

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



# Desert Division

## *DISPATCH*

ARIZONA • NEW MEXICO • WEST TEXAS



Visit our Website: [www.tcadd.org](http://www.tcadd.org)

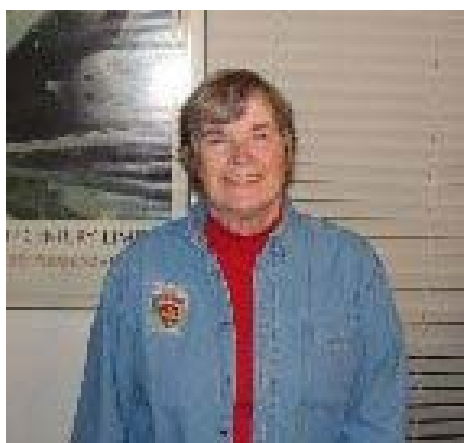
Volume 42, No. 3

March, 2013

## EXTRA - EXTRA - EXTRA

## BE SURE TO VOTE

Your TCA National ballots are in the mail and you may have received them by now. Desert Division is very proud to have three members running for National Office and we ask for your support for all of them. Katie Elgar is running for the office of TCA President-elect. She has served the Division as Director, Vice-President, and Division President along with numerous committees both locally and nationally. Katie is the current TCA National Vice President. While many of you may not know Bob Mintz, you have seen his work on various fund raising projects. Bob provided valuable input on the wavy flag mint car and numerous other fund raising projects over the years. He was



**TCA President-Elect**



**TCA National Treasurer**



**TCA National Secretary**

elected by the TCA Board of Directors this spring to fill the vacancy left when National Treasurer Bill Kotek resigned for health reasons. Christie Wilson has served the Division as Division Secretary, the recording secretary on numerous committees, and the defacto editor for the DISPATCH. Many of us cannot remember a meeting where Christie is not taking notes, chatting with people, and running about with her seemingly unending energy. She is currently serving as the TCA National Secretary. Also on the ballot will be three proposed Bylaws amendments recently passed by the Board of Directors. These proposals need your review and support before they can become

effective. While the National Board of Directors can discuss and propose ideas, the over-riding power regarding the structure of TCA still is in your hands. One of the items on the ballot is a new class of membership for individuals under the age of 18 and a restriction on regular membership requiring that you must be 18 years of age to join TCA. TCA has never had an age restriction and this oversight is being corrected with proposed Bylaws change. TCA has a buy sell sight on the internet and ads in the bi-monthly Headquarter News. Auction sites such as eBay and others prohibit the listing or selling of merchandise by individuals under the age of 18. While there is more to TCA than the buying and selling of trains, it is still an area where members gain knowledge about the hobby and collecting value of various trains. By placing an age restriction on regular TCA membership we still allow young adults to join the Association by having their own class of membership and not being sanctioned of to the "Kids Club", where most teens would feel out of place. Please note that you can and are encouraged to sell and interact with children and their parents. Minor children purchase common items all day long and toys are no exception. Ten dollar box cars are no different from the myriad of toys children purchase every day, but common sense is required. Larger purchases should be conducted in the presence of the parent or guardian. Next is a propesd changed to the Management Committee. The Committee was formed with the Bylaws rewrite a few years ago and this language clarifies responsibilities and allows the Committee to respond quicker to the needs of the Association without the need for a full Board of Directors meeting or teleconference. The final proposal restores the vote to the 2<sup>nd</sup> and 3<sup>rd</sup> Past National President which was recently taken away. These two officers are required to attend the meetings, must serve a three year term and have numerous years of national experience; they do not get to vote. Since they are mandated to attend the meetings it makes the most sense to restore their full authority as voting members. Your ballot should be arriving shortly, review the candidates qualifications and the ballot proposals and return the ballot promptly so you voice can be heard.



**Yes we did have trains running,  
the transformer was a little overkill though...**



**Vice President Art Triant talking with visitor  
Jay Nugent from Heart of America Chapter**

**DESERT DIVISION BOARD OF DIRECTORS 2012-2013**

**President:** Jonathan Peiffer 602-561-4131  
**Vice-President:** Art Triant 480-284-4665  
**Secretary:** Angelo Lautazi 480-575-7006  
**Treasurer:** Bob Herman 480-948-2730

**Directors:** Greg Palmer 505-898-3840  
Beth Stange 480-947-5663  
Ralph Treichel 602-863-6985  
Marty Wik 480-488-8625

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## MARCH MEET TO BE A PICNIC

Before we go any further into the newsletter, all local Division members are reminded that the March General Meet will be at the McCormick Stillman Railroad Park in Scottsdale starting at 11:00 AM on Saturday March 9. We have been informed that Scottsdale Park rules prohibit us from setting up sales tables. Please leave your trains at home and bring a desert or side dish to share this month. Remember Punxsutawney Phil did not see his shadow this year so that means an early spring and a guarantee that we are sure to have great weather for the days activities.

The February Meet had to be moved to a smaller meeting room because of an unexpected need for the Hall. How did the Division members respond? As always, we made it work and with fewer than normal free sales tables, shared the limited space with others. Many commented that the smaller room full of happy members and the almost hap-hazard way everything came together reminded them of our beginnings at the Ray Korte Chevrolet dealership. It wasn't that long ago that cramped quarters were the norm for Division Meet's. Even with the small space, Barbara Lautazi had the free coffee, soda, and donuts ready for the crowd as they arrived. Next time you pour yourself a cup, thank Barb and her crew. It's not easy serving a bunch of train-a-holics first thing in the morning and they need to get to the hall extra early so that cup is ready when you arrive. President Peiffer started the meeting by welcoming our guests and prospective new members. Jay Nugent, a TCA Member from the Heart of America Chapter in Kansas City was in town and spoke of his collecting interests and his local Chapter's activities. Jonathan then turned the floor over to Secretary Angelo Lautazi who announced that the Division had two new members. Bruce Keech had to leave the meeting early, so keep an eye out for him at upcoming meets and give him a warm welcome. The other new member is Jerry McCall, who stated he has been in the hobby for a long time and has numerous interests. Chris Allen then announced that he had to ask a gentleman to leave the meet. Division Bylaws only allow one "visit" per year by the public. This allows them an opportunity to see if they would like to join TCA and the Division. Our monthly meets are closed to the public to avoid all the potential pitfalls and tax liabilities. The exceptions are the Turkey Meet, which is a train show and all Division auctions, including the Pizza-

### MARK YOUR CALENDAR – UPCOMING EVENTS

**March 9 – Division Spring Picnic – Scottsdale, AZ – 11 AM**

**More Details Inside**

**March 9-10 – Spring Cal-Stewart Meet – 9 AM - Santa Clara, CA**

**March 16 – Rio Grande Chapter Meet – Albuquerque, NM - 10 AM**

**April 13 – Pizza Meetza! – Division Meet, Pizza Lunch and Auction**

**April 20 – Rio Grande Chapter Meet – Albuquerque, NM**

**Members only Swap Meet 9:30AM-11:00AM Meeting 11:00AM to 12:00 noon**

Meetza. While we encourage new membership and welcome the public to join TCA, the monthly meet is not a once a month free admittance train show or garage sale. If you suspect someone is not a member, please contact a Division officer. Treasurer Bob Herman reported the checking account balance of \$8361.79 and savings account of \$49,289.77. General announcements were a reminder of the annual spring picnic held in lieu of the business meeting next month and Chet Henry announced that he was selling lots for the April Pizza Meetza Auction. See Chet's article elsewhere in this issue. Cost per lot is still only \$5.00. Under old business Jonathan turned the floor over to Division Director Beth Stange. Beth announced that she was the lead person on two Division projects. The first project was mandated by membership vote last year to seek a resolution for the possible involvement by the Division at the McCormick Stillman Railroad Park. Beth was looking for volunteers to work with her to see what options would work, not only financially for the Division but also from a time commitment. Next Beth announced she was also the lead person for a new Division module. Presently the Division has no working module although several members have stated that they would support one if built again. Beth would like to see one similar to the trailer used by the Grand Canyon Model Railroaders, and is looking for help in preparing cost estimates to present to the Board of Directors. She announced meetings would be held at her house and you may contact her with your ideas or more importantly, assistance. There was no other old business. Under new business Jonathan introduced John Upshur as the new chair for the annual train show. John stated that after several meetings, his committee has decided on a few changes, none of which were easy decisions. Attendance figures continue to decline with the new Scottsdale location, so a change in venue will be investigated. Much committee discussion had been about the date the event was held. The longest running train show in the west is the Cal-Stewart Meet in southern California. With their new relocation they have settled on the third weekend in November to hold the meet. Next come the two meets in Phoenix and Denver, held on the same weekend. Although there is no competition between the two cities because of the distance involved, it was decided to move the Phoenix show to the first weekend in December. This decision will also allow vendors who travel from show to show, events for three consecutive weekends. The last decision was the hardest for the committee to make, but after a long discussion of the history of the Division it was decided to change the name from the Turkey Meet to the Arizona Toy Train Show. The original name for the November show was the Thanksgiving Meet, with the moniker "Turkey Meet" bestowed upon the show by our friends over at Cal-Stewart. It has been a long and fun filled run with the Turkey. It has appeared in much of the advertising over the years, but times change and it is time to retire the colorful name to a more descriptive name that will allow for better marketing and public awareness of what the show is about. Our friends down at the Toy Train Operating Museum in Tucson no longer have the Roadrunner or Coyote and Phoenix will no longer have the Turkey. John is actively recruiting volunteers in various areas, many of which will not conflict if you plan to be a table seller at the show. Contact him with your ideas and help to make the Arizona Toy Train Show the start of a new chapter in Division history. There was no other new business so Jonathan opened one of the most informative and unusual Educational segments in recent history. Scott Russell brought in the most unusual item ever seen at a Division Meet, a Pima Indian woven basket depicting a steam locomotive train. Scott is a professor of Anthropology and his recent acquisition of this historical basket satisfied his two passions. It is one of only three woven baskets depicting trains, the other two residing in museums, so both he and us had a rare opportunity to see the impact the "Iron Horse" had on the native culture over a hundred years ago. Next up railfan, turned collector, turned operator Phil Todd spoke of unearthing a few treasures of his own. Phil has been unpacking boxes that had been in storage for a several years and was discovering things he had forgotten including several railroad magazines and newspaper clippings. One he clipped while working on the Alaska pipeline told of a restoration project for a retired steam locomotive used in the Anchorage area. Phil related that he saved the article because it stated the engine had started out it's career building the Panama Canal and ended up being retired from service in Alaska only to come out of retirement to be restored and brought back to life again. That's quite a journey for a locomotive to make. He also told of the great restoration project that had gone on at the Kansas City Union Station, second only in size to the Grand daddy of them all, Grand Central Terminal in Manhattan. Phil mentioned it would be a worthwhile detour to stop and visit if you plan to drive to the TCA National Convention in St. Louis. Phil also displayed a railroad spike that had been cast, not cut as a half spike. They were found by a friend using a metal detector along an old D&RG right of way. Raffle prize winners were American Flyer Zephyr Car – Ken Barnes, Lionel SF Tank Car – Sam McElwee, Plasticville Station – Tony Ford, Lionel Visitor Center Boxcar – Diane Martin, Lionel Flatbed truck – Ralph Treichel, OGR Gift Certificate – Wayne Ross, Hudson Raffle Ticket – Katie Elgar, Magazines/visor/small truck – Jim Caras. The first \$100 Hudson winner was Scott Russell who immediately donated the cash to the Division's Kid's Club. Thank you Scott for your generosity!





**Welcome back home Dan!**  
Long time Division member Dan Palaschak has finally retired and returned to the Valley.



**Arizona Train Show Chair John Upshur** explaining many of the changes for this year's show and looking for volunteers to make it happen.



**A nice American Flyer transformer all cleaned up and rewired. It just needs a good home, maybe yours?**



**Phil Todd displaying his newspaper from the Anchorage Daily News reporting on a local steam locomotive being restored.**



**Scott Russell discussing his historic Pima woven basket that is over 100 years old and only one of three of this type known to exist.**



**It is an understatement to say that if you miss a Division or Chapter Meet you miss out on some very unexpected treasures. What a fantastic discovery.**

Editor's Note; at press time no minutes were available from the Division BOD Meeting held February 6, 2013. Because of Division interest, condensed minutes from the Arizona Toy Train Show/Turkey Meet Committee Meeting will be published.

### **Minutes from Member Meeting discussing proposals for the TCADD "Turkey Meet"**

**Date:** Mon. Feb 20, 2013 7 PM

**Location:** Fred Hunter's Home

**In Attendance:** John and Eva Upshur, Fred and Shirley Hunter, Beth Stange, Angelo and Barbara Lautazi, Bob Herman, Katie Elgar, Marty Wik, Terry Haas, Art Triant, Ralph and Sally Treichel and Gordon and Christie Wilson.

**Purpose:** To develop proposals for the improvement of the TCADD annual swap meet (herein referred to as the "Event") and present them to the TCADD Board and the membership.

John opened the meeting by telling how Marty and he had been all over the valley visiting possible venues for our event. They checked out Westworld but determined that that facility was geared toward horse events and not suitable for our use. They visited the Talking Stick casino and although the room was large enough it was very expensive and the casino atmosphere was not appropriate for a family venue. They were, however, quite happy with the Renaissance Hotel in Glendale. Their expo room is 30,000 sq ft with plenty of room for 200+ tables, running train layouts and a Santa's village and children's attractions. They quoted a reasonable price and were willing to work with our group on advertising and acquiring a charity co-sponsor for our event.

At this point there was discussion among members whether this move to the west side would be successful. A few felt that keeping the meet small was acceptable and that Chaparral Suites was still workable. John reminded everyone that we all agreed that our goal was to increase public awareness of our club and to increase attendance at our event. John asked for a show of hands of all who were in favor of moving to the Renaissance hotel and the majority agreed. With the move confirmed by consensus, Fred suggested that we try to get a three year commitment by the hotel in order to establish a consistent location.

Another discussion began on the importance of advertising the event and what should be the best method. Fred volunteered to head the Advertising team and John said he would assist. Terry Haas mentioned that he spoke with and has commitments from the ABTO and Grand Canyon Model Railroader HO clubs to participate in our event. Terry will work the Layout Team along with Jonathan. John then reviewed the volunteer assignments; Beth will run Registrations, Art is the Assistant Chair, Bob and Katie will take on the Treasurer's duties, Marty will head the Hall Layout team, Sally and Barb will manage the Door Registrations, Eva and Shirley will do the Hall Decorations, Chris is the Charity coordinator and Brad Martin will do Security. Positions for Children's Attractions and Raffle Prizes still need to be filled.

John will attend the next Board meeting and present our proposal for The Arizona Toy Train Show. John suggested that we get an article into the next newsletter and Angelo volunteered for the task.

Meeting was adjourned at 8:55 pm.

Thanks to Shirley and Fred for their hospitality and refreshments.

Minutes submitted by Division Secretary, Angelo Lautazi

## PRESIDENT'S MESSAGE

Believe it or not we are into March already. Where did February go? For that matter, where did January go? Desert Division has been very busy the first two months of this year and there is a definite enthusiasm building with more people getting involved in the various projects going making progress. While our February meet was in a smaller space, we certainly had a lot of people and that is very encouraging. The number of members bringing items to sell has increased, there is more socializing going on before the meet and of course there were the exciting visits in Fountain Hills after the meet. Don't forget that March 9th is the annual Ray Korte Memorial picnic. We are at the Scottsdale McCormick-Stillman Railroad Park again this year at our Traditional Ramada location. While March weather in the Phoenix metro area is always unpredictable, we always have a good time. We will be getting together with the Grand Canyon Model Railroaders and the Paradise and Pacific again for a time of family fun, food and fellowship. Our master chefs will be at work preparing the traditional feast while we all will be bringing side dishes and desserts. Hope to see all of you there as we really have a nice time.

Quickly following in April will be our "Pizza Meetza". Contact Chet Henry to enter items you want to sell at the auction after the meet. Each lot is a flat fee of \$5.00. Our master auctioneer Peter Atonna will once again provide his services and insight for a fun afternoon of bidding on trains. Remember the quality of this auction is up to you! We so hate to have to nickname this the "Rusty Track Auction".

There are a lot of projects happening at the same time and first, a huge THANK YOU to all who are active on behalf of the Division. There have been three meetings to date about our Turkey Meet, one meeting about finalizing our unfinished business from last year for our proposal to the Railroad Park about possible inclusion in the layouts building, and finally another group looking at what it might take to have a Desert Division portable layout that is easy to setup, operate, and maintain. These are all ambitious projects.

John Upshur agreed to be our Turkey Meet Chair and he has been appointed to that position. A total of three meetings have been held at the Hunter residence and there has been vigorous debate about the future of our meet. Most importantly there has been consensus from a dedicated group of volunteers to grow the meet and make the public more aware of our wonderful hobby. Perhaps the biggest news is that the meet will not be known as the "Arizona Toy Train Show". It was decided by the group that this name most succinctly lets the public know what the show is all about. See the article in this [Dispatch](#) for more information and volunteer to be a part of it. We can only have a great show with your help. Contact John to offer your time and talent.

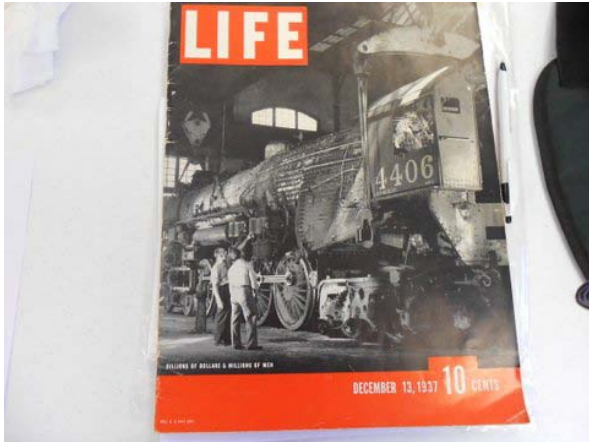
Beth Stange has stepped up to chair committees to work on our other two projects. Once again all members are invited to be a part of these two exciting projects. The proposal for the Railroad Park is moving forward with the formulation of a concrete plan for all of the Division to provide their input on and get behind to make our presence better known. The creation of a portable layout has focused on a trailer style layout similar to the one built by our friends with the Grand Canyon Model Railroaders. This type of a layout is highly portable, easy to setup and take down and allows for great opportunities to present the Division and TCA to the public. If you wish to be a part of either of these projects, contact Beth. We could use the help.

What is exciting about all these meetings, ideas and projects is that the Division is thinking outward. These meetings are actively involving many members. As a result are taking a serious look at our public face to increase awareness of the hobby and the Train Collectors Association. A successful organization can never continue to be successful by resting on its past. These projects all are progressing in ways that increase public awareness and that is our mission in a nutshell. 2013 is and will continue to be an exciting year for Desert Division. Get on board this train and be a part of the vision.





## RIO GRANDE CHAPTER EDUCATIONAL PICTURES



Life magazine from 1937 reporting on Lionel and the 700e



Several early 1950's American Flyer catalogs



Scott Eckstein's homemade custom bookend



Art Lites restored Flying Yankee



Jim Trever discussing his Techone Superior Airport Playset



Another view of the Airport, it is in great shape!



## **TCA Rio Grande Chapter News**

By Gregory Palmer TCA#94-39039

The weather was great and we had a large turnout for our February Meet and Meeting. We started with our Educational Segment Show and Tell. I brought several reproduction 1953 American Flyer Catalog pages, blown up three times in size. I also brought the December 1937 Life Magazine with the article on Lionel and the 700EW Locomotive. Scott Eckstein showed off another one of his Lionel themed Bookends. The Bookend is a Lionel Locomotive going through a fully landscaped Tunnel Portal. It makes for a great Bookend for a Lionel research book collection. Next up was James Trever with his large Techone Superior Airport Playset from the early 1950's. The set came with the large Metal Airport and various planes and Trucks. This is a very scarce item and we were fortunate to have one to look at. Art Lites was next with his restored Lionel Flying Yankee, which he obtained at a local Auction House. It just needs some small parts to be finished. We started the Meeting segment with the Treasurers' Report. We have \$1964.57 in our Checking Account as of 2/16/13. We then discussed the 2013 Pumpkin Meet with approving the Public Entrance Fee of \$5.00 for adults children under 12 Free and TCA Members \$2.00. The Table fees will remain the same \$20.00 for TCA Members and \$25.00 for non TCA Members. We then discussed the advertising and adding an extra day to the display ad. The item was tabled until the March 16th Meet. At that time more information will be available on the additional Cost. John Trever will check into it for us. The 2014 Election Nominating Committee reported that several members were interested in the Offices of President, Vice president, and Treasurer. The Names of the nominees will be released at the March 16<sup>th</sup> Meet and Meeting. The names will be published in the September issue of the Chapter News. The Committee has been working very hard. The Logo Committee showed off the 10 or so Logos submitted. There was a very long discussion. Everyone had their favorite. However it was decided, by a vote from the Membership present, that the Logo Committee will come up with three or four to vote on at the next Chapter Meet on March 16th. Thus come next week and vote for a logo. We have some great ones to vote on. I also told the Members about the Divisions' 2019 Convention Committee Members, and their years of experience. They will help our Chapters' Convention Committee run the Convention and give us ideas. Our next regular Meet is Saturday March 16th at 10:00AM at the Los Altos Christian Church South Education Building, at 11900 Haines N.E. in Albuquerque. This is an important Meeting. We will vote on Advertising at the 2013 Pumpkin Meet, and Vote on a Chapter Logo. We will also be told who wants to run for office in 2014. So make sure you attend the Meet and Meeting on Saturday March 16th at 10:00AM at the Los Alto Christian Church South Education Building at 11900 Haines N.E. See all of you there.

### **RIO GRANDE BOARD OF DIRECTORS 2012 - 2013**

President:	Greg Palmer	505-898-3840	Directors:	Carl Cataline	505-450-7575
Vice-President:	George Swajian	505-298-7099		Art Lites	505-463-1951
Secretary:	Scott Eckstein	505-332-0947		Jon Spargo	575-835-1606
Treasurer:	Bill Harris	505-771-2970			

## **Big Changes coming for the Desert Division's Annual Toy Train Show.**

By Angelo Lautazi, Division Secretary

Neither snow, nor rain, nor .....etc, etc, deterred the Desert Division members who braved some freakish Phoenix weather (yes, there was some snow involved) to attend a recent meeting at Fred Hunter's home. These sixteen concerned members have been conducting meetings to explore the possibilities of improving the Division's annual train meet, The Turkey Meet.

These members have been participants in past "Turkey Meets" for many years and so their interest is pertinent and personal. It has become quite evident that there has been a decline in attendance at the Turkey Meet starting a few years back. It is also evident that the current location of Chaparral Suites is limited for space if any growth for the event is desired. John Upshur was interested in exploring the reasons for the decline especially since the competing Denver show is continuing its success. John began chatting with fellow members and found enough interested members to suggest a meeting where an in depth discussion could take place.

After having three meetings, at which there were many spirited conversations, the group has decided on some significant changes for the event. It was determined that there were six major factors in determining the success for our train show; the Name, the Date, the Venue, the Advertising Budget, Charity involvement and Member participation. Each of these factors was researched, debated and debated some more. While I do not wish to belabor each point, be assured that nothing was decided on a whim or unilaterally. Everything was decided by consensus of the group. It was also determined that the goal of this event should be to expose our club and hobby to a larger audience in order to secure more members and achieve an increase in attendance.

The new Name of the event will be: The Arizona Toy Train Show. The "Turkey Meet" name has been our traditional name for many years but it certainly does not bring toy trains to mind for the general public. Since our goal is more exposure to the public, going forward meant having a new name for the event. The Arizona Toy Train Show leaves no doubt as to what the event is about.

The new Date for The Arizona Toy Train Show is Dec 6 and 7 (Fri and Sat). In subsequent years we may switch to a Sat and Sun but this year our Christmas party is on Sunday Dec 8<sup>th</sup>. Competing with the Denver Show and Black Friday was seen as a contributing factor in declining attendance. In moving forward a week we can entice vendors that have attended Denver and Cal-Stewart in the previous weeks. Also, being into December we can use Santa and a Santa's village as a children's attraction.

The new Venue for The Arizona Toy Train Show is the Renaissance Hotel off the 101 in Glendale. In order to better secure an increase in attendance we determined that in addition to more table sellers, we needed many more train layouts and children's attractions. We also wanted a location that we could grow into so as we become more successful we could remain at this new location and establish it as our permanent venue. Marty Wik and John Upshur scoured the valley for a suitable location and the Renaissance Hotel meets all our requirements and is their recommendation for our new venue. The Renaissance Hotel's expo room is 30,000 sq ft with plenty of room for 200+ tables, running train layouts and a Santa's village and children's attractions. They are available for our new dates, their prices are reasonable and they are willing work with us with advertising and obtaining a charity sponsor. Finally they seem genuinely enthusiastic in having our club at their facility.

It was unanimously agreed that the Advertising budget for the Arizona Toy Train Show would need to be substantial in order to make the public aware of the event and the new location. The many choices of how to advertise will present the greatest challenge for the group. Nothing definite was decided for this category and more research will be gathered before a specific plan is put in place.

Having a charity attached to public events has been a proven method of obtaining some free advertising and in attracting public attendance. Our intention will be to give the charity a dollar amount, perhaps some percentage of the gate. The Renaissance Hotel has worked with a children's shelter in the area and this may be a great choice for a charity co-sponsor. However, this also will require some additional research before a decision is made.

It was also very evident that we need to have many more train layouts and displays in order to attract families to The Arizona Toy Train Show. A concerted effort will be put forth to contact all the train clubs in the valley and offer enticements for their participation. In fact, Terry Haas has already been in contact with two clubs who are interested in attending.

Club Member participation is paramount in achieving a successful event. The Desert Division has proved this in the past with our successful National Conventions. The members of this exploratory group have stepped forward to volunteer as team leaders for the various teams that will be needed to have a successful event. John Upshur has volunteered to chair The Arizona Toy Train Show and he has the full support of the Board of Directors. In fact the Board members have been attending all the meetings and are in agreement with the plan of action that this group has proposed. The specific assignments of team leaders are as follows: Assistant to the Chair – Art Triant, Advertising team – Fred Hunter and Gordon Wilson, Layout team – Jonathan Peiffer and Terry Haas, Registration – Beth Stange, Treasurer – Bob Herman and Katie Elgar, Hall Layout – Marty Wik, Door Registration – Barbara Lautazi and Sally Treichel, Security – Brad Martin, Hall Decorations – Shirley Hunter and Eva Upshur, Children's Attractions – open and Raffle Prizes – open. These team leaders will need help from the club's general membership. Please volunteer to assist wherever you can.

The next step in this process will be getting all the specifics into a firm proposal that John Upshur will submit to the Board at their next meeting on Wednesday March 6<sup>th</sup>.

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## **PIZZA MEETZA AUCTION!**

The Pizza Meetza auction is coming April 13!! Look under your tables. Look in those boxes. You will find lots of treasures you haven't needed in quite a while. Bring them to the Pizza Meetza Auction and unclutter your room. Lots are \$5 each and you may include as many items as you want in each lot. For more valuable lots, you may place a reserve on the lot. If you choose to donate items to Desert Division, those lots will be "no charge". If you want to reserve your lots prior to the meet, email or call Chet Henry ([bchenry@cox.net](mailto:bchenry@cox.net) or 480-838-0783) otherwise just bring them to the Pizza Meetza Auction April 13.



The first stop was at Estacion Macarena, perhaps 15 minutes into the trip. It was here that all passengers were advised that they could exit their coaches and enjoy the magnificent scenic views which surrounded us. For me, it was an opportunity to rush to the front of the train and take photos of Camila and the crew performing various functions. I was even invited to enter the cab of the locomotive, but believe this – I declined, mainly because my back was hurting a bit too much and there was a slight problem with a small thing called my lack of language skills. All too soon, we were informed it was time to resume our journey.



Macarena Station



Wild horses along the tracks

Shortly into view came a herd of wild horses. Goodness gracious, could this really be the Virginia and Truckee Railroad near Reno, Nevada? Despite crossing rivers and rickety looking bridges on essentially 30 inch (750 mm) Narrow Gauge Track, in Railroad Cars that did not faintly resemble the modern luxurious construction of the Acela, France's TGV, or Japan's Bullet Train, the ride on this train was as smooth and comfortable as any I've ever ridden. As a matter of fact, it was every bit as good as New Jersey Transit's "NY Direct" Commuter Train we've ridden into New York City and beats to pieces Amtrak's Southern Crescent we rode from New York to Atlanta many years ago. Without a shadow of a doubt, it is fair to say that we were duly impressed by the operation of this train. It far exceeded my wildest expectation!!

All too soon we were pulling into Estacion del Parque, the gateway to Argentina's Tierra del Fuego National Park. While what was to come next was nice also, I truly would have liked to ride the train back to its home station and foregone the National Park, which I had been to those many years ago prior to my journey to Antarctica. However, our guide, Victoria, was so very good that she did make the National Park visit rather interesting.

Unbeknownst to us at the time, we were to experience a very wonderful "P.S." to our Ushuaia Train trip in a most unlikely place two days later: The Airport in Buenos Aires. After our stay in Ushuaia, we flew to the Domestic airport in Buenos Aires to connect with a flight to the northernmost part of Argentina, Iguazu, specifically the World Heritage site of Iguazu Falls, reputed to be the most spectacular and largest waterfalls in the World. Having been to Niagara, Victoria, and countless "Bridal Veil" falls throughout the world, how could we pass on these? It was a three-hour layover in a totally "twiddle your thumbs" airport.

Suddenly, someone tapped me on the shoulder! My first thought was that I was in trouble with either the police or customs officials. Was I about to be kidnapped by some terrorist group? Then in broken English a smiling face and voice said to me, "What did you REALLY think about my train?" There, standing in front of me was Enrique Diaz. This time, however, he was minus his railroad gear for he too was on his way to Iguazu Falls, albeit on a different flight than Christie and me. For the next 45 minutes – his flight left well before ours – I had the privilege of a one-on-one interview with this highly successful Argentinean entrepreneur.

It seems as though he was well connected within the government and political circles of Tierra del Fuego, Argentina's southernmost "State"/Province. I learned that it is technically an island and culturally has more in common with Chile than with Argentina. There are also a great deal of Italian, German, and British connections in this area, and Darwin had a great influence on the area prior to gaining most of his later fame in the Galapagos Islands. Mr. Diaz is a real train fancier, as he is the Vice-President of the International WATTRAIN, World Association of Tourist Trams and Trains, an organization devoted to the preservation of excursion railroads around the world, with an emphasis on preserving Steam Railroads. Thus the main "push" for preserving the Railroad at the End of the World in Ushuaia.



Entrance to Tierra del Fuego National Park -  
Note the mileage from Buenos Aires  
and Alaska in kilometers.

He told me that it was a trip to Promontory, Utah, some years ago, that provided him with the “spark” and “impetus” to pursue restoring the Prisoners’ abandoned Railroad in Ushuaia. When he discovered that the Americans, with such basic primitive railroad tools as picks, axes, and shovels, were capable of laying 100 miles of Standard Gauge (4’ 8 1/2”) Track in one day, he felt sure that in the late 1980’s, with modern equipment, men should be able to lay a fraction of that much, in narrow gauge, in a fraction of the time. Consequently, he convinced his investors that not only was such an excursion railroad possible, it was very doable and would make money! So far, 2/3’s of his enthusiasm has proved correct. The money making part has not yet materialized, BUT they are Breaking Even! From my own observations, I’d say the Ushuaia’s jumping off point as a port for Antarctica trips has helped a great deal. When I was there in 2000, Ushuaia was a town of about 6,000 inhabitants. It is now pushing 75,000, and from one steam-powered tourist train, there are now three, plus a World renowned Golf Course.

He pointed out to me that they are now manufacturing their own rolling stock and have repair facilities which rival some of the best in the United Kingdom and Canada. This obviously helps with their economy since when repairs are needed they can be done “in house” rather than shipped half a world away. We spoke about many of the trains upon which we both had ridden around the world: trains in Australia, China, Kenya, Israel, Switzerland, France, Russia, Czechoslovakia, Peru, USA, and ones like the Orient Express, Bullet Train, B.A.R.T., and even the Phoebe Snow, years ago. It was amazing how similar our railroad paths really were. I felt so fortunate to have had this opportunity to speak with a true “Giant” of Railroading in his native land. All too soon his plane was called and he was on his way to Iguazu Falls.



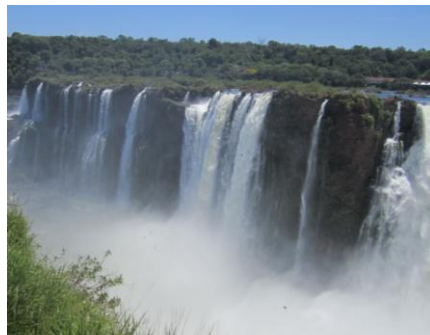
Manufacturing and repairs are done  
“in house”

We still had two more hours to wait for our flight to Iguazu Falls. However, once we arrived, it was all the Travel Brochures said it was, and MORE! PLUS, we had to ride two (2) trains to get to it. This trip on The Train at the End of the World necessarily came to an end. It was a dream come true and I’m glad to be able to share that dream with all who read this all-too-brief remembrance of those wonderful few days in November of 2012.

Here are a few pictures of what we consider the most overwhelmingly fantastic waterfalls we’ve ever seen, anywhere in the world!



Iguazu Falls: Park logo



Two views of the falls, taken from different vantage points



Left: Photo of us taken by  
a stranger who lives in  
Chandler, AZ  
Small world, huh?

Right: And yet another  
train ride adventure

More Later!



**BUDDY L FOR ALL**  
by Peter Atonna TCA 75-7578

(After receiving my Dispatch ad for a Buddy L set I am selling for the daughter of its owner, Chris asked if I would do a little article on Buddy L trains. So, here it is.)

A part of the enjoyment when you get into toy train collecting is discovering the many “minority” manufacturers who have made trains over the century of our hobby’s history. For those of my generation, we didn’t think much of the fact that many of our accessories had “Colber” labels or had no problem running those neat, new aluminum streamliners made by Kusan. We added Skyline or Marx accessories and even powered our trains with an old Marx transformer.

As you go back before WWII, the same thing was happening. Remember, even Joshua Lionel Cowen was an upstart competitor to the established companies like Ives, Voltamp and Carlisle and Finch. And at the same time he was developing his line of trains, companies like Knapp and American Flyer’s predecessor, the Edmonds-Metzel Co or Hafner or Dorfman or Boucher were also selling electric trains. But, perhaps the most unique of all of them was the Buddy L Company.

Why? All the other companies mentioned manufactured trains to the same specifications. All eventually were electric powered and all ran on either O gauge or Standard Gauge track (whatever they called it to avoid calling it Mr Cowan’s “Standard Gauge”) But Buddy L was a push toy and it was BIG. Running on a 3 1/2” gauge track, it was designed for outdoor use. Their 4-6-2 steam loco runs 3 1/2 feet long!

The Buddy L company was founded in Illinois by Fred Lundahl as a manufacturer of automobile parts. As the story goes, he made some steel toys for his son, Buddy. The toys proved very popular and in 1920, Lundahl formed a division of his company to make a wide range of steel toys including a train set.

The trains became very popular back yard toys as the line included both track and switches. Parents or children could push the train and even switch the cars using operating knuckle couplers. Six types of freight cars were offered in addition to the steamer. Buddy L also expanded into industrial machines, which even included a real steam powered shovel (I know this as a neighbor friend of mine had one. I was more interested in it than he was and could never convince him to fire it up)

In addition to the large train, Buddy L also manufactured an “Industrial Train” powered by a small diesel and running on narrower track. That line, however, also included a roundhouse and turntable. And, this was before WWII when real diesels were just being developed.

I remember the day I first “discovered” Buddy L. In 1974, the year before we returned to Arizona, we did a Western vacation which included a stop at the Colorado Railroad Museum in Golden. And in their museum was an entire 30’ long cabinet hosting Buddy L trains, shovels, cranes, etc. I was awestruck at the size, realism and simple presence of these toys.

So, over the years, I started picking up pieces. Now remember, this was designed as an outdoor toy, so finding pristine examples didn’t often happen. As a result, I got into restoring some of my pieces. Then in the 1990’s Norm Thomas in Tennessee started making reproductions of Buddy L trains, including a battery powered loco. That I could not resist. I was already too old to run around pushing my Buddy L’s, so one arrived at home. But that meant I had to build a Buddy L layout, which in this case was a 40’ long oval down from our Sunrise Drive house in Phoenix. But, after making sure that all the outdoor railroad requirements were completed, such as leveling the track and digging cuts and filling fills, I was running Buddy L outdoors! It was great fun!



If you want to see Buddy L on display, go to the station/ticket office at Scottsdale Railroad Park. Guy Stillman's childhood set is on display there. And a little back story. I received a call from Guy one day saying he heard I had Buddy L and was wondering if he could come over to see what I had. We had a nice visit at the end of which he told me that he had his childhood set which he wanted to display at the then planned depot. But several of the cars were pretty rusted and he was "checking me out" so see my restoration work. He then wanted to see if I was interested in doing his childhood trains. The only sad part is that Guy passed away shortly before I finished his project, so he never got to see his trains nor their display at the Park. But do think of him when you next visit there.

So, where are my Buddy L trains now? Well, after we moved north to Paulden, I was going to duplicate the layout in the circle in front of the house. But it turns out that there was just too much horse and vehicle traffic there. So, the large train and tracks have been sold and the Industrial train and roundhouse is for sale now. But, when a lady contacted me about selling her father's set for her, it brought back all the memories of this really unique part of toy train history.



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## Hudson Raffle 2013 – The 773 or \$750!

The Hudson Raffle for 2013 features a beautiful Lionel 773 from 1964 graded C-8. The Hudson has been serviced and lubed and will make a beautiful addition to your layout or display. The rules for this year's drawing have a new twist. **You can either choose this beautiful icon of Lionel postwar locomotives or take \$750.** The rules are simple;

- Only 100 tickets will be sold and they will be sold exclusively to Desert Division members until the October General Meet. Following that meet, any remaining unsold tickets will be made available to any TCA member or the public.
- Starting in February, and at every meet except for the July mini-meet, a name will be drawn from the tickets sold and that person awarded \$100.
- **You MUST be present to win the \$100.** If the member is not present, another name will be drawn until the name of a member in attendance is called.
- The only exception to the above rule is that if a members name is called and they are doing official business for the Division such as working a module display that conflicts with the General Meet, that member would be considered present at the meet and be awarded the \$100.



# Desert Division Membership Form



Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_ Spouse's Name: \_\_\_\_\_ TCA No. \_\_\_\_\_

Address: \_\_\_\_\_ Home Phone: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Dues are \$10.00 per year. ( Members may pay up to 5 years in advance). No of Years:  X \$10.00 =

A Desert Division Badge is \$10.00 (optional):

Make your check payable to: **TCA - Desert Division** Enclosed Total =

How would you prefer to receive your Newsletter? ☐ By E-Mail (Color Pages)  
☐ By Reg. Mail (Black&White)

**Please Indicate Your Hobby Preferences from the Categories Below. Check All that Apply.**

## TRAIN ERA

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> 1. Prewar (1850=1942)    | <input type="checkbox"/> 17. Ives                   | <input type="checkbox"/> 23L. LGB                | <input type="checkbox"/> 23DD. Fleischmann       |
| <input type="checkbox"/> 2. Postwar (1945-1969)   | <input type="checkbox"/> 18. Dorfan / Fandor        | <input type="checkbox"/> 23M. Marklin            | <input type="checkbox"/> 23EE. Carette           |
| <input type="checkbox"/> 3. Modern (1970-present) | <input type="checkbox"/> 19. MTH                    | <input type="checkbox"/> 23N. Metzel             | <input type="checkbox"/> 23FF. Eastwood Auto     |
| <input type="checkbox"/> 4. Scale / NMRA          | <input type="checkbox"/> 20. Williams               | <input type="checkbox"/> 23O. Mini-Scale         | <input type="checkbox"/> 23GG. Amer. Model S Ga. |
| <input type="checkbox"/> 5. Standard              | <input type="checkbox"/> 21. K-Line                 | <input type="checkbox"/> 23P. Phoenix Ltd.       | <input type="checkbox"/> 23HH. Downs S Gauge     |
| <input type="checkbox"/> 6. G or #1               | <input type="checkbox"/> 22. AMT / Kusan            | <input type="checkbox"/> 23Q. Plasticville       | <input type="checkbox"/> 23II. Colber            |
| <input type="checkbox"/> 7. O or O-27 Tinplate    | <input type="checkbox"/> 23. Other - Please Specify | <input type="checkbox"/> 23R. Littleton/Skyline  | <input type="checkbox"/> 23JJ. Unique            |
| <input type="checkbox"/> 8. S                     | <input type="checkbox"/> 23A. Basset / Lowke        | <input type="checkbox"/> 23S. Pride Lines        | <input type="checkbox"/> 23KK. Sakai             |
| <input type="checkbox"/> 9. HO                    | <input type="checkbox"/> 23B. Bing                  | <input type="checkbox"/> 23T. REA / Aristo-Craft | <input type="checkbox"/> 23LL. Bowser            |
| <input type="checkbox"/> 10. OO / American        | <input type="checkbox"/> 23C. Boucher               | <input type="checkbox"/> 23U. Right-O-Way        | <input type="checkbox"/> 23MM. T-Reproductions   |
| <input type="checkbox"/> 11. N                    | <input type="checkbox"/> 23D. Bub / Karl            | <input type="checkbox"/> 23V. Rokal              |  |
| <input type="checkbox"/> 12. Z                    | <input type="checkbox"/> 23E. Buddy-L               | <input type="checkbox"/> 23W. Voltamp            |  |
| <input type="checkbox"/> 13. Live Steam           | <input type="checkbox"/> 23F. Carlisle / Finch      | <input type="checkbox"/> 23X. Weaver             |  |
|   | <input type="checkbox"/> 23G. Elletren              | <input type="checkbox"/> 23Y. McCoy              |  |
|   | <input type="checkbox"/> 23H. Hafner                | <input type="checkbox"/> 23Z. Nationwide         |  |

## MANUFACTURER

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> 14. American Flyer / Gilbert | <input type="checkbox"/> 23I. Hoge     | <input type="checkbox"/> 23AA. USA Trains       |
| <input type="checkbox"/> 15. Lionel / Winner          | <input type="checkbox"/> 23J. Hornby   | <input type="checkbox"/> 23BB. S-Helper Service |
| <input type="checkbox"/> 16. Marx / Mars / Allstate   | <input type="checkbox"/> 23K. Issmayer | <input type="checkbox"/> 23CC. Astor            |

## PERIPHERALS

- |  |
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| <input type="checkbox"/> 26. Figures       |
| <input type="checkbox"/> 27. Toys          |
| <input type="checkbox"/> 28. Paper / Books |
| <input type="checkbox"/> 29. Buildings     |
| <input type="checkbox"/> 30. Railroadiana  |

## Do You Have a Layout?

- |                                  |                                 |
|----------------------------------|---------------------------------|
| <input type="checkbox"/> 24. YES | <input type="checkbox"/> 25. NO |
|----------------------------------|---------------------------------|

\_\_\_\_\_  
Member or Applicant's Signature

\_\_\_\_\_  
Date

Mail to: **Angelo Lautazi**, Div. Secretary  
6109 E Sonoran Trl  
Scottsdale, AZ 85266

RAILROAD



-CHANGE



ARIZONA TRAIN DEPOT Lionel's Girder bridge w/blinking LED club price \$66.49 – MTH 30" double track tunnel \$62.95 – Atlas Scale Bulkhead flats BNSF/UP/TTX club priced \$42.25 – MTH 6 car Esso Tank Car set \$269.95 – MTH flat car w/Sherman tank 6 car set \$359.95 – SIX different MTH Starter sets PS2 w/remote commander Pennsy/UP/SF/BNSF/AMTRAK club priced \$319.95 – New consignments-TCA member discount - Mon-Sat 9-6 open late Wed. until 9 PM - AZ TRAIN DEPOT, 755 E. McKellips Road, Mesa ph 480-833-9486– **Lionel & MTH Authorized Service Station**

ARENELL SERVICE & REPAIR (located in the rear of the Arizona Train Depot) Visit "RAYS CAVE" for Lionel Postwar, MPC, LTI & more for sale at great prices! – Santa Fe 0-4-0 switcher w/smoke & whistle \$134.95- MTH RealTrax Switches – All sizes from \$48 – Assorted RailKing Bldgs from \$25 - Too much to list and more every day – **Large consignment of Dept 56 on hand** - If you are looking for a special item let Ray be your extra set of eyes – 602-565-6603

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

FOR SALE: Buddy L train; Loco, tank car, cattle car, caboose and three sections of track. Selling on consignment. \$2995 for all including track. Photos of each piece available. Can deliver it to the Phoenix area (and Paulden, too). I want to give the Division members first shot before advertising it nationally. Peter Atonna 928-636-4228 [mjatonna@gmail.com](mailto:mjatonna@gmail.com)

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

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

Your Local Source for 3rd Rail & Golden Gate Depot Trains - Now available! EMD FL9s first time in 3 rail (New Haven, Metro North, Penn Central): \$550.00. EMD E7s: \$550.00. Pullman Standard 10-6 and 4-4-2 Aluminum Sleepers: \$180.00. Taking reservations for EMD FP7 / & FP9, the SP Lark, PRR L1s in PRR and Santa Fe and modernized heavyweight coaches (many road names). Call Jonathan Peiffer at 602-561-4131 or [jonathanpeiffer@live.com](mailto:jonathanpeiffer@live.com) call for roadname availability on all products

Wanted: Need 24 UNPAINTED Assorted Plasticville People (None of them in a seated position). Contact Gordon Wilson: 480-837-5344 or [christie1wilson@aol.com](mailto:christie1wilson@aol.com)

FOR SALE: Stand-up railroad customer ticket desk with three drawers. All solid wood with a dark oak grain finish, reported to have been from a Northern Arizona Railroad Station. Desk is 6 ft. long, 22 inches wide and 45 inches high. Price \$250. Sam McElwee 480-838-5847 or [cmcelwee1@cox.net](mailto:cmcelwee1@cox.net).

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

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

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

FOR SALE: Lionel 97 Coal Loader \$125 – Lionel 164 Log Loader \$110 – T-Reproductions 129B Terrace \$200 – T-Reproductions Standard Gauge #200 Turntable \$150 – Lionel 329e w/crinkle tender \$650 - Lionel 513 green/orange, 511 w/load, 514R, and 517 green/red \$200 – Williams NYC Dreyfus Hudson w/4 passenger cars \$300 – Williams Pennsy E-7 AA w/4 passenger cars \$300 – American Flyer Union Station non-talking \$75 – Adlake switch signal rewired/hanging lamp \$175 Chris Allen 480-820-9559

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. Deadline for ads is NLT ten days following the Division Meet. Please contact Editor when you sell an item so your ad may be deleted and the space used by another Division member.



## THE BACK PAGE

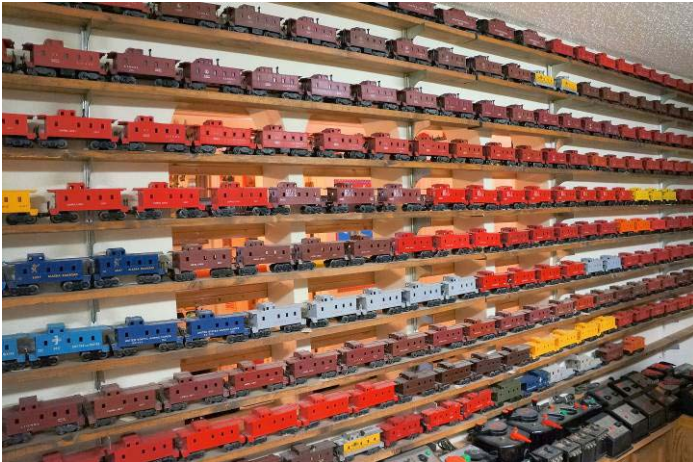
### LAST MINUTE UPDATES AND THINGS THAT DIDN'T FIT ELSEWHERE



Forget Waldo, has anybody seen Ken? Burling's Ton of Trains was one of three stops in Fountain Hills



Brad Martin's train room was only one stop for the day, many liked Dian's doll collection as well



Everybody loves cabooses but Gordon Wilson's variation wall of postwar hacks is impressive in anyone's book



Both Barb Lautazi and Ken Burling are happy as she bought a new vat car for her collection

### DIVISION MEET LOCATION

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



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The 59<sup>th</sup> TCA National Convention – St. Louis, Missouri

June 23 – 30, 2013

Website for the convention and registration [www.tca59.org](http://www.tca59.org)