

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

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Volume 52, No. 8

September 2023

SUMMER IS OVER – WELCOME BACK

For those that stayed in the Valley over the summer it was one for the record books. While the warmer days are still with us, the fall train season starts this month with the September Meets both in Phoenix and Albuquerque.

So, what did you do over the summer? There were several conventions all over the country along with a few local train shows. The Rio Grande Chapter held a joint picnic with the New Mexico TTOS Division that you can read about elsewhere in this issue. For us, let's jump into the Way Back machine and revisit the June General Meeting.

President Mike Dietrich called the June general meeting to order promptly at 10:00 AM. It was June and it was already quite warm outside which made us all glad we were inside. Between the heat and the fact that many members had

long left the area for cooler climates the attendance was about 30.

Secretary Angelo Lautazi reported our membership as 156 dues paying members and there were no guests in attendance today.

Treasurer Mark Thompson reported the following balances: Checking \$10,042.93, Savings \$1,496.71 PayPal \$1218.79, the combined total in the three CD accounts is \$22,024.26.

Mike reported that the Division Bylaws amendment moving the election and officer cycle back to the calendar year was approved by a unanimous vote by the TCA Rules and Regulations committee. It will be placed on the June TCA Board of Directors agenda where it is expected to pass as well. Mike also reported that the Division Annual report was completed, and a copy was available on the front table for review.

MARK YOUR CALENDAR – UPCOMING EVENTS

September 9 – September Division Meet – Welcome to fall train season

Educational Theme – What I did on my Summer Vacation

8:30 AM member only swap – 10:00 AM Business Meeting - Room H-1 (the small room)
Paradise Valley United Methodist Church (PVUMC) 4455 E Lincoln Dr, Paradise Valley, AZ 85253

September 23 - Rio Grande Chapter Meet

9:30 AM - Wheels Museum - 1110 2nd SW, Albuquerque, NM

September 23 – GCMR Fall Cactus Meet

9:00AM – 12:00 PM North Phoenix Baptist Church, 5757 N Central Ave. – Phoenix, AZ

September 30 and October 1 – Rail Fair 2023

10:00AM – 5:00 PM Both days – McCormick-Stillman Railroad Park, Scottsdale AZ

Next, Mike reported that the Pizza Meetza was a success and changes implemented by the Auction Committee received no negative feedback. There will be additional changes to the fall auction later this year.

Speaking of the fall auction, because of the uncertain date and location for the November Train Show the date for that fall auction has yet to be determined however it is already full of almost 300 lots and the Winter "Souper Bowl" auction is filling up quickly. **Editors note: Over the summer, the dates and locations for both the November Train Show and the Fall Auction were secured. Look for the flyers elsewhere in this issue. Fall Auction Catalogs will be on sale at the September Meet.**

The Christmas Holiday Party is still set for December 10th at the Phoenix Elks Lodge. The committee plans to work through the summer to work out the menu and is working at bringing back Prime Rib to the menu. Stay tuned all you beef eaters out there.

Next, President Mike called on **Paul Malek** to talk about the Division's newest fundraising car. Paul explained that he worked with **Peter Atonna** to secure the licensing rights from Saddle Mountain Brewery in Goodyear. Saddle Mountain Brewery is located near Luke Air Force Base and almost all of the brews have a military aviation theme. They also support the local community and have received national recognition and been awarded as a top-tier microbrewery.

In numerous discussions with Peter and viewing the local crop of fundraising cars available to members, it was decided to break away from the Box Car/Refer concept and go with a covered hopper. Working with Atlas Model Railroad, a 0 scale 3 Bay hopper was chosen as the car to produce this time. It is going into immediate production and should be available for delivery in the spring of 2024.

The Saddle Mountain "tailedragger" and 1950's style pinup graphics will adorn the side of the hopper. We last worked with Atlas Model trains for the initial two car A-1 beer reefers that were well received and sold out quickly. The

production run will be limited to just over 100 cars and an order form is in this issue.

The Educational segment was, "Summer Vacation" and with the light member turnout at the meeting we only had a few members share their experiences with us.

Jonathan Peiffer started things off, not with a GG1 but rather a large selection of Amtrak F40 engines. Jonathan explained the evolution of the F40 fleet, many of the early problems and how Amtrak and EMD continued to work and update a locomotive that entered service in 1973. Jonathan not only covered many of the mechanical issues that faced the F40 fleet but also all the paint schemes that were worn by them over the years. He recalled his memories of riding these trains all over the east coast growing up and mentioned that a few of the power horses are still in service today 50 years later in Canada. **Chris Allen** spent two summers working on nearby farms in his teens and that sparked his interest in collecting Marx flat cars with farm tractors. Chris has a modest Marx collection and acknowledges talking with local members has increased his knowledge about Marx trains in general. He had several examples including a flat car with two orange tractors. He has red, gray, and orange and is looking for the elusive green tractor to complete his fleet. **Mike Dietrich** related his family tradition of visiting Wildwood New Jersey during the summer. He brought a Blue Comet and said that he remembered seeing the real Blue Comet in person on railfan trips through his town. Mke had a wonderful photo album that captured many memories of those trips.

Raffle prize winners in no particular order, **Mark Thompson** Hudson Ticket, **Terry Haas** Needham Box Car, **Peter Zwerin** MTH Burlington Hopper, **Katie Elgar** Lionel Ore Car, **Christie Wilson** Lionel Cotton Line Box Car, **angelo Lautazi** Diecast Fire Trucks The winning ticket for the Hudson Hundred was Scott Russell. He generously donated the \$100 back to the Division. Thank you, Scott! We hope to see you in September, only two more \$100 drawings before the big prize gets awarded at the Christmas Party.

JUNE DIVISION MEET PHOTOS



Randy Efros and Nick Schnakenber are long time Marx collections and are sharing intel



Looks like someone is about to miss out on a sale. The tables were quite full for a June Meet



Terry Haas is staying close to home at his sales table



Jonathan Peiffer with a table full of Amtrak F40's



Mike Dietrich talking about watching the Blue Comet go by on Railfan trips



Scott Russell won the Hudson Hundred for June from Treasurer Mark Thompson and donated it back to President Mike. Thank you Scott!

TCA Desert Division BOD Meeting – June 10, 2023

The meeting was called to order at 8:15 PM at Paradise Valley United Methodist Church, Paradise Valley, AZ

In Attendance; Mike Dietrich, John Craft, Angelo Lautazi, Mark Thompson, Terry Haas, John Zaval. Guests in attendance Chris Allen Train Meet Chair, Paul Malek Fundraising Car

Approval of Previous Meetings Minutes – The minutes from the previous meeting were approved.

Secretary's Report - Angelo reported that membership stands at 156 paid members.

Treasurers Report - Treasurer Mark Thompson reported the following; Savings Account is \$1,496.71 and Checking is \$10,042.93, CD Accounts total \$22,024.26 and PayPal with \$1,218.79.

Old Business:

Bylaws Change: – Mike reported that the TCA National Rules and Regulations Committee approved the Bylaws change unanimously. They will send them to the National Board of Directors with their recommendation for approval at the June Board of Directors meeting during the National Convention.

Pizza Meet: – The auction was an overall success although a few consignment items did not make their minimum bid and will be sold at the summer and fall train shows. Everyone seemed to be pleased with the changes that the Auction Committee implemented.

New Business:

Committee Reports:

Fall Train Show: Chris reported that he has failed to find a facility that can hold 100+ tables cheaper than the Shrine. He voiced his concern about using smaller facilities that would be cheaper but harder for the public to find. Getting the public to find the show was paramount to having a successful show. Mike will make some phone calls to gather additional information to be taken in consideration before a decision is made

November Train Auction: All the items are in the storage locker waiting to be lotted and Peter is already working to get the catalog printed so it can be handed out at the Beat the Heat Meet. The date of the auction will be determined once the November rain Show location is locked down.

Christmas Holiday Party: The date of December 10th and the Elks Lodge has been secured for the party. Mark believes he can add prime rib to the menu and will report at the September Board meeting.

New Division Fundraising Car: Paul Malek presented a proposal for a new fundraising car for the Division. Paul secured the rights to use the logo from the Saddle Mountain Brewery in Goodyear. The car would be a covered hopper made by Atlas with the '50's pinup model that the brewery uses for its "Tail Dragger" craft beer. The financial were distributed to the board and after review treasurer Mark Thompson moved that to approve the proposal. Motion passed unanimously. Projected delivery is Spring of 2024.

Vacation time: John Zaval announced he was leaving the area for the summer and return mid September. Angelp Lautazi announce he also had vacation plans and would not be able to attend the September Board or General Meetings.

Adjournment: Meeting was adjourned at 9:00 AM.

The next Board meeting is scheduled to be on Wednesday September 6 at the home of Mark Thompson.

Minutes submitted by: Secretary, Angelo Lautazi

Presidents Message

Friends,

Happy Summer. I want to welcome you back to train related activities after our summer break!

Our Board is starting their second year and I wanted to remind you of our hard-working team: Mike Dietrich - President, John Craft - Vice President, Mark Thompson - Treasurer, Angelo Lautazi - Secretary, Paul Wasserman, Terry Haas, and John Zaval - Directors, and Art Lites, President Rio Grande Chapter.

A year into this role I'm still honored to serve and hope you've had the chance to take advantage of our varied and fantastic offerings. I also realize that this is not a one person show and takes a real team to get things done. We have a core group of volunteers, but always have room for more! I know our terms were extended by a few months, but it's never too soon to get involved and help lead this awesome Division. We will be soliciting candidates for all our roles in the next few months. I want to thank Chris Allen for being the Desert Divion Representative at the Annual Convention as I was not able to attend due to work commitments.

We've suffered through the hottest and driest summer of my time in Arizona, but the promise of cooler temperatures is on the horizon. As I write this, we have the hope of temporary relief by the name of Hurricane Hillary this weekend, but still have a "hot ticket" of events ahead.

The "Turkey Meet" has a new date as we decided to move to the first week of November (11/4). This is the perfect kick off to train season and holidays. The show will be back at the Shrine Hall and will be the don't miss event of the year. Please send your table registrations to Chris Allen ASAP. This will be followed by our Fall auction on November 11th at the Paradise Valley United Methodist Church, Fellowship Hall. Be sure to pick up your catalog for this great auction at the meeting in September or October!

Finally, be on the lookout for details regarding the Christmas Party (12/10) as the planning committee promises another memorable event.

I hope to see you at the meeting and at our outstanding events.

As I will close each newsletter, I hope to welcome you to one of our events or meetings and I'd like to add two more "C's" to the Chamber of Commerce slogan: **Collecting and Camaraderie**, as the latter is what keeps us going!

September Educational theme: "What I did on my summer vacation". This is encouraged to be train related, but we are all ears for your interesting exploits regardless of transportation mode or new acquisitions.

Mike

DESERT DIVISION BOARD OF DIRECTORS 2022-2024

President:	Mike Dietrich	623-572-3538	Directors:	Art Lites	505-463-1951
Vice-President:	John Craft	480-7852432		Terry Haas	480-827-8604
Secretary:	Angelo Lautazi	480-575-7006		Paul Wassermann	480-949-1620
Treasurer:	Mark Thompson	307-631-4474		John Zaval	602-843-4909

RIO GRANDE CHAPTER PHOTOS

TCA Rio Grande Chapter and TTOS New Mexico Division Joint Picnic



Our host for the day was Chris Wieclaw. Chris' layout has had a couple of track changes, but it looks like he is happy with the latest plan and is moving forward. We can't wait until our next visit!



No "duck under" for this layout. Scott Eckstein on the left talking to Chris on the right about the very impressive Hellgate and Lift Bridge combo.



With the food catered by Rudy's BBQ and plenty of desserts there were many smiling faces sitting around and enjoying the great weather and friendship's.



TCA Rio Grande Chapter News

By Art Lites TCA 97-44623



It is hard to believe that Train season is almost with us especially since it is in the mid-90s as I am writing this report. We held no meetings for July or August, but we had a terrific picnic in June which was co-hosted with TTOS. **John Westfall** has also continued his support of the Wheels Museum both running trains and continuing maintenance of the O gauge layout.

On June 24th Chapter Secretary **Chris Wieclaw** hosted a joint picnic for both TTOS New Mexico Division and the Rio Grande Chapter at his mountain estate in Edgewood, New Mexico. Chris has built a separate barn and has an extensive layout with trackwork nearing completion. The layout has taken years of work on Chris's part with many redo's along the way. After reviewing the layout, we were treated to Rudy's BBQ. The fare included several meats and I believe six desserts. No one left hungry.

After dinner, we held an awards ceremony honoring three members who had gone above and beyond helping the local chapter.

Although I could have cited many in our club who helped us grow in the past year, three individuals stood out. **Scott Eckstien and his wife Elaine** have always been ready to help in a variety of ways.

Jon Spargo went to great lengths setting up two outstanding tours in May. Thank you, Scott, Elaine, and Jon, for helping make us an outstanding Chapter.

I would also like to mention another member who has greatly helped the Chapter and that is **John Westfall**.

John has been tirelessly working on the Wheels layout. We now have the turntable operating and most of the switches. I think that we will have all the switches on the board working shortly.

The layout allows you to make up a train with a switcher. Then you can pick up the train and run on one of three mainline tracks. You can bring the train back and turn the steam engine around or you can use the reverse loop and have the train make a second pass.

We have wired the layout for TMCC, Legacy, and you can operate conventional engines using either of these remotes. Talk about operating potential this layout has it.

Speaking of operating potential. Because of space limitations in my home layout, I have a smaller layout. If I run four passenger cars on my layout the engine looks like it is chasing its tail. If I want to run a long train, I head over to the Wheels layout with its 40' length. Even my longest trains have plenty of room to stretch out. We have a golden opportunity to connect with the public over the next two months. The Rail Yard Market Place is open on Sundays until the end of October and is next to the museum. We could use operators and volunteers who can greet the public who visit Wheels while the Market Place is open.

Closed Fridays, Wheels is open Monday - Thursday 9 - 12AM, Saturday and Sunday 10AM - 2PM. Bring your trains. Whether you come for one hour or more, there is no schedule. Just call John 505 340-9385 to get checked out on the operation then you are on your own. We need you down there, or would you rather be doing yard work?

Happy Railroading.

Art

INDEPENDENCE DAY TRAINS

by Peter Atonna

As some know, a group of we three railers in the Prescott area have created an informal group and call ourselves the Bradshaw Mountain Highrillers. And for the past several years have occupied a small storefront at the Prescott Mall. We open to the public on the first Saturday of each month. Our friends, the N gaugers, also have a storefront, and run a great looking, large N gauge modular layout.

Since the first Saturday of July always falls near the 4th, I run a red - white - blue train to celebrate the holiday. I two in those colors, Lionel's "Freedom Train" repro of the 1948 train and TCA's Bicentennial set. I can't run the Freedom Train as it takes 072 curves which I don't have on either of my layout's there, so run my TCA set.

But, one more thing, I have always been annoyed by three car passenger sets, which are typical Lionel sets from the '40s to the middle 50's. And the TCA set was only three cars!

It took many years, but a few years ago I saw a set of cars only at a swap meet and grabbed them. It was all three cars, so when I showed them to Mary Jane, explaining what I had done, she said, "but you already have an observation car". "I will just sell it" I replied. "Who would only just want the observation car by itself?", she retorted.

It went to the next swap meet and was sold within 30 minutes. I didn't ask what the buyer was going to use it for.

Nonetheless, I now have a respectable looking set to run and to celebrate the holiday. Here it is on one of my layouts from the run on July 1st.



THE HUDSON AND ME

by Peter Atonna

Lionel's Hudson is the icon of Lionel trains. As the line evolved toward full O scale trains in the late 1930's, the model train world was shocked by the announcement in the 1937 catalog of a first ever, full O scale, fully detailed Hudson steam engine. Never had a mass-produced O scale engine been sold for a price that was a third of the price of those then being made. Lionel completed the O scale line with four full scale freight cars, knuckle couplers and a new, solid steel O gauge T rail track system.

That engine then was followed the next year by the introduction of a new line in OO gauge to compete with the growing HO and OO scale train market. It was headed by a marvelous reduction of the 1:48 scale Hudson to 1:76 scale. Also in that catalog was a series of trains, pulled by a modified Hudson in either black or grey. The engines came with the same scale castings, but with O gauge tinplate trucks and couplers pulling traditional freight and passenger sets from the late 1930's.

Where do I fit into this? My first set was an 027-freight pulled by the newly introduced 2026 steamer, (rather than the beautifully illustrated 681 turbine pulling the new, green streamlined passenger cars I had hoped for). But my train hobby was off and running.

Each year Lionel would get my nickel, dime or quarter for the new catalog and when the 1950 catalog arrived that fall, I decided that it was time for Santa to bring me a beautiful new F3 diesel. I saved my allowance all year and my parents supplemented it so that on Christmas morning a new Santa Fe F3 was under the tree. (I had actually asked for the NYC as I liked the two-tone grey scheme, but learned later that Lionel didn't have enough western orders for them so shipped only Santa Fe's west of the Mississippi)

But I have no recollection of even paying attention to the reissue of the Hudson. I was more interested in getting a cattle car and still wanted a set of streamlined passenger cars. And as we know, the Hudson sales fell flat! It was not reissued until the mid-1960's.

It was not until much later, which by then I had become a "collector", had joined the TCA and started going to meets and York. The mystique of the Hudson became obvious. All serious collectors must have one. The 1950 one is good but the 1930's 700E was the ultimate goal. But it was at least 10 more years before a 1950 Hudson found its way home.



I think it was then I discovered why it was a reissue failure. It just was too "big". At that time, other than the F3's and diesel switcher, all Lionel's other locos and cars were not really O scale, that is 1:48 real size. They were about 25% undersized. A 40' boxcar was 8" long or 32 feet in O scale.



Hence the Hudson towered over most rolling stock, and just didn't look right. Later in the '50s, new near scale rolling stock did supplant the earlier cars, but the Hudson was long gone. And it was not until the 1970's that full O scale rolling stock was introduced with the Standard O line.

My Hudson got run once a year when I would attach Madison cars and run it on my Christmas layout.

Meanwhile the scale 700E, full scale Hudson, had achieved the highest icon status. If you had one, your collection was among the elite. And to have the cars along with T rail track meant people would ask just to come see your collection.

I achieved that "status" early after moving to Paulden and building my first layouts in my basement. About that time a collection came up for auction and in it was not only a 700E, but most of the scale cars and T rail track.

It was time, I told myself, as I had planned a prewar layout as part of the new basement "empire". Like a good bidder does, in my mind, I set a maximum price to offer, knowing I may not get it. Turns out there was only one other serious bidder, so we went higher and higher, \$100 at a time. He was first to bid my maximum. Of course, my mind was racing, he obviously was ready to go higher, should I now give up?

But I said to myself, at least go \$100 more. I did. And he did not raise me!! That must have been his maximum bid also and he was able to stick with it. Following that, the cars and track were easier as I had apparently intimidated all the others. (Luck still shined on me as the next year I was able to buy an original display stand Lionel made for the engine.)

The T rail track became part of the prewar layout. But I had little call to run the Hudson, most wanted to see the City of Portland and other streamliners run.

Time moved on and I decided the fun of prewar was in the looking for, not running. When visitors came to see the trains and I would start with the prewar layout, after about five minutes they would wander to the contemporary layout. I decided the fun was in the search and acquisition. So, all the prewar trains and accessories went to Stout Auctions -Except the 700E Hudson.

Lionel OO was fascinating and even on my Phoenix layout I tried a loop of OO, but it was the Lionel 2 rail track which didn't work well. However, in Paulden I found an area on the table where I could construct a small 3 rail layout, which is there today. And of course, all four versions of the OO Hudson were "needed" as well as the four cars Lionel produced in their various road name variations.

Now, there are five OO and one 763 and one 700E Hudsons here. I still was not really collecting Hudson's.

Yes, there is more! In the 1990's Lionel offered a "special run" of a Smithsonian Dreyfus Hudson and passenger cars. It was not cheap, and you had to get into a lottery to be "chosen" to buy one. To me that is the most beautiful of all real Hudsons, so I entered. Mary Jane said let's double our chances, so she entered too.

We both were chosen! Two sets were ordered, and they were as beautiful as advertised. I put mine on the layout (Mary Jane did not want hers opened.). It had sound, but not a Lionel unit, it was one of the early brands which required various "clinks and clunks" to trigger sounds. But what was worse, it would hardly pull itself. It had no Magnatraction, no rubber tires and no weights. I shuddered to think of those folks who bought the brass cars and wanted to run a 20th Century Limited. (Mary Jane sold hers at the 2005 TCA convention and "almost" got back what we paid for it)

Without meaning to, I now had a display of Hudson's: The Smithsonian Hudson, my 700E and an OO Hudson. But yes, there is more.

This spring I was contacted by the wife of a collector whose husband had passed away, wondering if I would be interested in his collection. Of course I would, so she sent me an inventory. He collected a little of everything, but in the list was the most interesting item, a 763, the semi scale Hudson.

We negotiated a price that was satisfactory to her and she later brought the collection here. All was neatly boxed in small cardboard boxes or plastic bins. The next day I started to see what I had bought, looking primarily for the 763. It was

finally found in the last box, the grey version and in great condition.

But I must have missed the tender, I went back through all, but no tender, either the common oil one or the super rare 2226W grey coal version.

So, I contacted her and she said “no tender”. She looked around and it was not still there. He had apparently bought the engine only! And as I began to see, many of his engines were that way, only about 2/3rds of the seamers had the proper tender, many of which had separate sales tags.

I had not thought about whether to keep the 763 until I saw it, and now it was here and in great shape. But I needed a tender and was not sure I would ever find one. I went onto eBay and yes there were ones for sale. It turns out the tender was also used on the 263 steamers and more common. I had my choice and found one on TrainZ that was priced well as it was missing one of its handrails and a couple of other parts. But their parts department had the handrail and I have the other parts.

My 763 has its new home and is on the display of Hudsons that “I don’t collect.”



But, Lionel had not given up on Hudsons. In the 1952 catalog, loco 2056 was introduced into the 027 line. It was a traditional six-wheel drive mechanism coupled to a Berkshire shell. The result was perhaps the most aesthetically pleasing of postwar Hudsons as it had a large

body but still was proportioned to match the cars, postwar and newly introduced 6464 series.

However, that number lasted only one year as 1952 was the year, because of the Korean war shortages, steam engines did not have MagnaTraction.

It returned the next year as the 2046 with the O gauge number of 646 and remained in the line for the next few years.



Was Lionel done with Hudson’s? No. In 1953 another new Hudson was introduced, the 2055 in 027 and its twin 685 in 0. This one was based on a Santa Fe Hudson, and while using the same mechanism, was smaller than the 2046.

Still not done. Still no. For in 1954 another new Hudson was introduced. But it was not really new, all Lionel did was to put a new boiler front with a feed water heater on the 2055 and voila, a new loco, the 2065 in 027 and 665 in 0!



All the new Hudsons stayed in the line for a few years until being phased out when most high-end locos disappeared in the cheapening of the line that began in the late 1950’s. The final postwar Hudson appeared in 1964 and with a tender labelled “Pennsylvania”. The next year’s catalog showed the same set illustration, but with the “Pennsylvania” blocked out. With a brief revival of quality locos and sets in the color catalog of 1966, the 665 returned as the featured set and a 773 was shown, with a correct NYC tender.

And no, I do not have either of those as after 30+ years, I have yet to win the Desert Division Hudson raffle!

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FOR SALE: CLUB EXCESS EQUIPMENT: MTH 50-1004 AIU New in Box \$100 (we have two) - Lionel 6-128687 Powermaster NIB \$50 - Used RailRax O gauge 6' sections \$10 each. Division can do credit card for purchase. Contact Chris for details

FOR SALE: Lionel 38071 SP Cab Forward 4-8-8-4 Brand new, never run \$750. Lionel 51008 Burlington Pioneer Zephyr brand new, never run \$900. Lionel 38014 D&RG Challenger 4-6-6-4 OB \$750. Lionel Prewar STD Gauge #10 set, Peacock, 332, 339, 341 cars. Individual boxes and set box \$325. Lionel Prewar STD Gauge #8 set, Red, 337, 338 cars plus transformer. Individual boxes and set box \$250. Lionel Santa Fe 2333-20 P X AB Diesel, battery compartment clean. Individual boxes and set box \$250. Chet Henry 480-532-3065 or bchenry@cox.net.

FOR SALE: TMK Lionel Prewar 0 & Standard 1900-43, Lionel Postwar 1945-69 TM Lionel 1970-89, 3-Rail price guide, Lionel 1901-95, Lionel 1970-1992, Lionel 1901-1997 each \$20, Greenberg's Repair & Operating Manual 736 pages \$30, Lionel Train Book 131 pages \$20, Hess Toy Truck & Racer 1997 \$15, Southern Crescent Limited 9530-34 new \$75, MDH Track Layout & Accessory Manual 64 pages \$20, MDH Operating 0&027 Trains 237 pages \$20. Dan Martin 520-360-0519 danniez@cox.net

FOR SALE: Lionel Model Builder magazine, complete run #1 thru #80 (1937-1949) plus the pre-release Sample Copy of Lionel Model Engineering. All with covers, no cut-outs; \$495 + S/H, or I'll bring to DD meet. Tim Halchuck, Fountain Hills, AZ. Cell 213-700-5455 or email tim@sound-sources.com

FOR SALE: Lionel OO track: 3rail, early version: 0052 straight 5ea; 0054 terminal 4ea; 0051 curved 49ea: \$50 for all. Can be delivered at Fall Cactus. Peter Atonna: mjatonna@gmail.com

FOR SALE: Lionel 6-38057 Weyerhaeuser Timber Lumber Company 3 Truck Shay Locomotive (2002) \$400 obo – MTH 30-4158-1 RailKing R-T-R Alaska SW-1500 PS2 4 car set, track & transformer mint in box w/shipper \$175 -- PayPal & credit cards - Chris Allen 480-820-9559 sparkyshome@cox.net

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

WANTED: VHS Tapes, Lionel - The Great Years 1955 & 1956 by Joe Algozzini/Don Varda (I have 1954) - Marx 51100 Southern Double Deck Auto Carrier or Flat Cars with trailers/tractors, Marx E-7's - Chris Allen 480-820-9559 sparkyshome@cox.net

This page is provided as a service to our members for trading among themselves on a space available basis. Contact them directly for items listed above. Contact Editor when your item sells so space can be made available to other members.

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

THE BACK PAGE – MORE FROM THE JUNE MEET



Chet Henry and Terry Haas having a good before the meeting chat



Just a small part of the Educational Table. We couldn't fit all of Jonathan's AMTRAK's in the frame



Front table was busy with people buying raffle tickets. Only two more Hudson \$100 drawings before we draw for the Hudson at the Christmas Party



The Fearsome Threesome; President Mike Dietrich, Treasurer Mark "Smurf" Thompson, and Secretary Angelo Lautazi



[2024 TCA National Convention](#)
[70th Anniversary](#)
[Lancaster, Pennsylvania](#)
[June 16 – June 22](#)

NEXT DIVISION MEET

September 9, 2023 8:30 - 11:00 AM
Paradise Valley United Methodist Church
Room H-1 (the small room)
4455 E Lincoln Dr, Paradise Valley, AZ 85253



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TOY TRAIN SHOW

Operating Train Layouts

Buy-Sell-Trade Model, Scale and Toy Trains

**TCA RIO GRANDE CHAPTER ANNUAL
PUMPKIN MEET - SATURDAY OCTOBER 28TH 2023**



Dealer setup from 7:30am – 9:30am (TCA Rules Will Apply)
For Information Call: Scott Eckstein 505-270-0516 or Tom Lawler 505-294-0298

Name: _____ TCA# _____

Address: _____

Phone: _____ Email: _____

TCA Member Table # _____ @ \$15.00 ea _____

Non Member Table # _____ @ \$20.00 ea _____

DO NOT SEND MONEY YOU WILL PAY FOR YOUR TABLES AT THE MEET

Mail to: Scott Eckstein, 10805 Snow Heights Blvd. N.E. Albuquerque, NM 87112

Please return form by October 15, 2023

Visit our web site at: www.tcadd.org

I agree to comply with all of the rules and regulations of Train Collectors Association (TCA) committees and any actions and rulings of TCA committees. I also agree that all items sold by me to any TA member at any TCA-sponsored meet shall be sold on the basis that I represent that all such items are authentic and in the manufacturer's original condition unless I have caused and such item to be appropriately marked as a restoration or reproduction.



**TCA DESERT DIVISION ANNUAL
TOY TRAIN SWAP MEET
SATURDAY NOVEMBER 4, 2023
9:00 AM - 12:00 Noon
Formerly known as the Turkey Meet
The oldest train meet in Phoenix**



**EL ZARIBAH SHRINERS AUDITORIUM
552 N. 40th St. Phoenix, AZ 85008
40th St. and Fillmore St.**

Exit 2 Loop 202 or McDowell Rd via Hohokam Expressway 143

Featuring

- **YES We still have 8' tables**
- **FREE Parking** and easy access from Loop 202 - or- Hohokam Expressway 143
- Multi gauge Test Track will be available on site
- **Vendor drawing for \$100 at 12 noon** - If you are setup when your ticket is called, you win \$100 on the spot! One ticket for each table purchased

TRAIN MEET HOURS

Saturday, November 4, 2023

9:00 AM - 12:00 Noon

Admission \$5

12:00 PM - 1:00 PM Table Top Auction

VENDOR SETUP:

Saturday 7:00 AM - 9:00 AM

TABLE REGISTRRTION – PLEASE PRINT LEGIBLY

NAME _____

TCA# _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Email for table confirmation _____

I hereby agree to be bound by the rules of the TCA & the Desert Division Train Meet in regards to buying, selling, ethics, and behavior. I further agree that in the case of a dispute, the meet chairman, or an impartial referee appointed by the Meet Chairman shall arbitrate the matter and render a binding decision. I shall upon the direction of the Meet Chairman, in the case of a disputed sale, refund a buyer's money.

Signed X _____ Date _____

Make check payable to: Desert Division TCA

Mail Table Registration to: TCA Desert Division, 1119 W. Plata Ave. Mesa, AZ 85210

More info: Chris Allen Meet Chairman 480-820-9559 or email tcadesertdivision@gmail.com

\$30 per 8' table

(Bring your own table cover if desired)

Tables @ \$30 each _____

Requests? _____

**YOUR TABLE REGISTRATION
INCLUDES ONE FREE HELPER
NAME BADGE PER TABLE IF NEEDED**

Helper Name _____

Extra Table Helper Badges are \$5 each

Special Requests? - Contact Meet Chairman

NO MAIL REGISTRATIONS OR CANCELLATIONS ACCEPTED AFTER OCTOBER 27, 2023