

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



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Volume 41, No. 7

Extra Edition, 2012

In-N-Out #4 Combination



Desert Division Style

For those of you with good memories you might recall a similar picture from about ten years ago. Long before the In-n-Out chain migrated to the Arizona market, many of us attended the 2003 National Convention in Ontario, California. Less than a mile from the convention hotel, and “freeway close” as they used to say, was for many Division members their first experience with this California hamburger phenomenon. The brain child of the then editor of the DISPATCH was to place two Division members who were currently serving as TCA National officers under the sign, as a clever tongue-in-cheek symbol of what has now become an unprecedented run. Little did any of us know that when their picture appeared on these pages in 2003 where we would be today, as Paul Harvey would say, now for the rest of the story.

Way back in 1991 there was an energetic Desert Division member who had moved to the Valley a few years earlier so he and his wife could be close to their family for part of the year. They were not your average “snow birds”. Al Levin had been a past TCA National President and together with his wife Selma, they became quite active in the Desert Division, hosting Division Board meetings in their home and mentoring Division officers. TCA had just gone through some very tumultuous years and Al thought that he could help restore some stability to the TCA National Office and decided to run for national Vice President and climb up the ladder again, this time as a member of Desert Division. He succeeded, and the streak the late Al Levin began in 1991 continues to this very day. It is a streak that has been accomplished by no other Division, large or small, in TCA but us. You see since Al took office that fall, Desert Division has had at least one member serving as an officer of TCA National continuously since then. In 1997 when Al was “falling off” the board at one end, Gordon Wilson came on the other end as the new Vice President. Gordon eventually became the first TCA President of the new millennium in 2000. A few years later as Gordon was falling off, Dr. Paul Wassermann was becoming National President. Paul had the unique distinction to be the TCA National President in 2004 when TCA celebrated its 50th Anniversary. When it was Dr. Paul’s turn to fall off, Chris Allen was becoming President-Elect. During Chris’ term, Christie Wilson began a streak of her own as the TCA National Secretary that has remained unbroken since 2007. And now, as of July 1st when Chris “fell off” the board, Katie Elgar steps in as the new Vice President. Quite a legacy started by one of the finest gentlemen we know, and one that has continued on for over two decades, from one of the smallest but most active, vocal, and progressive Divisions in TCA. Where does this leadership and progressive thinking come from? Maybe it’s because of our size. Everyone seems involved and both the Board of Directors and the membership have open conversations with each other. Many members belong to other train, civic, and church groups that expose them to new ideas or opportunities. With all this exposure, thinking out of the box just comes natural. It’s not that rules need to be broken, but they do need to be updated to keep up with our changing world. Our small size also tends to make us closer knit because we just can’t afford being mad at each other when there are just so few of us around. This tradition of working together over our differences stems from another early Division member, the late Ray Korte, and to another streak that continues on to this day as well. Back in the 1980’s while this Division was just starting out, the bigger club in town was the TTOS. The hobby of toy trains would not see its membership explosion for several more years yet and the TTOS AT&NM Division covered much of the same area the TCA did in the southwest. There was some friction between the two Divisions over the limited number of members in the area along with the then general philosophy that operators and collectors “didn’t mix”. Ray, a prominent local businessman and member of both Divisions, stepped in and offered his home as a neutral ground for a spring picnic, open meet, and auction. Before the words of Mr. TCA himself Lou Redman became synonymous with TCA, Ray exemplified that it is the little trains that bring us together, and that most of our differences can be put aside if we just step back and enjoy playing with the trains themselves. Seeing that even today this Association can’t agree if trains should run on two rails or three, it is safe to say that it is all of our differences that make us stronger.

MARK YOUR CALENDAR – UPCOMING EVENTS

***** Your Summer Get-Away *****

August 18 – Central AZ Model Railroad Club - Beat the Heat Meet – Prescott, AZ – 9 AM
(ride the bus information inside)

September 8 – Regular Division Meet – Phoenix, AZ – 9 AM

September 15 – Rio Grande Chapter Meet – Albuquerque, NM - 10 AM

October 13 – Regular Division Meet – Phoenix, AZ – 9 AM

October 28 – 6th Annual Pumpkin Meet – Albuquerque, NM – 9 AM

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Volume 41, No. 7

Summer, 2012

SUMMER SIESTA? NOT HERE!

The June General Meet was off and rolling early as members escaped the morning heat and came in for some very hot deals on the sales tables. The free ice cold soda, water, and fresh coffee along with a great selection of donuts brought smiles to the early risers on both sides of the table. You might not find the train of your dreams on the sales table, but if you are early enough, you're sure to find the donut that is. President Peiffer called the business meeting to order. Secretary Lautazi reported 281 members currently in the Division. There were no guests at the June meet, but the hall was still packed as members awaited the drawing of the Spring Raffle prizes. Secretary Lautazi then announced that the Division BOD had authorized a sponsorship to the local Phoenix PBS station to carry a 15 second spot promoting the TCA Desert Division on the Tracks Ahead series. This series airs Saturday morning at 6:00 AM on Phoenix channel 8 so set your DVR's if you wish to sleep in. It also repeats on Thursday afternoon at 4:30 PM on PBS World, channel 8-3 over the air DTV or channel 88 on Cox Cable. Division members in Northern Arizona or in the Yuma area can watch on KAET's local translators, however the program currently does not air on KUAT channel 6, the PBS affiliate in Tucson. (Sun Devils 1 - Wildcats 0) The series is also currently running on KENW in Portales New Mexico at 10:00 PM Monday evenings and is scheduled to run this fall on KNME in Albuquerque. The current season eight highlights layouts from Division members Peter Atonna, Dr. Paul Wassermann, and Angelo Lautazi along with a segment featuring the local live steam Adobe Mountain Desert Railroad Club, which was a tour stop for our 2009 TCA National Convention. Member Tony Saulina mentioned that in addition to the Tracks Ahead series, RFD-TV network carries the *I Love Toy Trains* series. Division Treasurer Bob Herman reported \$56,286.41 in checking and \$10,280.43 in savings. Under old business President Peiffer reported that the Turkey Meet was again going to be held at the Chaparral Suites in Scottsdale and that preliminary contract negotiations were beginning. Turkey Meet Chair Chet Henry reported that the Turkey Meet auction was full and there were no more lots available this year. Under old business, a presentation was made by Bill Mack and Dr. Paul Wassermann about a donation to the McCormick-Stillman Railroad Park in Scottsdale. In exchange for the donation, the railroad park would make available a sizeable area in the model train room for a twelve foot display case. An artist rendition of the possible center section of the display is elsewhere in this issue. Following the presentation a motion was placed on the floor for the Division to make a \$30,000 donation to the McCormick-Stillman Railroad Park and there was a lengthy and lively debate over the issue. Division member Steve Bienstock offered his services, pro bono, to review the contract. The Division wishes to thank Steve for his offer as a legal review of the contract would likely cost several thousands of dollars. With that offer pending, the motion was amended for the vote to be postponed until the September General Meeting so the contract could be reviewed. There was no other old or new business. The Educational segment kicked off with Dave Brown showcasing a standalone module section that local train club, the Grand Canyon Model Railroaders, has been using at public displays. Modeled loosely after the Tin Plate Trackers modules, the GCMR club "owns" the four corners and the members build, maintain, and store small four foot sections that fit into even the smallest of compact cars yet when

put together makes for an impressive and quick module setup. The Grand Canyon Model Railroaders have two such modules, one in "O" scale and the other in "S". The Division has been looking for a new module since the old one was scrapped. The Division Board of Directors thanks Dave for a great presentation and some great ideas as a possible solution to our module issue. The June topic of hot cars turned out to be too hot for some members to touch but a few brave souls showcased some fine examples. Gordon Wilson brought a Lionel #52 Fire Car that was featured in the Angela Trotta Thomas 9/11 artwork. He also brought along several Kusan Alco's that he recently acquired. Jonathan Peiffer had several slag cars along with a Williams Conrail electric on a Lionel frame. How does a Conrail electric relate to the "hot" theme? As Jonathan described it, with AC power you have a neutral wire and a "hot" wire. Very clever and bonus points for originality! June raffle prizes were awarded as follows. Katie Elgar – Hudson ticket, Glenn Gordon - Coca Cola puzzle, *"World of Steam Locomotives"* book – Gordon Wilson, Lionel TPW Boxcar – Bill Richardson, Lionel MD&W Boxcar – Chet Henry, Lionel B&O Boxcar – Steve Bienstock, Warman's Lionel Train Guide – Bill Freeman, Dime Store Dreams car and trailer – Bob Dennison. Monthly Hudson \$100 winner was Art Triant. Next up was the spring raffle drawing. First Place Lionel AT&SF F-3's – Gordon Wilson, Second Place Lionel Rockville Bridge – Larry Teresi, Third Place Lionel Water Tower – Paul Wassermann. Congratulations to all the winners and thank you to all for your donations or purchasing raffle tickets to support the Desert Division.

Back in the Division's Middle Ages, the late 1980's and 1990's, the Division would shut down from June to September. The population in town was a fraction to what it has grown to today and frankly, there just wasn't any interest in trains after the old Roadrunner Meet in Tucson and the Division Meet in Phoenix were over. Founding member, the late Tom Stange, approached the Division BOD with a unique idea. How about a "mini-meet"? At the time our meeting space was rent free so Tom proposed a meet where those who were stuck in town for the summer could get together in July for a meet, swap tales about the National Convention, and maybe get a bargain on the sales table as well. There would be no raffle prizes or business, just swapping trains and stories. The Board of Directors approved and July 14th we celebrated a decade of mini-meets. True to tradition no business was discussed, and no raffle prizes were awarded, which brought some tongue-in-cheek groans from a Fountain Hills member, and we all had a great time. Is it worth getting together? Ask new Division member Homer Reed who showed up with a table full of trains and a big smile. Welcome Aboard Homer! Trains were bought and sold, the coffee was fresh, and the donuts fresher. All those present had a great time and many were already making plans for a trip "up the hill" to Prescott in August.



Division member Dave Brown demonstrating the portability and small size of the Grand Canyon Model Railroad Club's module system. GCMR members own the small four foot section and transport them to where the club sets up its display. Quite a bit of after the meet interest!

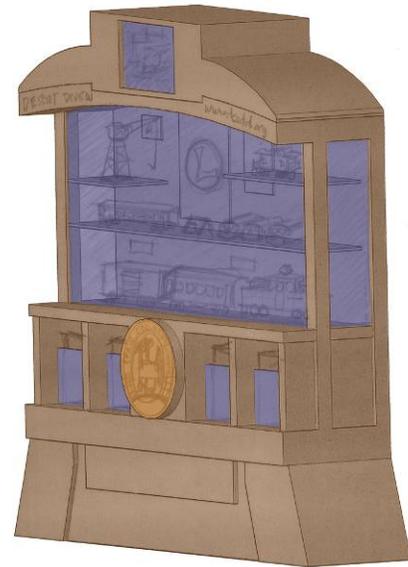
Congratulations Fred and Shirley Hunter

Past Division President Fred Hunter and wife Shirley, the first Division Donut Diva, on their 50th Wedding Anniversary.

JUNE MEET PHOTOS



Bill Mack's presentation about the proposed Desert Division donation to the McCormick-Stillman Railroad Park



Artist rendition of a possible display case for the Railroad Park



Jonathan Peiffer holding up one of several "hot" cars, this one the molten slag car



Steve Bienstock with a smile that could only be on the face of a winner!



Bill Freeman with his prize in hand while another winner, Bill Richardson, selects his



Guess who won the \$100 Hudson drawing?

TCA Desert Division BOD Meeting – June 6, 2012

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

In attendance; Jonathan Peiffer, Art Triant, Bob Herman, Angelo Lautazi, Ralph Treichel, Beth Stange and Marty Wik.

Approval of Agenda - The agenda was unanimously approved as distributed.

Approval of Minutes - Minutes of the previous meeting were approved.

Secretary’s Report - Angelo reported that there were 281 current members in the Desert Division.

Treasurer’s Report - Bob presented the Treasurer’s report. There is \$56,286.41 in the Savings account and \$10,280.43 in the checking account.

Old Business

2012 Turkey Meet - Plans are moving forward. A meeting with the Chaparral Suites representative is pending to address this year’s needs and last year’s concerns. The auction is set.

2012 Holiday Party - The date is set for Sunday Dec 9th. Ralph is still searching for an appropriate member’s gift.

Rio Grande Chapter visit - Phil Todd is still researching possible itineraries to present to the members. Transportation time and cost is a big limiting factor and alternate travel arrangements are being investigated.

New Business

Tracks Ahead Sponsorship – Angelo has been in contact with Channel 8 and found that it will cost \$400 to produce a 15 second spot that will promote the Desert Division. The cost to run each spot is \$25. Angelo ran a power point presentation to show the board what our Ad spot will contain. **Motion:** To set a budget not to exceed \$1000 to contract with Channel 8 to produce the spot and sponsor the Tracks Ahead TV program for this season. Motion Carried.

Support of the Rio Grande Chapter - The Rio Grande Chapter has requested \$500 to help promoting the upcoming Pumpkin Meet. **Motion:** Send \$500 to the Rio Grande Chapter for better promotion of the annual Pumpkin Meet. Motion Carried

GCMR participation at TCADD events – Discussion and acknowledgement of the co-operation and investment in time and equipment by the Grand Canyon Model Railroad club’s participation at past Desert Division events. **Motion:** To contribute \$500 to the GCMR as an appreciation for their past cooperation with the Desert Division. Motion Carried.

For the Good of the Order - The next board meeting is scheduled to be at Beth’s home. Time and Date TBD

Adjournment - Meeting was adjourned at 8.20 pm by Jonathan.

Editors Note: These minutes are condensed for publication – See the Division Secretary for the official minutes if you have any questions

DESERT DIVISION BOARD OF DIRECTORS 2012-2013

President:	Jonathan Peiffer	602-561-4131	Directors:	Greg Palmer	505-898-3840
Vice-President:	Art Triant	480-284-4665		Beth Stange	480-947-5663
Secretary:	Angelo Lautazi	480-575-7006		Ralph Treichel	602-863-6985
Treasurer:	Bob Herman	480-948-2730		Marty Wik	480-488-8625

PRESIDENT'S MESSAGE

It may be the dog days of summer in the Southwest, but that always simply means that the heat is on in the Desert Division. For those of you who attended the Atlanta convention I'm sure you actually welcomed our "dry heat" after experiencing 106 in Georgia!

While lots of business was discussed at the National Board of Directors meeting, a few items of note included another year without any dues increases, a year extension of the elimination of the application fee, the introduction of a Junior Membership category for members under the age of 18 and the establishment of an endowment fund. While the Junior Membership category and the endowment fund are still under review by legal counsel, once approved the TCA has the opportunity to provide a level of membership for those youth who feel that they are too old for Kids Club and the endowment fund that will help ensure the fiscal future of our organization. See the article in this month's Dispatch to see what the convention was like outside of the business of the TCA. A hearty thanks to Dixie Division for hosting TCA this year.

Also approved during the convention was the selection of Albuquerque as the site of the 2019 convention. Congratulations to our Rio Grande Chapter on the opportunity to show off all the sites that New Mexico has to offer. A contract has been signed with a hotel that has very attractive rates and amenities by today's standards and this convention is still seven years out. While this may seem like a long way out, it won't be long before the Rio Grande convention committee is formed and preliminary tours and events start falling into place. Make your plans now to see and help out in the "Land of Enchantment".

Coming up in August is the annual beat the heat meet. If you are looking to save on the cost of gas, there is still room on the bus. Please contact Dave Brown for details. There is also always the opportunity to make it a weekend getaway. Don't forget all the wonderful after meet open houses, especially Peter Atonna's wonderful layout and hospitality. I won't be making this year's meet as I am taking my oldest daughter, Rebecca down to Tucson for her first year at the University of Arizona. It seems only yesterday that she was playing with Brio trains in the side room at the old Jaycee's Hall. Time sure has a way of passing quickly!

Until next time, enjoy your hobby in all the wonderful expressions it has to offer.



Some July Mini-Meet Photos



New Division member Homer Reed telling the July members what he collects and his other interests



The only thing Brad Martin won today was a free cup of coffee, much to the delight of all





TRAIN COLLECTORS ASSOCIATION

RIO GRANDE CHAPTER

TOY TRAIN SHOW

AND

SWAP MEET

SUNDAY OCTOBER 28TH

SWAP MEET 9:00AM TO 3:00PM

SHERATON UPTOWN HOTEL

ON THE CORNER OF LOUISIANA AND MANUAL N.E.
IN ALBUQUERQUE, NEW MEXICO



ADULTS \$4.00 UNDER 12 FREE WITH ADULT
TCA MEMBERS \$2.00 WITH TCA CARD

DEALER SETUP FROM 7:30AM-9:00AM-TCA RULES WILL APPLY
FOR INFORMATION CALL: Greg Palmer 505-898-3840 or Bill Spofford
at 505-821-4051.

NAME _____ TCA# _____

ADDRESS _____

PHONE _____

TCA MEMBER TABLES # _____ @\$20.00EA. _____

NON MEMBER TABLES# _____ @\$25.00EA _____

SEND A CHECK PAYABLE TO TCA-RIO GRANDE CHAPTER. MAIL TO: Bill
Spofford, 9609 San Rafael N.E., Albuquerque, NM 87109.

RIO GRANDE CHAPTER NEWS

By Gregory Palmer TCA 94-39039

I hope all of you are having a good summer. We will have a lot of things to do this fall, so get plenty of R&R before the September and October Meets. At the September 15th Meet and Meeting we will have a lot to go over. Consider bringing in an item to show and tell at our Educational Segment. It doesn't have to be rare or unusual, or even in C-10 condition, but something you found that has special meaning to you and why you added it to your collection. It is always great to see the interests, and interesting items our Chapter Members bring in to show off, even if they don't run on rails. On the September agenda will be the plans for the October 28th Pumpkin Meet. This meet is our major fund raiser for the year and it can only be successful with your participation. Ideas and discussion on the type of advertising we can do, plus your input on how we can improve the public attendance at the Pumpkin Meet. Also on the agenda that day we will discuss the possible move to a different meeting place in 2013. TCA has approved our bid to host the 2019 TCA National Convention last month in Atlanta. We are excited that the Hotel Albuquerque was chosen over several other great sites in the city because of its good location, great venue and space, and proximity to Old Town. We need to begin to brainstorming ideas for activities for the Convention. I will try to keep the Meet and Meeting to a minimum time frame so we will have some extra time to go to Scott Eckstein's home for a tour of his layout (sneak peek below) as our after meet activity. So mark September 15th on your Calendar for our Meet and Meeting at the Sombra Del Monte Church at 2520 Utah N.E., in Albuquerque. I am still trying to come up with a possible date for an August Meet. I will notify all of you via E-mail if and when we find a date for August. We will have a Chapter Board of Directors Meeting soon to discuss this and other items. Hope to see all of you there.

UPCOMING RIO GRANDE MEETS – MARK YOUR CALENDARS

Regular Meet: September 15th at 10:00AM at the Sombra Del Monte Church at 2528 Utah N.E., Albuquerque, NM Contact: Greg Palmer 505-898-3840.

6th Annual Pumpkin Meet: Sunday October 28th 9:00AM-3:00PM at the Sheraton Albuquerque Uptown Hotel 2600 Louisiana Blvd. N.E. in Albuquerque , NM Contact: Bill Spofford at 505-821-4051 or Greg Palmer at 505-898-3840.



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			

CHARLIE'S TRAIN

by Peter Atonna TCA 75-7578

The back story: I'll be the first to admit, I am not really a postwar "collector". Sure, over the years in the hobby, I've collected a fair amount of pre and postwar trains. But a collector, no. I could not tell you the different mold styles of a 6464 boxcar, the variations in boxcar lettering over the years, even the chronology of tenders on a #675 steamer. Nor could I tell you when nickel number plates changed to copper on a prewar 500 series car - or was it copper to nickel? When those questions come up, I go to the real sources - to a Gordon or a Paul.

The rest of the story: A few weeks ago, I received an email from Charlie, a carriage friend, asking if I knew anybody who might be interested in a box of his old Lionel trains. Now Charlie has a good sense of humor and also has been in my basement. Although he lives in the Valley, he said he was coming up to a carriage competition nearby in Williamson Valley and would bring the trains with him. He warned me that they were pretty dirty and nothing special, but they were not beat up.

Once there, he handed me a box with the usual 50 years of dust and old newspapers. We were busy with the horses for a couple of days and when I opened it, there was a Lionel 1666 set with a #2452 gondola, #2465 double dome tank car and #2472 caboose, plus some switches and a couple other items. He was right, nothing special - that is until I took it to my workbench to clean it.

Checking it out, I immediately noticed that the cars all had flying shoe trucks! Wow, that means that the set had to have been made early in 1946, the first year of full postwar production. So, checking my catalogs, there it was #1405W. This was the only postwar year the prewar #1666 steamer ran and it has the strange "X" stamped inside the cab on the boiler back-head. The flying shoe trucks made this one rather hard to find, even if not one of the premier sets of the year, those pulled by the brand new #2020 steam turbines.



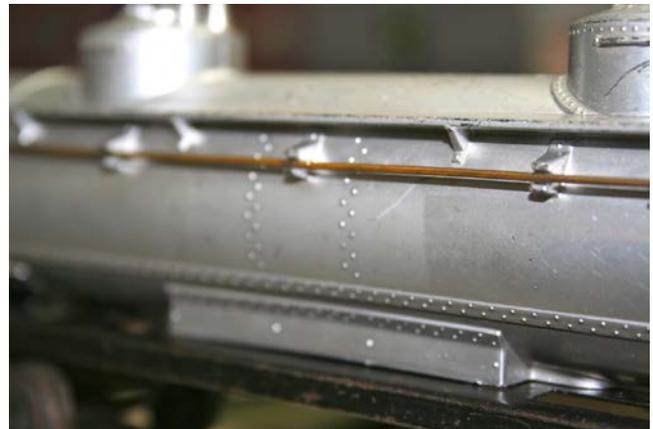
The killer: Now to cleaning the cars. Sadly, I quickly noticed that both the tender shell and the gondola had major cracks in their bodies. Not a major problem as these are pretty common and I can find a replacement - after all, it is the trucks that made them unusual.

But when I started to wash the tank car, it dawned on me that there was something wrong - it had no lettering. None at all. I checked closely, no it had not been repainted. It looked like the 65 year old decals must have dried and flaked off.

Looking closer, I then saw a slight shading where the decals must have been - and they were not in the usual place. It turns out that this tank car was one of the really rare versions where there was not the usual two decals on the left and right sides of the tank, but one Sunoco decal, centered between the two tanks. This is the very first version when the car was introduced in 1946 and never shown in catalogs in this fashion.

I don't believe I have ever seen an original of one of these, let alone own one. And I now have one - but without the decals!

Will I keep this set - absolutely! Am I now a collector, no!



The after story: Although never shown in the consumer catalog with the single decal, it does appear in the 1946 Dealer catalog - but not with this set. It is shown with the single decal tank car on two #221 steamer sets. My set had another curiosity - the tank car is shown with the Sunoco decal under the left hand tank, the car data information is not under the right hand tank as all following tankers had, but in the center of the tank. Under the right hand tank was a ladder down to the frame. When the consumer catalog came out, all the rest of the #2465 tankers had this version of the tank car, but simply without the ladder. That is, the decals were on the left and center portion of the tank and the area under the right hand dome was blank. I don't believe that version was ever made.

At the June General Meeting following the discussion on a proposed donation for the McCormick-Stillman Railroad park I offered space for comments by the members in the next two issues of the DISPATCH. These are the unedited views of the members themselves. - Editor

DESERT DIVISION: Coming of Age, TCA and the Railroad Park

By Gordon Wilson TCA 76-10233

At first there were some growing pains, but always there was an open sharing of ideas. Then came a grand and glorious Swap Meet and Auction which, thanks to its proximity to the Thanksgiving weekend, became known as the Turkey Meet. This gave the Division a National identity and financial stability, something upon which to hang its hat. Other TCA Divisions began to take notice. In the mid-'80's the late Cole Gibbs was the first Desert Division President appointed to a significant TCA National Committee, followed closely by Peter Atonna who, during his first term as Desert Division President, became Chairman of the Membership Committee. The year 1989 saw our monthly newsletter recognized as perhaps the best among the 20 Division publications. In 1991 we made a bid for the 1996 TCA Convention, narrowly losing on a tie-breaking vote by the President, only to be asked by the Board of Directors several months later if the Desert Division would replace Keystone Division as host of the 1997 Convention.

Conventions? Oh, how the Desert Division changed the TCA's concept of Conventions. From basically two days of Board meetings, a swap meet, and a banquet, we initiated the idea of a week-long vacation, with tours and trips that were family oriented. Although TCA National **Will and Does** provide funding to Divisions for Conventions, we opted to not accept National's "seed" money. Instead, we developed innovative fund raisers and relied on the conventioners to be so enthralled with our Tours and Convention offerings that the funding would essentially "take care of itself." Why no one else ever did this we don't know, but it worked so well that it is now the norm for every TCA Convention. It worked in 1997, again in 2009, and we're sure the folks at our Rio Grande Chapter will benefit from the same method in 2019. Creative Thinking!

In 1993 the Division firmly arrived on the scene when Scottsdale resident, the late Alvin Levin was elected TCA National President. Four years later Gordon Wilson became the second Executive Officer from the Desert Division, rising to the office of National President in 2000. He was followed in 2004 by Paul Wassermann and in 2008 by Chris Allen. In 2007, Christie Wilson was elected National Secretary, an office which she has continued to hold through the next five elections. Most recently this little, very progressive thinking and acting Division in the southwest corner of TCA continues to influence the entire organization, as Katie Elgar has just been elected as TCA National Vice-President and seems destined to accede to the Presidency two years hence.

What all this seems to show is that the third smallest Division in TCA apparently has the wherewithal to provide a great deal of influence with this, the hobby we have all chosen to love and work at as a collective group. We can do so much more if our visibility and influence is more widely available on a daily basis, as it will be in the Model Railroad hall in the McCormick-Stillman Railroad Park in Scottsdale. This nearly happened 19 1/2 years ago. In March of 1993, Bill Mack and then Division President Gordon Wilson were contacted by the late Guy Stillman and asked to attend a breakfast meeting which also included the late Herb Drinkwater, then the Mayor of Scottsdale. The purpose of the meeting was to establish a new large combination display/Ramada in the Railroad Park. This Ramada would have been

located on the south side of the current railroad tracks in the park, and be roughly twice the size of the Aste Ramada, which at the time was the largest Ramada in the park. It would have held secure, weatherproof display cases for the purpose of exhibiting model trains and memorabilia. It would have been named either the TCA Ramada or a name of a TCA member of our choosing. A number of circumstances intervened which prevented the fruition of this ever happening, not the least of which were the deaths of Mr. Stillman and Mayor Drinkwater. However, thanks to the Scottsdale Railroad Park Mechanical Society, the role the Desert Division has played in the promotion of toy trains (Remember all the sets that we gave to disadvantaged families, the Ronald McDonald House, the Scottsdale Jaycees, etc.?) has not been forgotten and we have been extended the invitation to be a major player in the model Railroad building at the McCormick-Stillman Railroad Park. The participatory fee is a one-time, lifetime fee, which will guarantee us our choice of locations in the hall and a large secure case and display area. The Division is responsible for rotating the contents of the display. Arrangements have already been secured from our National Headquarters in Strasburg, PA to be able to use any portion of that collection, on request, on loan for our use. Essentially our location in this hall would become "TCA Museum West," another feather in the Desert Division's cap, since this is something many western divisions of TCA have asked for, for many years. WE can now make all this happen.

We find ourselves in the financial position to be one of the very few TCA divisions which can afford to do this and still remain financially very solvent. Since the terrorist attack on 9/11 and the introduction of the Patriot Act, the Federal regulations, as established by the IRS, have changed drastically and we DO run the risk of forfeiting some of our treasury. The TCA has a Mission Statement: "To develop an appreciation of and to preserve an important segment of history - Tinsplate 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" of which this Division has been a proponent from the beginning. This project adheres to that Mission Statement 100 %. We urge everyone to support this opportunity to promote the tenants and ideals of the Desert Division, the TCA, and the hobby of toy trains.

\$30,000 Is Too Much Money

By Sam McElwee TCA 94-38786

With all respect, I cannot agree that it is in the best interest of the TCA Desert Division to give the Scottsdale Railroad Museum \$30,000 for a twelve foot long wall display. I don't believe it is financially responsible to commit almost one half of our funds to any one project. Most visitors to the museum concentrate on the three operating layouts and give only passing attention to the static wall displays. Even when visitors look at the wall displays, they are not likely to remember who provided the display. If a visitor is interested in becoming a member of the TCA, or any other club, he has only to ask someone. It is my experience that most model railroaders are more than happy to talk about the hobby. I would be hard pressed to commit any more than \$1000 for any type of TCA wall display for the Scottsdale Museum.

As to how best to use our funds, I think that there are several ways we can put our money to good use to attract new members and enhance our standing in the community. We could, once again, provide one or more scholarships for deserving technical/engineering students. I recall that we did do this a few

years ago. We could, again, provide several train sets for needy children at Christmas. We might consider contacting hospitals to see if they could use our assistance in providing magazines, books, etc. for patients. Since most of our members are in the "seniors" age group, we could contact the senior living or hospice organizations to see how we might fill some of their needs. Perhaps this will generate some other ideas that we could use.

We could also consider using the excess funds to pay for activities within the club. The cost for the monthly meeting coffee/donuts could be covered by the club without member donations. The annual dues for the Desert Division could be reduced. Our monthly meeting drawing for the \$100 could be increased to \$150 or \$200 (that should increase attendance). The club could purchase one or more items for the monthly raffle prizes.

Since there is a concern for having too much, or too little, money in our treasury, I suggest we establish a min/max goal for our treasury.

These are just a few ideas we may want to consider. As our needs change, we will want to make timely adjustments to meet the financial requirements of the club.



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The TCA 58th National Convention Report

By Chris Allen 95-40580

Photos courtesy Angelo Lautazi 93-37260 & Herbert Mayer TCA 64-1119

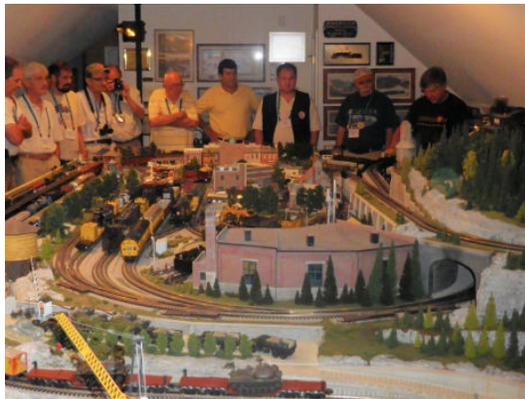
Mother Nature sure threw a curve ball at everyone this summer as a record heat wave swept through much of the country. Atlanta was no exception and except for the humidity we felt right at home enjoying some fabulous tours, friends, and of course food. This was my first trip to Atlanta and I enjoyed all the southern hospitality from the moment I landed. Atlanta is the corporate home to many large companies and Dixie Division had numerous sponsors who stepped up and made us all feel welcome. A big tip of the hat to Chick-fil-A, for their denotation of a tasty breakfast sandwich for those leaving on the very early morning tours. The week went by very fast and many tours were so enjoyable we forgot to unpack the camera and take pictures we were having such a great time. The next TCA convention will be almost smack dab in the middle of the country in St. Louis, Missouri, so make your plans now to spend your summer vacation with 700 of your closest friends. You'll be glad you did.



Tour at Chick-fil-A headquarters



Angelo Lautazi looking more like Tom Cruise than our Division Secretary



What's a convention without layout tours?
Here is a partial view of Jay Cain's



Hard to tell in this photo but there are eight
Desert Division members here enjoying the dinner cruise



Photo's of some of the public display train modules. For more convention photos visit
Herbert Mayer's Flickr site <http://www.flickr.com/photos/mayer8ha/collections/72157630456345120/>

Railroads and Trains In China (Pt. 2)

Excerpts from the talk given at the May Meet by Bill Herron

Beijing–Tianjin Intercity Railway

This 73 mile intercity express line between two of the largest cities in northern China has slashed the travel time from 70 minutes to 30. It is also listed as the “World’s Fastest Railway.” The system was engineered for routine travel of 215 mph and top speeds in excess of 235 mph with over 85% of the tracks laid on viaducts. Chinese builders used these elevated lines to keep high-speed rail tracks straight and level over uneven terrain, to save on land acquisition costs, and to minimize impact on local communities. Because of the use of these elevated sections, this Railway also has the distinction of having one of the top fifteen longest bridge in the world. The Yangcun Bridge is listed as being 35,812 meters long (including its entry and exit ramps) which would be over 22 miles long. On June 24, 2008 a Chinese conventional-wheeled train speed record was set on the line when a China Railways CRH3 train reached 394.3 km/h (245 mph). France currently holds the conventional rail record with a modified TGV POS V150 trainset running for testing purposes only of 574.8 km/h or 357 mph. The speed record for all railed vehicles is 10,325 km/h (6,416 mph) by an unmanned rocket sled by the United States Air Force. (source Wikipedia)



Here you can see the minimal impact the viaducts have on land use and eliminate at grade crossings



The route between the two cities of Beijing and Tianjin is almost a straight line to allow for the high speeds

Beijing-Shanghai High Speed Railway

Not to be confused with the before mentioned Beijing-Tianjin Railway which runs parallel with this line for part of its journey, the Beijing-Shanghai HSR serves more than one-quarter of the country’s population which live in cities along the existing Beijing-Shanghai rail line. Newly constructed and opening for commercial service in June of 2010 the 1,318-kilometre (819 mi) long rail line features much of the same viaduct construction which eliminates at grade crossings and has given this line three of the top five longest bridges in the world. The Danyang–Kunshan Grand Bridge is the world’s longest bridge. It is a 164.8 kilometers (102.4 mi) long viaduct in the Yangtze River Delta of which a 9 kilometer (5.6 mi) section is over open water. Although the line was engineered for continuous speeds of 215 mph, economic and safety concerns over 90 trains daily make the run at 155 mph or 185 mph depending on the trainset used and the train travel time is now 7 hours and 56 minutes or 4 hours 48 minutes for the journey.

RAILROAD



-CHANGE



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FOR SALE Lionel Consumer Catalogs, 1945 to 2009. American Flyer Catalogs 1955-1961-62, and other miscellaneous paper. Instructions for Assembling and Operating Lionel Trains 1940-1952. How to Operate Lionel Trains and Accessories 1953-1960. Lionel Instruction Sheets, a large selection. 1925-1937 Lionel Electric Trains reproduction catalogs by Robert Scheitzer & Frank Heeg, House of Heeg, Greenberg Publishing, IHP and Max Knoecklein. 1926-1929 American Flyer reproduction catalogs by House of Heeg, and Iron Horse. 1922 Ives Toys Makes Happy Boys reproduction catalog. 2001 Harry C. Grant (Co-Founder & Inventor Lionel) by Jan Athey 134 pages. Model Railroading “A Family Guide” Bruce Greenberg 1979 \$10. K-Line 30-78119 American Beer Modern Reefer Car (Baltimore) \$150. Weaver GACX 42692 2011 Speckles Sugar P-5-2 Gray Hopper Car \$150. MTH 30-2798-1 Rio Grande Southern Galloping Goose Diesel with Proto-sounds \$150 For detailed information and prices please call Dannie Martin 520-360-0519 or email dannieaz@cox.net

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