 6 for the turnouts, 1 each for the 97, 164 and 182. **Drilled ½" holes** through the plywood and foam for the wires. Discovered later that **¾"** holes would have made things easier. Still needed to decide where to locate the 022 and UCS controllers. After contemplating many different locations for a bit, maybe a week or so, I settled on grouping the six 022 controllers in a straight line starting next to the ZW, followed by a line of ten #90 pushbuttons to do the uncoupling part of the UCS controllers.



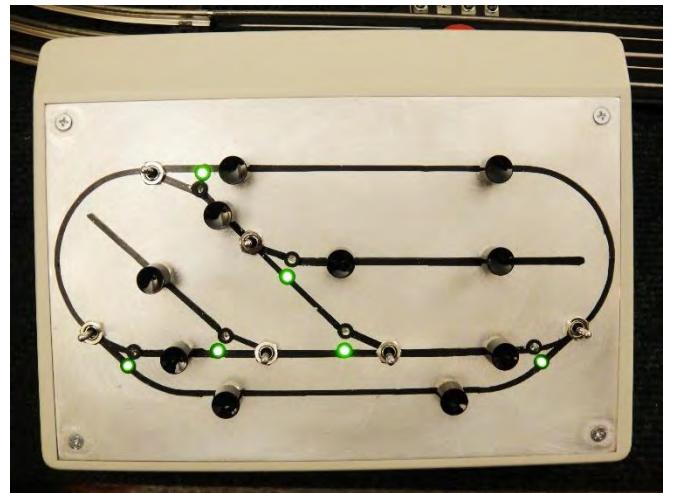
The "unloading" action for the two UCSs located at the accessories would be handled by actual UCS controllers located next to the #97C controllers. These accessory controllers would be strategically located to keep the kids spaced away from each other while they operate the accessories, and also

not too close to the ZW, 022 turnout and #90 uncoupling controls.

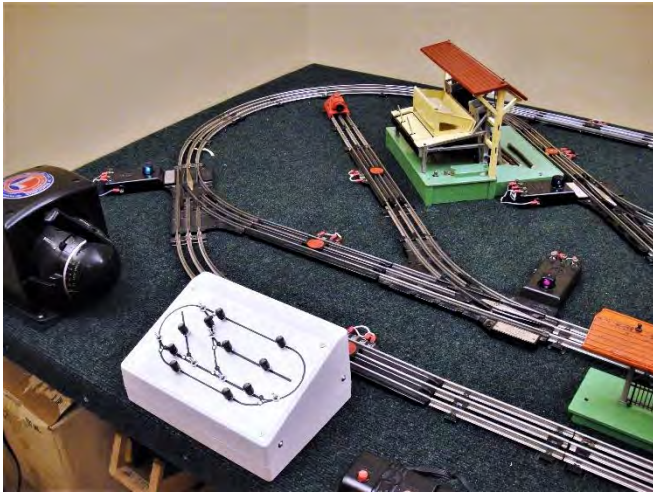
WEEK-22: Laid down green indoor-outdoor carpet and secured the edges to the table frame with finish washers and screws to make it pretty and to insure a high WAF (Wife Appreciation Factor)! Laid down the track and turnouts, remembering to insulate an outside rail on 1 section of track for the 156 station, being very careful to follow the layout exactly. Secured each turnout and every other track section with **1"** black Track Screws (from Ross, #921) so nothing would slide. The thickness of the track sleepers, carpet and hard foam sheet keep **the 1"** track screws from touching the plywood base but are long enough to keep everything from wiggling around. Poked an awl up from the under the table to find where the wire holes were located in the carpet and cut a small X-slit in the carpet to bring the wires through to the top surface. Pulled the wires from the underside using an old-fashioned button hook. Worked great. Because I had attached little plastic bread-bag clips to identify the wires, everything went without a hitch. Tinned the ends of each wire and attached a crimp-on #4 eye-terminal for attaching the wires to the turnout motors and UCS track. Got a barrier strip and fastened it to the table framework just beneath the ZW for power distribution to the various locations; 10v for the 022s and UCSs, 14v for the accessories, and a set for my three track power connections. I think the wiring was the hardest part of the entire job; lying on my back and inching around to match the wire with its hole. The bread-bag clips really helped. Screwed some cable clamps into the framework to dress all those underside wires to keep them from hanging down.

WEEK-25: Finally got to run a train. Pulled out a 623, a 3451 and a 2452 and ran them forwards and backwards, up and down the sidings, checking the non-derailing turnouts and the UCSs. Watched for slow downs to

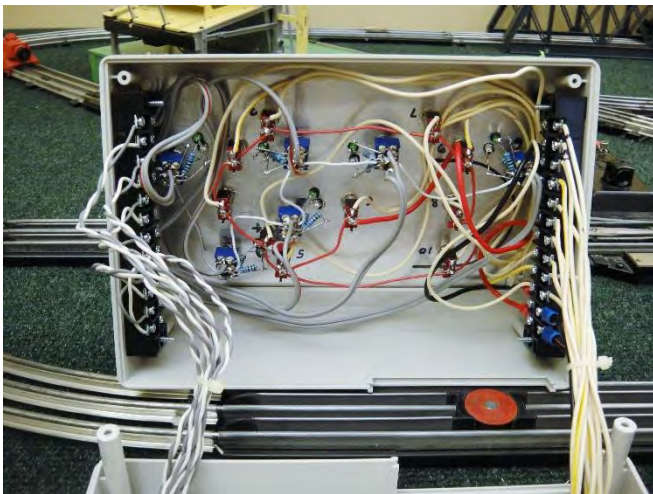
see if the three track power connections were enough to keep everything stable. All worked as expected. But **one thing didn't** work, ME. **I couldn't keep clear which** controller controlled what! Tried labeling each with numbers and letters but I still kept getting confused. **If I couldn't keep them** straight how were a 4, 6 and 11-year old going to do it? I finally hit on it; a small sloping panel box showing the layout on the panel face, with miniature toggles and pushbuttons located appropriately on the panel face to activate the track. Turnout direction indicated by 3mm LEDs, red and green, next to their mini switches to match the turn-out lanterns.



The hunt on Google, EBay and Amazon for the appropriate parts took a bit, but I found what I needed. When everything finally arrived I rigged up a toggle and LEDs to check it out. Discovered **today's "ultra-bright" LEDs (10,000mcd;** millicandela: about 10 candlepower) are not the way to go unless you plan to wear dark glasses. Tried some 450mcd but I thought these were also a bit too bright. Eventually found some 150mcd. These lower intensity LEDs were not so easy to find and took a lot of on-line searching, but I eventually found them and wired up my control box. The control box takes up a lot less space than that line of Lionel controllers and now **it's** easy to see what each switch does.



Gathering the parts and wiring the box took a lot of time, but it was well worth it!!



WEEK-29: Now on to cleaning up the accessories. The #97 Coal Loader and #164 Log Loader both worked OK when I last used them, but it was 15 years ago when I did an **overhaul**. These both looked a little "dry" so I cleaned up the motors and brushes, oiled the bearings and greased up the gears. Both accessories still run loud, but this should **grab the kid's attention**. Not happy with the log lifting system. The tips of the log grabbers on the chain lightly rub against the **base and sometimes "flip" the logs** instead of letting them slide into place on the chain lift. **Can't see any way to move the mechanism** to keep the grabbers from rubbing, but everything does work, even though the lifters miss a log or two.

WEEK-30: Never worked on the 182 Crane after I bought it. Wires were crumbled and

broken, so no time like the present. The crane itself was blocking the two front screws holding the cab to the mechanism and two of the screws holding the top platform to the superstructure. The worm gears that rotate the crane mechanism refused to be turned by hand, so the only way to move the mechanism was by activating the motor. I got a 1033 transformer, clipped one lead to the superstructure and with a needle probe connected to the other I poked at the motor terminals until I found the one that would rotate the mechanism. Once I had access to the screws I removed the cab and the platform to get at the works. Using the wiring diagram **from Greenburg's repair manual** I numbered the terminals on motor and the phenolic strip in the base so I **wouldn't get lost while replacing** the wires tucked into the girders. I used original wire colors and was very careful not to disturb the motor field wires wrapped around the tips of the motor bobbin. Break one of these wires and the job increases 10-fold. Added a ground wire from the cab mechanism to the **"common" terminal** on the phenolic strip so **I wouldn't have to rely on the** conductivity of the superstructure. Cleaned up the motor and brushes, degreased the worm gears and lubed them with Teflon grease. For the controller I got some 6-conductor wire from **Burling's** then searched the web for a wiring pictorial. After cleaning up the finger contacts in the controller I replaced the 6 wires following the color pictorial I got online. Discovered I had misinterpreted the #1 and #4 controller terminals shown on the pictorial, so had to tear out the 6 wires and start over. That done, Cab left/right and Cable up/down worked perfectly. Put some sticky-backed aluminum tape inside the cab roof above the red bulb to keep the bulb from melting the cab roof and slipped the cab onto the mechanism, secured the cab with its front screws and bolted the top platform to the superstructure.

Because there are no screw terminals for attaching the controller wires to the crane I decided to wire two 3-pin Molex connectors to the phenolic strip under the crane base (6- or 9-pin were too fat to fit under the crane base) and a matching pair of 3-pin Molex connectors on the end of the controller wires. **This way I wouldn't be** stuck dealing with six feet of 6-conductor cable and could make my connections from under the table. I used this idea 15 years ago for my Lumber and Coal accessories; no wires running across the tabletop. Because the #165C Crane controller has no mounting holes for attaching it to the table top I used a piece of sticky-backed **Velcro "hook"** on the underside of the controller to hold it in place on the carpet.

WEEK 34: Accessories overhauled and tested, track laid, turnout and UCS controller box now all in place. A drop of oil on the rolling stock wheel bearings and loco gears, a wipe-down of the track and the test run went almost without a hitch. Just need to replace a few knuckle coupler springs and clean/lube the whistle motor on my 2466WX. It was fun seeing my old 1949 **"consist"** running again after so many years.

Now **I'll cut up some cardboard strips** and get some plaster cloth roll so the kids can

make mountains and roads. It should be fun letting them do the **"weathering"** for the mountains and buildings and making a few trees. Still have a few unassembled buildings **they can put together** (I'll leave the Ellison buildings I made from scratch in their boxes), and **I'll** need to unpack those cars, trucks busses and people. I'll probably need to get a backdrop.



"The Quickie Layout" is finally done. Took only 34 weeks with 9 weeks to spare before the kids arrive!

For those of you who want to follow the advice of "Servoguy" that I used for the 022 switch overhaul here is the message thread: <http://cs.trains.com/ctt/f/95/t/164691.aspx>



RAILROAD



- CHANGE



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FOR SALE: Greenberg's Guide to Lionel Standard and 2-7/8" Gauges, 1901-1940. \$100 plus \$7.00 shipping. Please call Bruce Greenberg, 703-461-6991, 9-9 Eastern to order or visit his web site, www.sykesvillehistory.us

FOR SALE: Southern Crescent Limited Passenger 5 Car Set 9530-34 never out of the box \$225. Dan Martin 520-360-0519 dannieaz@cox.net

FOR SALE: 2 each Lionel 6-16360 N&W Maxi Stack \$50/ea. or \$90/pr. - Lionel 6-16912 CN Maxi Stack rough box but complete \$50 - Lionel 6-16322 Sea Land TTUX \$45 - Lionel 6-26908 Apple Computer TTUX \$45 – Lionel 9578 & 9580 Burlington Zephyr Passenger & Observation \$70/pr. - The Standard Catalog of American Flyer Trains by David Doyle \$45 – Plasticville Sets & Price Guide 1989 edition \$20, Chris Allen 480-820-9559 sparkyshome@cox.net

WANTED: Plasticville. The new layout has a farm scene and I need a red/white barn, a house, farm animals and horses, fencing. If you can help, please contact me: Peter Atonna mjatonna@gmail.com

WANTED: for my collection. Lionel prewar and postwar engines in master cartons, scarce separate sale items such as Lionel scrapers, bulldozers, boxed autos, Lionel 6464-700 Santa Fe, -900 New York Central, -250 Western Pacific, -450 Great Northern boxcars in Type III body molds, mint freight cars in high grade original boxes, 6414 Autoloaders with autos in yellow, brown, or kelly green with grey bumpers, following cars in separate sale boxes: 6352 Culvert car, 6352-1 PFE icing car, 3460-25 Piggyback car, any rare Lionel items. Bill Sivley 281-804-3629 or mrwls911@yahoo.com

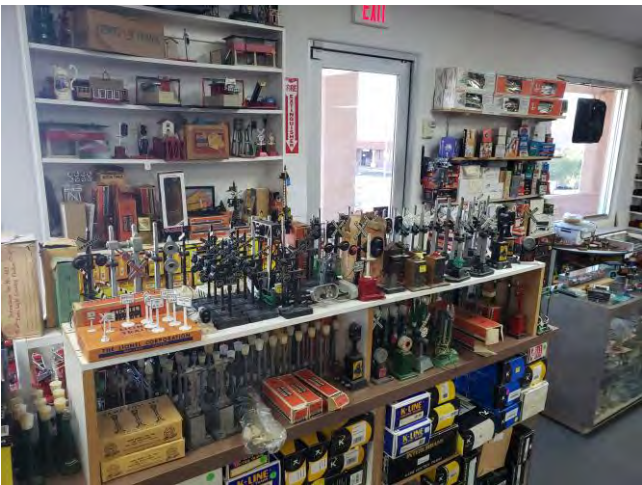
WANTED: Do you have a postwar Lionel steam engine laying around that you are stripping for parts, or worse? Contact me I want to bring those old steam engines back to life. I'll be back in town in early November with spare parts for all your needs. Give me a call for your parts or if you have a steam engine that needs a new home. - DeLon Freije 701-331-2837

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. Contact Editor when your item sells so space can be made available to other members.

****DEADLINE FOR AD's – THIRD SATURDAY OF THE MONTH ****

The Back Page – Late news or items that did not fit elsewhere

A trip to Fountain Hills and Ton of Trains, the last brick and mortar train store in the Division. Ken Burling's family have cleaned up the store and are still open. Stop by and visit.



Irvine, CA June 19 – 28, 2021

DIVISION MEET DATE & LOCATION

B.P.O.E. Phoenix Elks Lodge #355
14424 N 32nd St
Phoenix, AZ 85032



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CELEBRATE WITH US!

The Desert Division is 50

1971 - 2021



But wait, there's more!

The A-1 Beer car wraps up the Arizona Brewing Company story. Our first two cars in the series featured the prewar Apache Beer brand. After the war, all Arizona drank Arizona Brewing Company's A-1 Beer.

Is that all? Absolutely not!

Our A-1 Beer car comes in two versions to help celebrate the Desert Division's anniversary. Hint, the other car may have the number 102021.

This limited run of Lionel's mechanical reefer is expected in Spring 2021. Check below for special pricing.

Please send me:

_____ single cars (our choice of number) @ \$84.99 (shipping included) \$ _____

_____ two car pairs, one of each number @\$154.99 (shipping included) \$ _____

Name: _____

Address: _____

City _____ State _____ ZIP _____

Please make checks payable to: **Desert Division** and mail to:
Desert Division 25375 N. Feather Mountain Rd. Paulden, AZ 86334
You may use a credit card or PayPal by going to: tcadd.org



**TCA DESERT DIVISION
MODEL & TOY TRAIN
OUTDOOR SWAP MEET**

SATURDAY February 13, 2021

9:00 AM - 11:30 AM



B.P.O.E. PHOENIX ELKS LODGE #335

14424 N 32nd Street Phoenix, AZ 85032

32nd St. Between Thunderbird and Greenway

Exit 11 or 12 Piestewa Fwy 51

TRAIN MEET HOURS

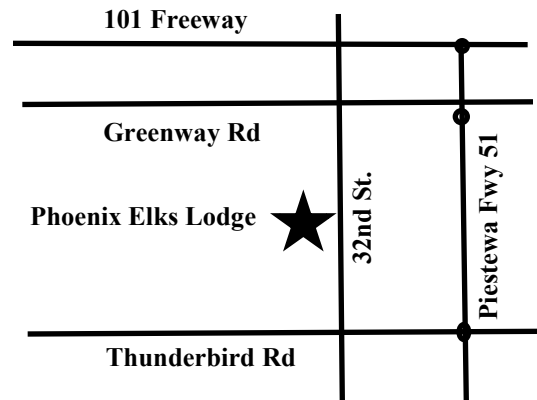
SAT, February 13, 2021

9:00 AM - 11:30 PM

Admission \$5

**Children under 16 free w/
adult admission**

**First Responders & Military
free admission with id**



(Map not to Scale)

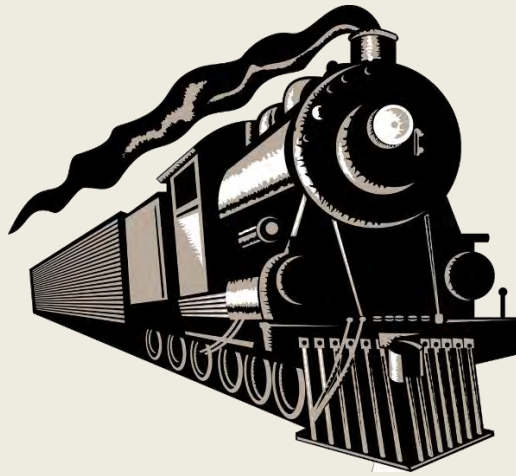
FACE MASKS REQUIRED

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 - **Free Parking on site for your convenience**
 - **It's all about the trains! - All GAUGES - New & Preowned**
 - **Trains from Grandpa's attic to current production**
 - **Vendor tables loaded with bargains just in time for the season or your holiday gift**
 - **Multi-scale Test Track - test your purchases on site before you buy**
 - **Have a Train to Sell? Multiple Vendors on site will BUY your train TODAY!**
 - **Easy access from Piestewa Freeway 51**
- *** Please note; Due to the current situation we will observe all AZDHS regulations regarding mass gatherings - Visit our website TCADD.ORG for latest show information**

TOY TRAIN AUCTION

TCA Desert Division presents - Souper Bowl VII
SATURDAY JANUARY 30th, 2021



OVER 300 Lots - 98% No Reserve

* * NO BUYERS PREMIUM! * *

Lionel — American Flyer — Marx
K Line — MTH — Atlas

Operating accessories, Paper, Railroadiana
Pre War Collectibles & Post War to Modern era trains

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Preview 8:00 AM - Auction Starts promptly at 9:00 AM

NOTE: Face Masks REQUIRED to be worn inside auction room

Admission \$5 includes printed catalog or preview catalog online [TCADD.ORG](https://tcadd.org)

Contactless box lunch provided
\$5 suggested donation