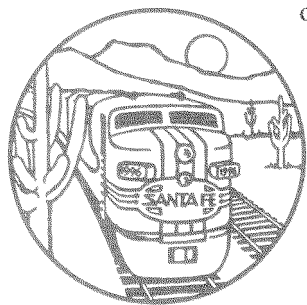


TCA Mission: To preserve an important segment of history – Tinplate Toy Trains – through research, establishment of collecting standards, education, community outreach, fellowship and to promote the growth and enjoyment of the hobby.



# Desert Division

## DISPATCH

ARIZONA • NEW MEXICO • WEST TEXAS



Volume 33, No. 3

April, 2004

## SPRING TRAINING UNDERWAY!!

The Arizona "winter" has faded into a cool memory, and as temperatures rose to the low nineties, the always-young hearts of the TCA Desert Division faithful turned once again to dreams, discussions, and debates about the "hot" trains seen at the Jaycees Hall. A packed room listened attentively as treasurer Herman revealed that we have \$13,937.86 in savings and \$9,030.08 in checking. February's donation from raffle sales to the Trains 4 Kids program was \$25.50. New member Henry Pettit attended his first meet today, and prospect Earl Rasmussen came as the guest of Art Triant. The business meeting fell under the gavel of Vice President Katie Elgar, filling in for Chris Allen who had obligations out of state.

The April meet will once again be the now nationally famous "Pizza Meetza and Auction." Free pizza for all, and up to 100 lots of trains with no reserve. So bring an empty stomach and a full wallet on April 10. This time of year also signals the start of the Spring Raffle. Tickets are \$10 each or three for \$25. Great prizes this year include a K-Line black Santa Fe F3, Lionel Berkshire, and a Lionel Hobo Hotel. The drawing will occur at the June Division meet. And as is true for our other large raffles, you do not have to be present to win. As a separate raffle the club is offering chances on an O-Gauge Thomas the Tank Lionel train set. These tickets are \$3 each or 2 for \$5.

Gordon Wilson announced that he needs pictures for a "national scrapbook" which will be on view at the 50<sup>th</sup> TCA Convention in Pittsburgh, and at the TCA Toy Train Museum in Strasburg thereafter. If you have vintage photos from the club's distant past, by all means get them to Gordon. They will become a permanent record of the club's fifty-year history and cannot be returned.

Keith Sweet was appointed after-meet visitation coordinator, and the Kids Club awarded 40 certificates to people who participated in the Hill Climb at the Arizona Train-O-Rama on March 6.

The Educational Segment began with Tom Stange's explanation of the TCA #1 Set, produced in 1965-1972, beginning and ending in Pittsburgh. The first car was a blue 6464-1965 box car, of which 874 were made and was a free gift to anyone who attended the 1965 Convention. In 1966, the Santa Monica Convention produced an orange bay window caboose. It came in two variations, painted to cover red plastic or made of orange plastic. In 1967 there were no current production Lionel toy trains, so Bill Vagel bought hundreds of Lionel's 6464 boxcars off dealer's shelves and had "brass" plates made to put in place of a door on one side. These Baltimore convention cars came in Central of Georgia, B&M, Great Northern, WP, D&RG, AT&SF. Because of the rarity of some of the cars, fraudulent brass plates have been made to fake a car. However the original plates are really aluminum and the silver finish is visible on the backside of the plate. The frauds are brass finish on both sides.

In 1968, the Cleveland convention added a tender shell for the set. Some had white lettering and others had gold or silver lettering. In 1969, the Clearwater Convention chose a red hopper car. Chicago, in 1970, produced another 6464 yellow boxcar. For the Disneyland Convention in 1971, Ward Kimball created a Mickey Mouse boxcar. However, on some cars Mickey has a full smile and on others he has a half smile. Gordon has a true curiosity, full smile one side, half the other. The year 1972 brought the Convention back to Pittsburgh. To complete the set, Lionel produced a tanker, and a separate turbine boiler front with flags and decals was made to complete the set. A locomotive was not provided, just the boiler front.

### COMING UP...

**April 10**     **Pizza Meetza and Auction**     **Jaycees Hall – 9 AM**  
**April 16-17**     **Eastern Division Meet – York, PA**  
**May 8**     **Regular Division Meet – Jaycees Hall – 9 AM**

Cole Gibbs brought in a little train, a set made right after World War II in Sydney, Australia. The Ferris Set is an electric passenger set. Cole also brought in an 1909 Lionel reducer, a device to reduce the current going into the trains, so they won't burn up or electrocute someone of the first circuit of the track. Bill MacDowell brought in a building from the 1920's and a present for Gordon Wilson, a box from 1970 housed a Premium Saltine box (low carb, no less) car with trucks, signed by Bill himself.

Paul Wassermann brought in a streamliner, which looked like the Lionel Hiawatha on steroids. John Daniels in California made it. A call to Jan Athey, the TCA Librarian, produced a copy of a letter dated 3/8/01, in which John said he had made 250 of these sets, as well as 50 standard gauge GG-1s.

A Mystery Box brought in several bids, with the winner being Art Triant; the Silent Auction of a signed Angela Trotta-Thomas boxcar went to Keith Swett.

The Mystery Greeter, Sam McElwee, named Mickey Johnson as the winner of the 10 extra tickets. Nathaniel Davis pulled the first winning raffle ticket. It went to Jonathan Peiffer, who took the Hudson ticket. Other prizes were as follows:

Bill MacDowell	Lionel Airplane Hangar Building Kit
Paul Wassermann	Lionel TCA Gold Gondola
Paul Wassermann	Lionel MADD Boxcar (donated to Kids Club)
Katie Elgar	Lionel Reading Reefer
Ken Barnes	Lionel Reading Bay Window Caboose
Sam McElwee	Hat/ Plasticville Shanty/ Pamphlets
Bill East	Plasticville Trees/ HO boxcar

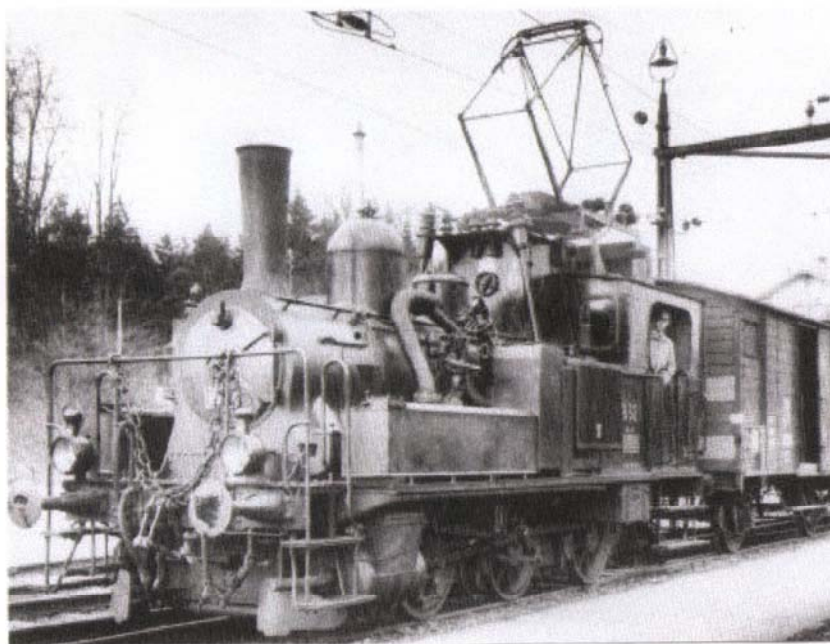
VISIT OUR WEB SITE: [www.tcadd.org](http://www.tcadd.org)

Ernestine Bong drew the ticket for the \$100 bill. It went to Brad Martin of Fountain Hills.

Following the meet the group disbanded in order to reorganize at Dave Brown's for a layout tour.

## Trivia is Back!

Now you need to figure out what the answer is. Is the picture below a hoax or a real engine, and if real, where might it have been used and why? Email or phone your answer to Desert Division President Chris Allen at [sparkyshome@cox.net](mailto:sparkyshome@cox.net) or call 480-820-9559. Remember you only get one guess but the first correct answer gets 10 raffle tickets for the April meet. If you win but are unable to make the meet, your prize will be mailed to you at our expense.



## PRESIDENT'S MESSAGE

Greetings to you all!

Going from a beautiful spring picnic to an all-you-can-eat pizza meet. We sure love spending time together, with or without good food, out here in the desert! Hope you were able to make it out for the Ray Korte Memorial Spring Picnic. Sharing the day with the TTOS Grand Canyon Division and our hosts, the Paradise Pacific Railroad Club, we took over the largest Ramada at the McCormick-Stillman Railroad Park for a great day of fun. I've written an article about our day elsewhere in this issue and I hope to have some extra photos up on our website by the time you get this issue.

Yes, it's time for the best smelling meet of the year. (I'd like to say best tasting because Beth Stange always does a great job getting a varied menu of pies for our annual fest, but I still remember some of the goodies I tasted at the picnic.) The April Pizza Meetza looks to be another day of fun, friends, and food, *plus we'll even throw in a train auction!* Peter Atonna has agreed to come down from the high country again to be our auctioneer, so make sure you clean out under that train table and bring those long forgotten treasures to the April meet. Chet Henry still has a few auction lots available so bring your items to the meet and see him. I suggest that you buy your monthly raffle tickets early as a dozen or so will be pulled (and put back in the hopper) for a free soda with your pizza. A few years back I did a tally to figure out how many pizzas the Desert Division has consumed over the years. Check in next month to the updated total as we add another 320 slices to it. Our hosts, the Scottsdale Jaycees, have a wedding reception planned in the hall again this year after our auction. We will need to re-arrange the hall for the auction but, as we did last year, make it easy for the wedding coordinators to get to the bar area via the back wall. The auction is scheduled to run its full course, but to allow this, the wedding decorators will be in the hall Friday so we might have one of more decorated meets in our history as well.

I am in the process of putting together the Desert Division Annual Report for the National Convention in Pittsburgh, and copies should be available soon. I have also been asked by one of our members to propose a change to the National Bylaws regarding membership renewals and have submitted it for consideration by the National Board of Directors at the Convention. If you have a similar request for a National (or even at the Division level) change, I need to hear from you promptly as the deadline is rapidly approaching. We will also be making our final presentation to host the 2009 National

Convention here at the JW Marriott Desert Ridge. On a recent tour with the Convention Committee, I was totally taken in by the beautiful grounds that surround this magnificent facility. This is truly a world-class hotel and I believe that the Desert Division will again rise to the occasion and host a fantastic Convention.

One of the more difficult tasks in planning an event that will take place in 2009 is trying to figure out what might pique the curiosity of train collectors. Fund raisers need to offer unique items yet still be practical so that they can run or accessorize layouts. I thought we had a real winner, until Valley Metro Rail threw me a curve ball. Working with K-Line, I was looking at modeling a simple Light Rail Vehicle in Valley Metro colors. I have been following the Light Rail system with much anticipation as the main switching and maintenance yard is currently under construction about three blocks from where I work at 48<sup>th</sup> St. and Washington in east Phoenix. The Light Rail system is set to debut in the Phoenix area in late 2007, and I thought this would be an obvious winner. As I said, I was all set until Valley Metro Rail announced last November that they awarded the LRV contract to Kinki Sharyo Co. of Japan and not Bombardier. You only need to open the current K-Line catalog to see all the current production Bombardier trains offered. While painting cars in a different color scheme would have been an attractive and economical option, the complete retooling for a limited run of these vehicles that are only used in New Jersey, Dallas, Santa Clara (CA), and Seattle did not seem economically feasible.

Thinking back to what worked in 1997 I started looking at (you guessed it) another mining train. There are enough additional ore cars available from the various museums, clubs, and manufacturers to expand the set, which was another plus, so I needed only to match what tooling the manufactures had already set up to a line that ran in Arizona. The Arizona & California Railroad that ran in northwest Arizona from Parker to Wickenburg was our choice last time, so I decided to focus a bit farther south. I must confess that I am not much of an Arizona rail historian and my home library is a bit sparse with only one book on the subject; therefore, I contacted Mr. Avril Foley at the Mesa Southwest Museum. I first met Mr. Foley when the Desert Division assisted the Museum last year with their model train display, and he was most happy to assist me in my search. What we came up with is sure to be a colorful winner! The Arizona Picacho Red Iron Line (Florence Oracle Olberg Loop). The Arizona Picacho was a short line that connected the mines in the



Florence and Oracle areas to the mainline outside of Olberg. What is unique about this line according to Avril was its misnomer of red iron in a state famous for copper and its adopting a striking green and orange color scheme with its dieselization in the late 30's rather than "iron red." Mr. Foley went on to explain that there was no record as to why the management decided on these quasi "Great Northern" color schemes, but they caused quite a stir at the time. (Avril said that a common joke at the time was the company was in such financial dire straits that they choose these colors rather than the red that was showing up on the balance sheet every year.) The color photo he showed was indeed striking. The green is almost shamrock in color, so contrasting it to the orange must have made quite a sight to anyone who was lucky enough to see the AP shunting the ore cars in rural Arizona. Since the Arizona Picacho made it into the diesel era (barely), we can offer a set using the 2-6-0 Mogul steam locomotive, or my choice of the Alco S-1 in the aforementioned green and orange. It is anticipated that the set will consist of a locomotive and either 3 or 4 ore cars, depending on the need for a tender along with a bobber caboose. Let your Desert Division Board of Directors know your preference for a motive power. The proposed K-line set is expected to sell for under \$100 and will be uncataloged with a set number 4-12004.

Looking forward to seeing you soon!

Chris



### GOT YOUR TICKET? SPRING RAFFLE HAS BEGUN

This year's Spring Raffle is sure to please everyone. The prizes, which can be viewed on our website ([www.tcadd.org](http://www.tcadd.org)) include the following: A) Black Santa Fe F-3's by K-Line, B) Lionel Berkshire locomotive and tender, and C) Lionel Hobo Hotel. Tickets for the three superb prizes in this raffle will be available for purchase during the April meet, and continuing through June. You do not need to be present to win a prize, so be sure to buy your tickets, fill out the stubs with your name and address, and place the stubs in the appropriate raffle tin. The cost is \$10 per ticket or three for \$25. Yours could be a winning ticket on June 12<sup>th</sup>, but only if you participate. Don't forget! Get your tickets during the next meet and support your Division in this fund-raising activity.

### DESERT MARCH MADNESS(?)



Top: Cole Gibbs is seen here expounding upon the Australian Ferris Set, while in the next photo down, he seems to have the undivided attention of those in attendance.

Bottom: Ernestine Bong and Bill Freeman seem to be deeply enthralled in conversation.

**ENROLL YOUR CHILD(REN) IN KIDS CLUB**  
Use the form found elsewhere in this bulletin.





Here is Paul Wassermann's JAD Hiawatha Passenger Set. About 250 of these were made. This is Set #2.



Katie Elgar tries her hand (notice the left one) at auctioneering off one of the Division's Mystery Boxes.

## MARCH MADNESS CONTINUED



Cole Gibbs, Jerry Calkins, and Ivan English enjoy (probably) one of Cole's myriad of subtle jokes.



Bill East and his grandson "E.J." make the rounds at the Drinkwater Jaycees Clubhouse.



Brad Martin wins again! It seems as though Brad always wins a prize at one of our Meets. This month it was the \$100 bill of the Hudson Raffle. Do you have your raffle tickets yet?

VISIT OUR WEB SITE: [www.fcadd.org](http://www.fcadd.org)

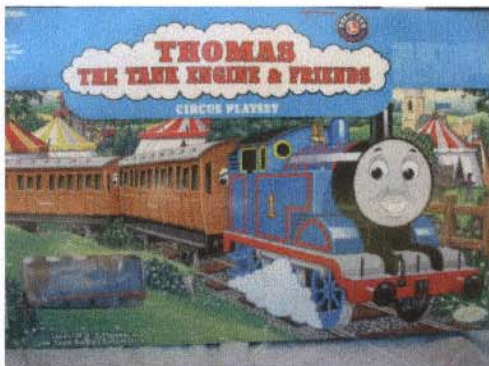
## DESERT DIVISION SPRING RAFFLE '04

The Desert Division is proud to announce this year's Spring Raffle. First Place is the highly sought after K-Line Black Santa Fe Warbonnet F-3 A-B-A with TMCC and the works! Second Place is a Lionel B&O Berkshire with Railsounds and smoke, while Third place is a nice operating accessory, the Lionel Hobo Hotel.



Don't miss out on any of these fine prizes this year. Remember you do not need to be present to win when the drawing is held on June 12<sup>th</sup> at the June meet. Price is \$10.00 each or 3/\$25.00

**AND DON'T FORGET THOMAS! HELP TO PAY OFF THE ZOO TABLE PROJECT WITH YOUR PURCHASE OF A \$5.00 TICKET. DRAWING WILL BE HELD RIGHT BEFORE THE PIZZA MEETZA AUCTION ON APRIL 10<sup>TH</sup>!**





## RAY KORTE MEMORIAL SPRING PICNIC

By Chris Allen, TCA 95-40580

Don't you just love it when the old rhymes come true? You must know the one about March coming in like a lion and going out like a lamb. Well considering that in the first week of March we had a freak hail storm and temperatures that never made it out of the 60's, I guess you could call our spring picnic's mild 84 degree day just another one of our typical beautiful picnics that we have grown accustomed to. I received a very nice email from Mike Andrews President of Nor-Cal apologizing for the scheduling conflict, as seven of our members went to Santa Clara, instead of eating hot dogs here. Instead of racing around a meet looking for that elusive car to add to the collection, those of us at the McCormick Railroad Park raced around looking for the ice cream cooler. Seems a certain Division member enjoyed pulling the string of a fellow ex-New Yorker and "hid" the ice cream right next to his table! Sharing the day with friends from both the Grand Canyon Division of the TTOS and our host club Paradise Pacific (who saved us the \$50 again this year, THANK YOU!), those of us in attendance had a wonderful time eating and telling stories. The TTOS Grand Canyon and TCA Desert Division have been holding a spring picnic farther back than my personal records show (1989) and even then it was a well established fact that these two organizations loved to put "on the dog." (As always my puns are intended.) In keeping with that fine tradition, both clubs carried on faithfully. In a true show of bipartisan fellowship, the Hot Dog Grill Maestros this year were Pete Coleman and the First Lady of the Grand Canyon Division, Delores Bean. While they were making sure that the dogs were plump, juicy and cooked as only you liked 'em, the sodas had been iced, and as always, the dependable scout Bill Schulte, made sure everyone had plenty of ice cream sandwiches (when we could find them)! As for the rest of us, well sir, there was a table full of salads and more cookies, pies, and cakes than even the cookie monster could eat (though many tried). A great big thank you to all of the fine folks who brought something to share. We had a fabulous day, including DeLon Freije who continued his recent tradition of setting up one of his G scale locos and running it to the delight of all, including the passengers of the park's own train ride! But all good things must come to a close, and even with the enjoyable weather and friends, we held a fire sale for unused hotdogs and buns along with condiments and chips and then proceeded with the mystery box auction and raffle prizes. Many happy winners took home some great new rolling stock from Lionel, MTH, and K-Line. We would also like to thank Steven Palmer of the Arizona Train Depot for his donation of several pieces of rolling stock from K-Line. With all the raffle prizes awarded and the coals growing cold in the barbeque pit, we decided to head for the exits for another year. If you missed it, we are sorry we missed you. Make sure you mark your calendars now for the 4<sup>th</sup> Saturday in March in 2005 as this group will get together again for another hot diggety dog good time. I hope to see you then!



Perfect weather, great friends, and a picnic, what more can you ask for?



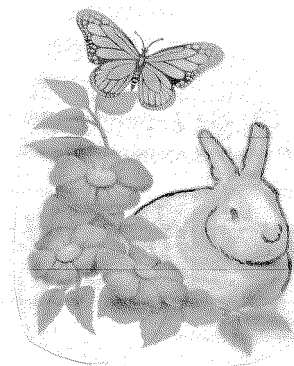
"I'll trade you some catsup for some relish, Selma."

**ENROLL YOUR CHILD(REN) IN KIDS CLUB**





Davis and Jeanne Illingworth continue to be honored for their philanthropic efforts. Pictured on the left is the recently completed \$20 million Assisted Living Care facility in Sun City, named the Illingworth Center, in appreciation of all they have done for the community.



## 2004 TCA NATIONAL CONVENTION

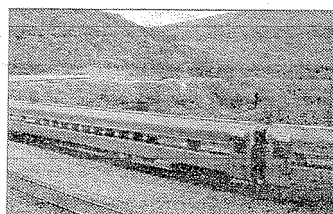
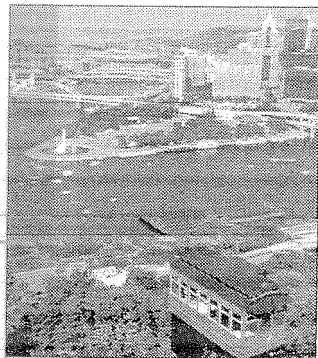
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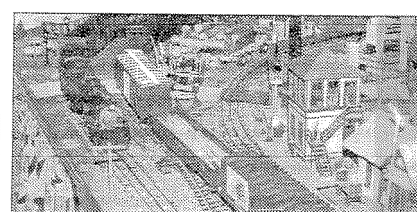
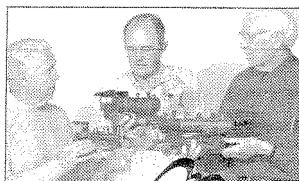
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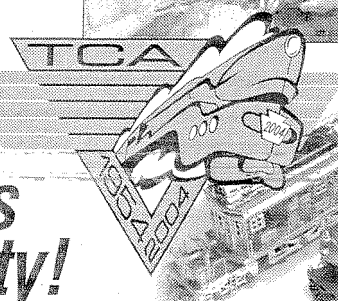
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## Desert



## Division

## NO CHILDHOOD SHOULD BE WITHOUT A TRAIN

## KIDS CLUB NEWS

By Rob Davis, John Huber, and Tom Plies

Here are three more thoughts on the subject of kids' collecting, edited from an article "Young Collectors" by H. Rinker.

C. A child's collecting interests will change dozens of times during his toddler and juvenile years. Be prepared to shift with them. Remember, you are nurturing a concept – preparing the child to become an active member of the adult collecting community. Children's collecting interests are influenced by many things, such as peer pressure and television, during their early years. Collecting is as trendy at the juvenile level as it is at the adult level.

D. As a child's collecting interests shift, preserve their collections for them. When the child becomes an adult and looks back fondly on his collecting history, he will be thrilled to learn that his collecting past is more than just memories. Adults tend to become nostalgic in their late 30's or early 40's. The antiques and collectibles market is fueled in part by individuals buying back their childhood memories, either real or wished for. Some resist the urge until their early sixties. Few escape.

E. Make collecting fun. Nothing destroys the joy of collecting quicker than becoming serious and, even worse, competitive. The collecting world is filled with joy – the joy of the hunt, the joy of holding an object in your hand, the joy of using what you bought, and the joy of sharing your experience and interest with anyone who will listen. Make collecting an adventure. A sense of excitement should fill the air. Make collecting a family activity. However, when taking this route, avoid rivalry within the family. Life is considerably better when each member of the family has a different collecting focus. Furthermore, this increases the fun of the hunt as each member of the family keeps his eyes open for objects of interest to the others.

Train-O-Rama on March 6 was great fun. Chris Allen, Thomas Plies, and Bob Herman all helped set up the two-track 40-foot racing runway and Kids Club table. Certificates were given to about 40 kids and adults who tried their locomotive racing skills. During the day several of our kids club members joined in. They were Gavin Brill and his dad Mike. Also, Melissa and Rebecca Pieffer and helpful dad Jonathan. Rob Davis helped with the races and making out certificates. Mike Brill, head of the event, donated \$50 to Kids Club.

Do you want to enroll someone "FREE" between the ages of 4 through 18 in the Kids Club? Use the form below. Give it to one of the Kids Club Chairs at the Meet on March 13 and we will see to it that it is sent on to the TCA National Business Office.



## Kid's Club Registration Form

PLEASE PRINT

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP Code \_\_\_\_\_

## SPONSOR INFORMATION

Sponsor Name \_\_\_\_\_ TCA No. \_\_\_\_\_

Phone No. \_\_\_\_\_ Relationship to Kid's Club Member \_\_\_\_\_

## BOARD MEETING

The next meeting of the Desert Division Board of Directors will be held on Wednesday evening, April 7, hosted by Katie Elgar. Members are welcome to attend. Please call 602-547-9010 for directions.

## WHERE THERE IS SMOKE, THERE IS LIONEL

by Herr Der April Scherz, PhD  
Maricopa County Community College

Hostilities in the late 1930's and 1940's, which ultimately led to World War II, impacted the international hobby of model railroading more than any current hobbyist could even begin to imagine. The toy train artistry of the British, French, Germans, Czechs, Italians, and Russians came to a screeching halt. Since 1945, in Europe, only Germany's Maerklin and LGB have regained their pre-war status. The same may be said about the incredibly detailed Japanese "lost wax" Brass castings of Tenshodo.

In the United States, the most dominant manufacturer of toy trains in the era of which we speak was Lionel. Ives had long since been absorbed by Lionel and although American Flyer and Marx were readily available, they were of little consequence or danger to Lionel in terms of serious economic competition. Now, let's "fast forward" to late 1945 and early 1946. The war was over and suddenly Lionel was light years beyond their competition, with such innovations as die-cast metal trucks, knuckle couplers, an amazing array of operating cars and accessories and perhaps best of all, realistic looking white puffing smoke. World War II officially ended on September 2, 1945 and not far behind that date was the appearance of a 1945 Lionel Train Catalog, albeit only four pages long. Hmmmm? One of the age-old questions was then and still is, "How was Lionel able to quickly retool from war time military production to toy trains in time for the Christmas season of 1945?" Unless they were aware of what the top secret Manhattan Project was all about they should not have had any idea about the Atomic Bomb or how it would shorten the war. The overt actions of the US government at the time indicated that a 1946 invasion of the Japanese Islands was imminent. One popular theory has it that JLC's gang secretly never stopped working on trains, a clear violation of Federal laws of the day. A somewhat more esoteric explanation is that Lionel had been provided with top secret, superior technical information by those little gray, three fingered creatures who were to make a big "crash" in Roswell, New Mexico later on in 1947.

The actual truth of the matter is that if World War II had not happened when it did, many of Lionel's so-called postwar innovations would have occurred much sooner. Nonetheless, the two main casualties of the war were the cessation of production in the "00" and Standard Gauge fields. It was, however, in that very same Standard Gauge line that Lionel had been doing so much of their research and development. Surely you must remember such things as the ultra powerful motors developed for the giant electric and steam locomotives of that era. Staying with this train of thought (no pun intended), there was also the lighted firebox to indicate the burning of the coal; the "chugger" mechanism, which was supposed to simulate the "choo-choo" sound of real locomotives; the mournful sound of a steam whistle; and yes, even interior rheostats on transformers to produce variable speeds.

Recently the discovery of some long forgotten research artifacts indicates clearly that the development of "realistic puffing smoke" was being worked upon when WW II began. It can be dated to the late '30's and to at least one line of Standard Gauge steam locomotive, the now famous 400E series. Prior to the closing of their Michigan factory, some of the company's brain trust delved into the contents of all the filing cabinets which had long ago been transported to Michigan from Hillside, New Jersey. Among the items discovered in a makeshift parts box (one of JLC's cigar boxes from Havana, Cuba) was a large bottle, filled with smoke pellets approximating the size of an aspirin tablet. Clearly emblazoned, actually "cut into" would be a better description, on each white pellet was an "L." Included with this Desert Division exclusive report are photos of both the oversized and labeled smoke tablet bottle and a close-up of the one of the pellets which was successfully extracted from the interior of this 65 year old relic. For size comparison, we are also including photos of a postwar smoke pellet and smoke pellet bottle. The difference is striking, although the labels on the bottles are quite similar.

Why has this development become of special interest for the Desert Division? To answer that, we must turn back the clock roughly 10 years. If you ever had the pleasure and opportunity to visit the late Ray Korte's collection, you saw the answer to that question, but until now didn't even know there was a question. Ray insisted that every train he owned had to operate just like the day it was made. For those of you who were fortunate enough to have visited Ray's substantial collection and layout, think hard and visualize the east wall of that substantial train room. It was there that Ray displayed some of his most prized Standard Gauge pieces. Among these was a black 400E. So far as is known, Ray never ran this engine. Instead, it sat on the display shelf with a funny looking "wad of cotton" flowing from its smokestack, resembling the stream of smoke from a real, moving steam locomotive. It never failed to garner a laugh or two, as everyone knew that a Standard Gauge smoking engine was something that Lionel just never made! If you were really lucky, and Ray had the time, he would take that loco down from the shelf and let you examine it. The reason for the grotesque looking cotton smoke facsimile was that, in place of the normal screw in the smokestack, there was an open hole. No one could ever figure out why this loco was not



assembled like all other known 400E's. There was simply nothing there – just an empty hole allowing for a clear view of the wire which led to the headlight assembly and under that, the leading pony truck. More than one observer casually remarked that an inventive “tinkerer” could easily figure out how to install a postwar smoke unit. In view of this recent discovery, those comments do not seem as far-fetched as one might have imagined. As a matter of fact, in all probability, this locomotive, which Ray purchased from the Train Collectors Warehouse in Parsippany, New Jersey, may well have been a prototype for the secretive product being developed in their R&D laboratories. With the start of World War II, it is now obvious that the smoke idea had been put on the back burner, proving once again that “truth IS stranger than fiction.” So far as is known, this locomotive is still alive and well in Terry Johnson's collection in Englewood, Colorado. Might the “wad of cotton smoke” still be flowing from the stack?



On the left is a Post War Smoke Pellet and Pellet Bottle, circa 1950. On the right, the Pellet and Bottle upon which Lionel was working when the Second World War halted further research and development.



The “proof of the pudding is in the taste,” to use an age-old phrase. How else can the hole in the smokestack of this 400E be explained? A potential “vent” for the Realistic Puffing Smoke is the only feasible answer.

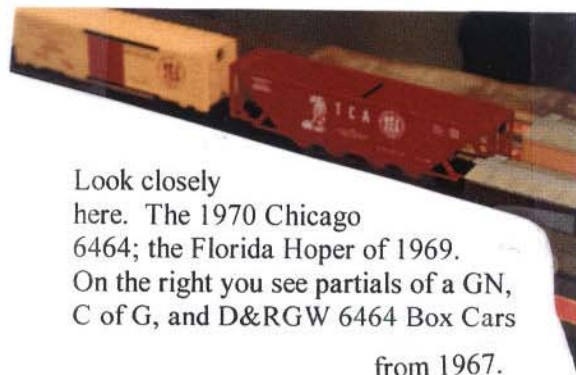




## TCA's FIRST CONVENTION ORIENTED SET



In 1972 Boiler Front, Flags, and decals went with your own early Turbine, followed by two Tender variations – dark (L) and light (R) of 1968. Next is the 1965 Pittsburgh Box Car.



Look closely here. The 1970 Chicago 6464; the Florida Hoper of 1969. On the right you see partials of a GN, C of G, and D&RGW 6464 Box Cars from 1967.



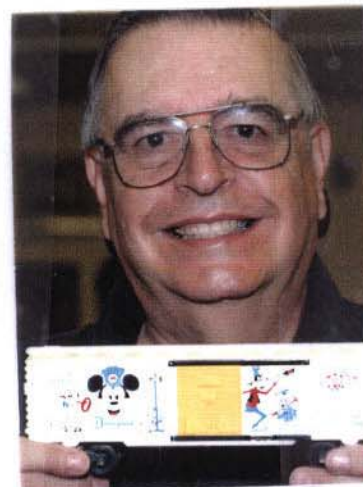
In 1966 a contractual mistake resulted in two Bay Window caboose: a dull matte orange on the top and a bright, shiny orange one on the bottom.



1971 saw the late Ward Kimball, a Disney animator and former TCA President, design a box car. On the top is the "Full Smile" version and on the bottom, the "Half Smile" version. In the middle is a rare version owned by Gordon Wilson. It has a "Half Smile" on one side and a "Full Smile" on the other.



Tom Stange made the presentation of the First TCA Set. Here Tom shows us the latest "politico" from the world of toy trains: K-Line's Saddam Missile Car and Bin Laden operating "Rope Trick" flat car.



At Editor Wassermann's urging, here Gordon tries to imitate the "smiles" on his rare 1971 Convention Car. Can you tell which side is which by his facial contortions?