

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

Volume 41, No. 3

March, 2012

BUSY YEAR AHEAD

Punxsutawney Phil might have seen his shadow in Pennsylvania so those poor folks have six weeks more of winter, but picture perfect weather greeted our members who braved the clear blue skies and nice warm spring like temperatures for the February Meet. Barb Lautazi, Ralph and Sally Treichel made sure the free coffee, soda and donuts were ready when the hall opened up much to everyone's appreciation. The sales tables quickly filled with numerous items both pre loved and new with original boxes and many sweet pre-Valentine day deals were completed. The Business Meeting got under way with the introduction of visiting Lakes and Pines Division guest Dave Hollister of St. Paul, Minnesota. Seeing that the high temperature in St Paul that day was 21° while we enjoyed an 81° day, we think Dave made a wise choice. Division Treasurer Bob Herman reported \$56,284.57 in Savings and \$11,688.45 in the checking account. President Peiffer displayed the 1964 Hudson 773 and outlined the rules for this year's contest. After the 2011 Hudson drawing was completed a motion was approved by the membership to have the Hudson drawing restored back to the original rules. Prior to the 2009 Convention, the Division modified the rules so that if you were not present when your Hudson ticket was drawn you would be rewarded \$25 instead of the \$100 if you were in attendance at the meet. The remaining \$75 would be earmarked for Division Convention funds. Following the convention, the old rules were not restored until the most recent motion from the floor. Read all about this year's Hudson drawing and the rules elsewhere in this issue. Director Marty Wik reported that there was a location change for this year's Spring Picnic. Because of conflicts with other events at the Scottsdale McCormick-Stillman Railroad Park the event has been moved to the Scottsdale Ranch Park and Tennis Club. The new location is just up the 101 Pima freeway from the old location at 10400 E. Via Linda. Look for more details and a map of the new location inside this issue. Marty also reported that following his inspection of the Goodyear Ballpark and meeting with both the Pebble Creek Car Club and Goodyear city officials the Division Board of Directors has decided to proceed with a combined Car and Train Show Saturday, April 21st, at the Goodyear Ballpark. The inaugural event date will conflict with Eastern Division's York Meet but was picked by the city and the car club before they had our commitment. Eight foot tables will sell for \$25 with a coupon for \$5 off the BBQ lunch. There will only be 100 tables available. Contact Beth Stange for sales table registration.

MARK YOUR CALENDAR – UPCOMING EVENTS

MARCH 3-4 – Cal-Stewart Meet – Santa Clara, CA – 9 AM

MARCH 10 – Regular Division Meet – Phoenix, AZ – 9 AM

MARCH 17 – Rio Grande Chapter Meet – Albuquerque, NM – 10 AM

MARCH 24 - Spring Picnic – SITE CHANGED – Scottsdale Ranch Park - 10 AM

APRIL 14 – Regular Division Meet – Phoenix, AZ – 9 AM

APRIL 18-21 – Eastern Division Meet – York, PA

APRIL 21 – Car Show & Train Swap Meet – Goodyear, AZ - 9 AM

President Peiffer reported that the Division will not be setting up Dallas Dixon's module at the Falcon Field Open House on March 31st and recommended the members join the Grand Canyon Model Railroaders and run trains on one of their many layouts. Several members of the GCMR are Division members so contact them if you'd like to run trains and enjoy a day of classic cars and vintage aircraft along with other Valley of the Sun train clubs. It was announced that National Train Day is set for Mother's Day weekend May 12 and 13. Last year several Division members travelled up to Williams and joined the festivities there at the Grand Canyon Railway Depot. At that location the two day event was busy on Saturday but slower on Mother's Day Sunday. That might change this year, The Grand Canyon Railway has announced it will offer an 8 mile trip on the "Cataract Creek Rambler" their steam powered locomotive at a very family friendly price, versus the fare for the normal run to the Grand Canyon. <http://www.thetrain.com/UserFiles/gcr/gcr-steam-021312.pdf> Those interested in volunteering with the module layout this year should contact Dallas Dixon or Jonathan Peiffer so a determination can be made regarding club participation again this year. Ivan English spoke about an IMAX film called "Rocky Mountain Express". The film shows the present day route of the 19th century Canadian transcontinental railroad aboard CPR steam locomotive #2816 however it is showing for limited engagements and only at IMAX theaters so you need to check the filmmakers website when it will be in your area. <http://www.rockymountainexpressfilm.com/> Chet Henry spoke about the upcoming Pizza Meetza in April. Beth Stange has agreed to handle the pizza delivery so that certainly guarantees a wide variety and plenty of pies for every age and appetite. Several after meet visitation announcements were made. The visitation following the February meet was at Herb Andreen's home where he has nearly completed his track laying. Pictures of his very impressive work in progress are elsewhere in this issue and on the Division website. President Peiffer announced that the after meet visitation in March would be at the McCormick Stillman Railroad Park where a behind the scenes tour of the workshops and facilities is planned. The Division is considering a financial donation to the Railroad park in exchange for a permanent museum quality display in which trains from our members or from the National Toy Train Museum would be exhibited along with information on our club and the national organization. The railroad park remains one of the key destinations for tourists and local families seeking railroad exposure in a park like setting. The vote for the donation is scheduled for a general meeting later this spring and Jonathan explained that this seldom offered opportunity is available to Division members for this day only. He encouraged everyone to take advantage of the chance so that when the matter came to a vote we would have a better understanding of the commitment of the volunteers and staff in keeping the park one of the few railroads links to the public at large. The chair of the after meet visitations, Katie Elgar, spoke about a few openings remaining for the year and her desire to have a few backups, just in case life gets in the way of our plans. The Educational segment was rather brisk with Jonathan having a presentation of the Pennsylvania P5 series, which were the precursors to the GG1. Jonathan had a P5A box and steeple cab and outlined the evolution of the central steeple cabs and the slopping hoods for better visibility. This was a direct result of a grade crossing accident in which the train crew was killed in the original P5 box cab design. The redesigned P5A cabs and hoods provided for better crew safety that unfortunately was offset by the noisy and bumpy ride of the new design which migrated eventually to the GG1. Winners of the raffle prizes were Chris Allen, Tony Saulina, Diane Martin, Glenn Gordon, Ivan English, Angelo Lautazi, and Bill Richardson. Angelo Lautazi was a double winner that day as he was also the first member drawn for the monthly \$100 in this year's Hudson drawing.



John Upshur brought a donation to the club that had everyone scrambling for a look see.



Now you know what the commotion was about. A little Marx Commodore engine wired with a working pantograph. Who dunnit?



Only a small portion of the table sales that were active and full of sweet deals



Vice President Art Triant listening, while the group in the background still ponders John Upshur's box of goodies



A full house of members discussing the Division's donation to the National Toy Train Museum



Diane Martin trying to decide what raffle prize to choose following yet another win. Like they say you can't win if you don't play!



Treasurer Bob Herman awards the first "Benjamin" of the year to Angelo Lautazi



After Meet visitation at Herb Andreen's new layout, with the benchwork and track completed the fun is about to begin

TCA Desert Division BOD Meeting – February 8, 2012

The meeting was called to order at 7:25 PM at the home of Ralph and Sally Treichel.

In attendance: Jonathan Peiffer, Art Triant, Bob Herman, Angelo Lautazi, Ralph Treichel, Beth Stange and Marty Wik, Bill Mack and Russ Mosser.

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 58 members still owing dues.

It was decided that the membership cards would not be laminated this year. Angelo will send the file to Jonathan who will print the cards on card stock.

Treasurer's Report - There is \$56,284.57 in the Savings account and \$11,688.45 in the checking account. Still need to decide on the status of the storage shed.

Old Business – With guests present Old Business postponed until after their presentation.

Static Display at McCormick-Stillman Railroad Park - Bill Mack and Russ Mosser spoke on the possibility of the Desert Division maintaining a museum quality static display case at McCormick Stillman Railroad Park in the building that houses the club displays. There were many questions including what costs would be involved. It was agreed that a tour of the facility scheduled as the after meet visitation on March 10th with all members invited would resolve any remaining questions. Postponed for further action until after facility tour in March.

Spring Picnic - Marty presented information on this year's picnic which has been moved to Scottsdale Ranch Park. There will be hot dogs, hamburgers and chicken. Brad Martin has volunteered to cook and Beth will handle the games. Marty will bring the Bill Schulte memorial ice cream cooler. The picnic will start at 10 am on March 24th. Info will be published in the next newsletter and put up on the web site.

Spring Car/Train Show - Marty met with officials at the Goodyear Ballpark and relayed information on the Car show that we have been asked to participate. The new ballpark and grounds are immaculate and we would have room for 100 tables. Costs for advertising and promotion will be free to the Division and last year's event had over 2,000 people come through the gate. The 100 tables would sell for \$25 and each table buyer will receive a \$5 off coupon toward the \$10 fund raising barbecue. Beth Stange will handle registration and table sales.

Motion: To participate with the Pebble Creek Car Club car show in Goodyear. Motion Carried.

Holiday Party – The annual Christmas/Holiday party will be held on Dec 9th at the Mesa Marriot.

2012 TCA Annual Appeal - Discussion regarding a donation to the 2012 Division Annual Appeal.

Motion: To ask the membership for a \$1500 donation for the For the National Toy Train Museums LED light replacement request. Motion Carried.

New Business

Turkey Meet – Turkey Meet and auction discussion postponed for next meeting.

Falcon Field Runways, Roads, and Rails - Desert Division will not participate this year in the Falcon Field Show on Mar 31st.

TCA National Convention - Angelo will be Jonathan's alternate to the National Convention in Atlanta.

Pizza Meetza - Beth will order the pizzas for the April Pizza Meetza.

Bus trip – Discussion - Poll the membership regarding an overnight trip to Albuquerque to visit with the Rio Grande Chapter.

Incorporate Desert Division - Discussion regarding the Division incorporating as a non-profit. Postponed for further discussion.

Alternate Meeting Sites - Art brought information regarding historical warehouse buildings available in downtown Phoenix and the possibility they might be suitable for a club meeting place. After review the location and costs involved would not be suitable for our present needs.

The next board meeting will be on March 7, 2012 at Marty Wik's home.

Meeting was adjourned at 9:50 PM.

PRESIDENT'S MESSAGE

It is as if Winter has bypassed us and we are already into Spring even if the calendar calls for it a bit later in the year. It is even harder to imagine that March is upon us. As this month's message has come together my main thought as I finish a deadline for second run 3rd Rail E7 diagrams is the importance of preserving our history. It is part of the TCA mission statement which can never be repeated enough.

"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."

One of the hallmarks of the 3rd Rail work is the amount of research and detail that goes into the design work for each and every road name. No two railroads had the same standard and outside of steam locomotives the 429 EMD E7s had more variations than the entire Lionel catalog it seems. The work involves many, many hours doing detailed research to find the specific road numbers of each locomotive being produced to determine the right combination of details and painting schemes. Like our collecting of toy trains, the amount of history available of the railroads that used these passenger diesels varies a great deal. I am struck at how I can find a photograph of every single PRR and NYC unit, but finding detailed information on the Gulf, Mobile and Ohio is a different story! As a side note to anyone with an Alton Limited set; the GM&O was the railroad that took the Alton over from the Baltimore and Ohio and the orange and red of the Alton was adopted as their standard color scheme. Even finding good information about the Penn Central is not always easy to come by and that railroad was formed a mere three years before this division. At the time, who would have thought that a new generation of train collectors would care about the complete disaster that went by the name of "Penn Central"?

The experience serves as a strong reminder of how important documenting our history is for those in the future who want to know what it was like way back in 2012 when the world did not end and the Desert Division was into its fifth decade. We took last year to reflect on our previous 40 years, but never forget we continue to make history for future generations. To that end, document your collections, your layouts, your trains, yourself and provide the information to our Division Historian, Chris Allen. While we are a club formed around trains, ultimately

it is the people of this Division that create the history that others will look back upon. Do a favor for future generations and write down the stories now so some future generation doesn't have to recreate it. They will thank us for our vigilance.

As always, the Desert Division has plenty going on for your participation and enjoyment! This year we are holding the Spring Picnic on March 24th at Scottsdale Ranch Park & Tennis Center located at 10400 E. Via Linda in Scottsdale. Mark your calendars and plan on attending! The cuisine will be Desert Division finest and the company even better. There will be raffle prizes, the annual mystery box and the opportunity to enjoy an afternoon relaxing with the whole family. We will have games for the kids and even games for the adults if anyone is up for tennis or a game of basketball

In April we will have our annual Pizza Meetza. As always this small auction is a lot of fun, especially when the offerings get into some of the more "unique" offerings. Don't forget the all you can eat pizza too!

Also on April 21st, we will be teaming up with the Pebble Creek Car club to support an effort to help raise funds for Goodyear in their effort to restore the historic Litchfield Park train station. Currently stored on a trailer at the water services facility, this classic Santa Fe style station is in remarkably good condition, but it needs a permanent home and certainly a serious restoration! See this month's Dispatch for details! The facility is amazing and not as far as you might expect.

In closing, I always look forward to seeing everyone at our meets and hope you can make it to our March meet on the 10th. Bring something for the education segment. We learn so much about each other and the hobby from what we share. Let's continue to make history in the grand tradition this Division has been known for since its formation.



Desert Division Board of Directors Meeting

The next meeting of the Desert Division Board of Directors will be held on March 7, 2012 at the home of Marty and Paula Wik, beginning at 7:30 PM. Members are always welcome to attend but please call 480-488-8625 in advance to be sure there are enough chairs available.

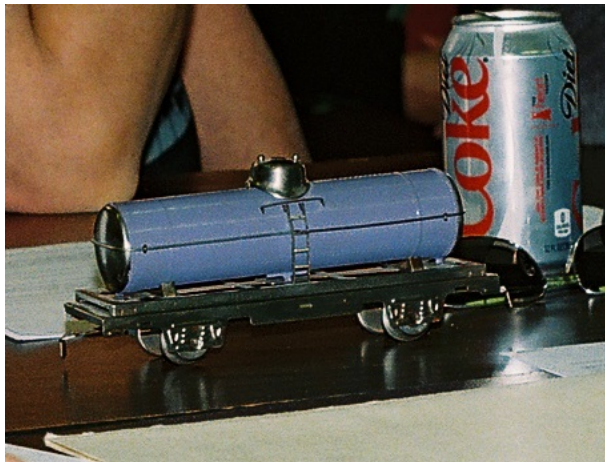
Rio Grande February Meet Pictures



Greg Palmer's eBay find
The seller listed the box as a reproduction
however Greg believes he might have the real deal



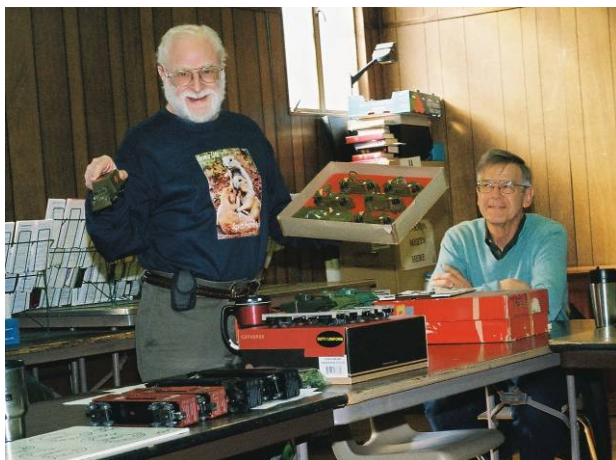
Scott Eckstein's restored Lionel 33



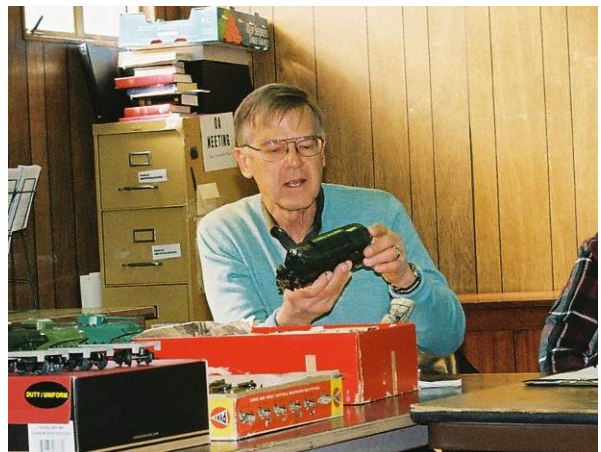
Ron Bahm's Marx hybrid tank car



**John Trever showing the 6464 Boxcar
variation he has found**



**Jim Trever with one of several boxed
PYRO Military sets and cars**



**John Anderson talks about his father's
Pre-war Lionel 253 set**

TCA Rio Grande Chapter News

by Gregory Palmer TCA#94-39039

The weather was great and so was the turnout with 24 members in attendance along with one guest. Scott Eckstein introduced his guest, Ron Bahm. Ron is active in other train clubs in Albuquerque so we gave him an application and hope he joins TCA, the Division, and the Chapter. The education segment started with a Lionel 763 box that I bought off of E-bay that was advertised as a reproduction box. However upon inspection I believe this is an original Lionel pre war box. It could have been a shipping box from Lionel service, or a box from a Lionel dealer. I will have other members in TCA inspect the box to collaborate my inspection and opinion. Scott Eckstein showed off his fully restored Lionel #33. His restoration skills are second to none, Great Job Scott! Guest Ron Bahm brought in a Marx Hybrid car. It is a cross of a Marx Scale tank car, and a Marx Military frame and wheels, a very unusual car. John Trever showed off a variation he discovered. The logo being split on some 6464-225, just like that on some of the 6454 SP Boxcars. John is thinking about writing an article on this possible new variation for the TCA Quarterly. Jim Trever showed the group several Pyro boxed sets of Military equipment. He also brought tanks and Flat Cars from the Lionel Sears #9820 Military Set. The tanks had three different colors, only one was thought to be an original color. John Anderson brought in his Fathers Pre War Lionel 253 Freight Set with extra Ives Passenger Cars, which was purchased from the Gimbles Department Store around 1925. Ross Jordan brought in photos from his trip to the UK. He rode several English Railroads. We all enjoyed looking at the great photos and maps. Bill McIntyre showed off his new Atlas O Scale Passenger Car. Atlas paid attention to detail on this super looking car. The Business Meeting started with the vote on table and door fees for the October 28th Pumpkin Meet. The fees will be \$4.00 for adults, with kids under 12 Free. TCA Non Table Seller Members will be able to get in for \$2.00. The table fees will remain the same as last year, that being, TCA Members \$20.00 per table and non Members \$25.00 per table. We are encouraging all Desert Division Members to come and purchase a table. A report was given on the TCA 2019 National Convention Bid. TCA convention officials will be in town about mid March for a FAM, which is a tour of the Hotels and possible tour destinations and attractions in and around Albuquerque. A full report will be given at the March Meet and Meeting on the 17th. The New Mexico Railroad Fair will be Saturday May 19th. The Chapter voted to have a table to sell donated items, with the monies going to the Chapter. Consider bringing a list of items you would like to donate to the March Meet.

The next Meet and Meeting is set for March 17th and will be held at 10:00AM at the Sombra Del Monte Church at 2528 Utah N.E. in Albuquerque. You may wish to bring items to sell, there is no table fee and we ask our members to bring items for the Education Segment. It is always great to see the variety of different items brought in for Show and Tell. During the Business Meeting we will talk about various advertising ideas for the Pumpkin Meet. Our after Meet activity that day will be at either David Nyczs' house or Scott Ecksteins' house. We will let you know as we get closer to the Meet via an E-blast. Please let Jim Trever know if you are not receiving the Chapter E-mails. He will make sure he has the correct E-mail address for you. Hope to see all of you at the March TCA Rio Grande Chapter Meet at the Sombra Del Monte Church.

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			

APRIL AUCTION UPDATES

by Gordon L. Wilson, TCA #76-10233

This year's Pizza Meetza Auction on April 14, 2012, has just received a HUGE UPGRADE. Loosen your wallets! The Desert Division will be offering On Consignment the Estate of our late former member Craige Voisine. Ranging from some really nice Post War Lionel items to boxed and mint items from Lionel, K-Line, MTH and Bachmann, there is surely something for everyone in this bonanza of toy trains.

Roughly 95% of the items are boxed and in C-10 condition. The variety of railroad items goes from a plethora of parts to Railroadiana Lamps from Southern, B&O, and the NYC,NH, and Hartford Railroads to top-of-the-line Kline, MTH, and Lionel. There are incredible buildings, accessories, rare and hard-to-find rolling stock, locomotives ranging from F-3's, E-P 5's, GG-1's to the rarest reissue of a Lionel Grey #783 Hudson.

Truly, this promises to be one of the most eclectic Pizza Meetza's EVER, one where a starting bid will be somewhere around \$25, rather than the usual \$5.

However, there is still room for you. Craige's items will encompass about 60 lots. We generally have about 120 lots, sometimes more. This means, there will be plenty of room for YOU. Here's what you need to do:

1. Contact Chet Henry (480-838-1783 or e-mail bchenry@cox.net) and let him know you wish to place "x" number of lots in the auction.
2. Each lot costs a mere \$5.00 and yes, it may have a Reserve bid placed on it, should you wish.
3. The person winning the bid for your lot pays YOU, not the Division.
4. There is a Minimum Bid on each lot of \$5.00, so you as a consignor will at least "break even." With that in mind, we ask that you make each lot acceptable: NO junk, rusty track, or problematic items. If it hasn't sold on your table, it won't get much interest here either, so consider donating it to a charity instead.

After the Regular Division Meet and during the time Chet and his crew are busy setting up the auction, approximately 40 Pizza's will be served for your culinary pleasure – FREE! Eat 'til you drop! Refreshments will also be available. After roughly one hour, the auction will start. It will end when the last lot has been sold. Be sure to reserve your lot number(s) from Chet Henry ASAP.



MTH MT-5100L PRR green GG-1 * MINT *



MTH 30-9014 Red Stone Passenger Station new/OB

LAST CALL FOR DUES! ** DEADLINE MARCH 31st!

Division Secretary Angelo Lautazi reports that 58 members still owe dues for the current year. Those members who get the DISPATCH electronically have received an email from him, if you get yours in hard copy a quick look at your mailing label on this issue will reveal your membership date, and if it is orange highlighted this is your LAST ISSUE and your name will not appear on the Division 2012 roster. Renewal forms are available on our website and elsewhere in this issue, mail your dues to Angelo by March 31st.

MARCH EDUCATIONAL TOPIC ANNOUNCED

The topic for the March 10th Educational segment should be easy to remember and open to wide and fun interpretation – St. Patrick's Day! What can you imagine? Beer Reefer's? Green BNSF Hoppers? Maybe stretch the "green train" concept to reflect electrified loco's? Emerald Green isn't the only shade available; pea green, along with peacock, olive, apple, and maybe even Stephen Girard green. Let's have fun and dust off some of those pre-war beauties and bring them to the meet as well. This month it doesn't need to be rare, just green, Irish, or saintly.

A Trip to Remember – Cab Ride in SP Daylight #4449

By Mike Dietrich TCA 11-66310

I decided to take the family, Parker 3 1/2, Michelle, her mother Molly and myself to Portland, Oregon to ride the Southern Pacific Daylight as it was pulling the Holiday Express for only one weekend. We used miles and points to make it a "reasonable" day and a half trip. Arriving in Portland at 10 AM on a cloudy Saturday December morning we headed straight to the train. We had already purchased tickets to ride the 4 PM train, but wanted to see it and possibly get an extra ride. As expected, I soon found out that it was completely booked for the day so we looked at the offerings in the gift shop.

While there a gentleman working the area overheard our "we came all the way from Phoenix to ride this train story" and approached us. He asked us why we traveled so far and I told him that we needed to take the opportunity to see it while we could make the trip since you never know how long the engine would continue to run and offer excursion trips. I also told him we have an MTH set of the train and Parker is a big fan of the "Most Beautiful Train in the World". He left stating he would see what he could do. We continued to shop but not holding out much hope we decided to go and have lunch and return for our scheduled afternoon ride. As we were preparing to leave the man came back and said that the 2 PM was booked, but be there at 2:30 PM for the 3 PM ride, since he was able to "get us in the cab". I nearly gave him a hug! I knew what that meant, but my 3 year old didn't...he soon would realize the magnitude of this gesture.

When we returned I climbed up in the cab only to find a terrified child at the bottom of the 10 foot ladder. He refused to climb in, so Mom took him back to a passenger car as the train approached departure. Apparently he steeled his courage and stated "I want to ride with Daddy". The radio crackled with "the family is coming back"...my heart sank as Mr. Doyle was ready to go. Tears streaming, Parker climbed up and I pulled him into the cab of the Daylight and after assisting mom into the cab as well, we were off on an amazing ride! The engineer was Doyle McCormack who was on the initial restoration team and is currently the president of the Oregon Rail Heritage Foundation. We were treated like royalty and Molly, who was unable to climb into the cab, was taken to the front of the line for the 4 PM ride as we returned.

The folks of the Oregon Rail Heritage Foundation <http://www.orhf.org/> who sponsor the Holiday Express were wonderful and took a great day and made it very special! As it turned out the mystery man in the gift shop was Todd Landwehr, Treasurer of the Friends of SP#4449, you can visit their website <http://www.4449.com/>



3 ½ year old Parker Dietrich isn't the only person who believes that the Southern Pacific Daylight is the "Most Beautiful Train in the World".



4449's Engineer Doyle McCormack surrounded by the happy Dietrich family, Michelle, Parker and Mike.

RAILROADS IN ARIZONA - Part 1

by Peter Atonna TCA 75-7578

Editor's note: This is part one of a two part series Peter wrote for the Arizona Centennial Celebration. Because of space limitations, part two will be published next month in the DISPATCH.

No, Arizona was not a destination for the great railroad builders.

The three decades following the joining of the rails at Promontory Summit in 1869 set off the greatest geographic expansion and settlement this country had ever seen. But the original transcontinental railroad, formed by the Central Pacific and Union Pacific, did not solve the transportation needs of the post Civil War nation. Railroad barons quickly discovered that the original route was beset by mountain grades and terrible winter storms. They looked south to the 32nd and 35th parallels for lower grades and more favorable climate to reach the promised land of California.

One transcontinental railroad was not going to be enough. Even C.P. Huntington of the Southern Pacific, which by this time had absorbed the Central Pacific, looked east to another route, particularly one where he did not have to share traffic with the Union Pacific. The SP was quickly building lines to secure the most important routes in California, but looked east toward Texas and New Orleans.

Others were looking westward to secure that second transcontinental route, particularly rail baron Jay Gould who had taken control of the Texas and Pacific from Pennsylvania Railroad interests and was building west through Texas. Arizona lay between him and California.

In 1877, while waiting for Congressional approval to build across the Fort Yuma military reservation, the SP simply laid "temporary" tracks and a bridge across the Colorado River into the town of Yuma and into Arizona, despite the fact that the T&P had also requested the same permission. The SP had made it to Arizona.

When construction resumed in 1878 it was a race for Tucson, then the largest town between Los Angeles and San Antonio. The need for speed was heightened by the T&P continuing to build west through Texas and the Santa Fe, having reached Deming, NM, rumored to be looking toward Tucson. Although having to suspend construction during summer heat, trains made it to Tucson in March 1880. Construction then continued east and the SP finally made it to the New Mexico border by June 1880, finally meeting the T&P at Sierra Blanca, Texas. But, the SP still was to continue east and by its own construction and purchase of existing lines, it finally had entry to New Orleans. Arizona was on the nation's second transcontinental railroad.

Arizona was on the way west to California for a second railroad, the Atchison Topeka and Santa Fe. After loosing its own battles with General William Jackson Palmer to cross the Rocky Mountains in Colorado, the Santa Fe had turned south as far as a tie with the SP at Deming, NM. But the lure of California was too great and through purchases of other chartered lines, the Santa Fe started building west from Albuquerque under the auspices of the Atlantic and Pacific Railroad along the second southernly transcontinental alignment of the 35th parallel.

Construction crossed the Colorado River to Needles, CA in 1883, only to be met by tracks built east from Mojave, CA by the SP specifically to block the Santa Fe's entry into California. But after a threat to build a parallel line all the way to Los Angeles if necessary, the SP sold their line to Mojave and granted trackage rights the rest of the way into Los Angeles. Arizona had its second transcontinental railroad.

By then, mining in Arizona was booming, from silver mines in Tombstone to gold in the Bradshaws and by the 1880's copper almost everywhere. Soon there were dozens if not a hundred small railroads tying mining boom towns to the main lines. Likewise in northern Arizona, logging railroads brought lumber from forests to mills in towns like Flagstaff and Williams.

But, where was the railroad to Phoenix?

The original SP main line passed 60 miles south, but a branch line was soon built from the settlement of Maricopa. Meanwhile northern Arizona interests trying to connect the mining centers around Prescott and Jerome to main lines built the Santa Fe, Prescott and Phoenix south from the main line at Ash Fork to Prescott, then over the Bradshaw Mountains, through Wickenburg to Phoenix.

But by the first quarter of the 20th Century, that did not satisfy Phoenix which was now booming as an agricultural center as well as being the State Capitol. City leaders chaffed at simply being at the end of two branch lines.

The Southern Pacific came to the rescue. The Phelps Dodge mining company operated a huge network of copper mines and mills throughout southern and eastern Arizona all the way to El Paso. Chaffing at the rates being charged by the SP, in 1887 it started its own railroad which eventually stretched from Tucson to Douglas to El Paso and then to coal mines in northeast New Mexico. The El Paso and Southwestern became one of the largest regional railroads in the country. But, the railroad succeeded in its purpose, easing rates, and the Phelps Dodge, not really being in the railroad business offered to sell the railroad to the SP.

Coming to the Arizona Corporation Commission for approval, Phoenix interests offered “a deal”. They would OK the sale if the SP would build a “main line” through Phoenix. So, in 1924, the SP agreed and built a line, beginning at Picacho through Mesa, Tempe and Phoenix running southwest and rejoining the main line just east of Yuma. In 1926 Phoenix had its “main line” and the SP routed most of its passenger trains through the city, although other than citrus, there was little freight generated. That traffic continued on the transcontinental route.

Over the years, most all of the short mining and logging lines disappeared, although a few do remain today as either independent short lines or branches of either the SP or ATSF. But our two transcontinental railroads have prospered and in the last twenty years have become parts of even larger railroad systems. The SP is now part of the Union Pacific system while the Santa Fe is part of the BNSF. These are two of the nation’s four mega-railroads and are hauling more freight and goods than any time in history.

Passenger trains are no longer operated by major railroads, but the service continues as part of the national passenger railroad, Amtrak. Two routes serve the state, one across the original Santa Fe route and the other on the original Southern Pacific route. Ironically, Phoenix area residents still must access a passenger train at Maricopa!

In addition, two major tourist railroads, the Grand Canyon Railway and the Verde Canyon Railway, offer people a chance to participate in the historic means of rail travel while visiting two of Arizona’s world famous scenic attractions.

GOODYEAR CAR SHOW AND TRAIN SWAP MEET ANNOUNCED

Desert Division along with the Pebble Creek Car Club and the City of Goodyear announced a new joint venture to raise funds for the restoration of the Litchfield Railroad Station. As part of the city’s efforts to maintain the heritage of the west valley and the role it played in the growth of central Arizona, the station was recently relocated to Goodyear to be the centerpiece of a new 10 acre park. Once restored the station’s new role will be that of a living history museum. Members of the Pebble Creek Car Club and Goodyear city officials visited the recently held Turkey Meet in Scottsdale and approached the Desert Division in the proposed joint venture. After review, the Division Board of Directors agreed to participate in this worthwhile project. The event will be held at the Goodyear Ballpark located on Estrella Parkway, just two miles south of I-10. Eight foot sales tables (the flyer incorrectly states six foot) will sell for \$25 with each table getting a \$5 voucher towards the fund raiser \$10 BBQ lunch. Drinks are extra. The train sales tables will be located inside the Ballpark on the shaded main concourse with the car show and car vendors immediately outside of the Ballpark entrance. The BBQ lunch tent will be located directly between the two venues. Contact Beth Stange at 480-947-5663 for table sales. Only 100 sales tables are available. Last year’s show drew over 2,000 people. Put away your fears of traveling “all the way to the Westside”. The editor recently previewed the site and timed the travel from central Phoenix’s Deck Park Tunnel to the Goodyear Ballpark front gate and made the drive mid-day on a weekday in under 25 minutes.

**** SPRING PICNIC LOCATION CHANGE ****

The location has changed for the annual Division Spring Picnic. Less than five miles away as the crow flies and just north on the 101 Pima freeway by two more exits is the Scottsdale Ranch Park at 10400 E. Via Linda. Take the Pima/90th St exit from the 101 Pima Freeway, go north ¼ mile on 90th St. and then right/eastbound about 2 miles and you will find the **Scottsdale Ranch Park and Tennis Club**, located on the north side of E. Via Linda. Coming from the freeway it is recommended that you use the first turnout available to enter the complex as the pavilion we will be using is located on the west side of the complex near the basketball courts. The festivities start at 10 AM in Ramada #8 which is located almost directly behind the basketball courts in the Park. There is a playground nearby for the children. Several activities are planned for both the young and young at heart prior to the usual picnic food of hot dogs with all the fixings and the return of the crowd favorite, fried chicken. The club will also have on hand plenty of chips and soda but we ask that you bring your favorite side dish or desert to round out the menu. Director Marty Wik guarantees the return of the Bill Shulte memorial ice cream cooler as well. Food Service is expected to start at 12:00 noon depending on Mother Nature, the charcoal, and of course our good-natured chefs. Detailed maps of the park's location, with links for driving directions and of the park itself are available on our website www.tcadd.org Bring the family for a great day of food, fun, and friends!



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

Goodyear's Classic Car & Train Show

Train Swap Meet, too!!!



Sponsored by: PebbleCreek Car Club &
Train Collectors Association Desert Division



Saturday, April 21 from 9:00 a.m. to 3 p.m.

Goodyear Ballpark

(Estrella Parkway, south of Yuma Road, two miles south of I-10 in Goodyear)

Proceeds from the event will benefit the restoration of Goodyear's Historic Litchfield Train Depot, the City of Goodyear's official Arizona State Centennial legacy project. Donations are also accepted!

Car Show Awards, 50/50 Drawing, Vendors & much more... Enter today!

Spectators Enter Free

ENTRY FORM (Please complete all sections that apply to your entry):

Name _____

Address _____ City/State/Zip _____

Phone _____ E-Mail _____

Entry: **CAR SHOW**

Entry Fees: \$20 per car on or before April 15th

\$25 after April 15th

Year/Make/Model _____

Club Affiliation _____

Amount Enclosed: _____

- Participant plaques for the first 150 cars registered.

Entry: **VENDOR BOOTH (10' x 10' space)**

Entry Fees: \$25 per booth

Number of Booths _____ x \$25 = _____

Type of Booth: _____

Make check payable to:

Goodyear State Centennial Committee

Mail entry form and payment to:

16278 W. Cheery Lynn Rd., Goodyear, AZ 85395

For Car/Booth Info Call: Charlie Miller (623) 734-6011

Entry: **TOY TRAIN SHOW & SWAPMEET**

Entry Fee: \$25per table

Number of 6-ft Tables _____ x \$25 = _____

Make check payable to: TCADD

Mail entry form and payment to:

8619 E Chaparral Rd., Scottsdale, AZ 85250

For Train Info Call: Beth Stange (480) 947-5663

In consideration of the acceptance to the Goodyear's Classic Car & Train Show, the undersigned owner and/or exhibitor hereby fully and unconditionally agree to the following: to release PebbleCreek Car Club, City of Goodyear, Desert Division Train Collectors Association, and their representatives, agents, and employees from any liability, risk of injury, loss or damage to property, and to assume all risks including civil disturbance, riot public commotion, negligent acts, or violence of third parties arising from or related to the April 21st event; release all officials jointly and severally from any liability arising from said event; no firearms, alcoholic beverages, or glass containers permitted; warrant that the undersigned has personally read the above rules, maintain a valid auto liability policy, and will abide by said rules and regulations.

Signature: _____ Date: _____



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 | |
| | <input type="checkbox"/> 23I. Hoge | <input type="checkbox"/> 23AA. USA Trains | |
| | <input type="checkbox"/> 23J. Hornby | <input type="checkbox"/> 23BB. S-Helper Service | |
| | <input type="checkbox"/> 23K. Issmayer | <input type="checkbox"/> 23CC. Astor | |

MANUFACTURER

- ☐ 14. American Flyer / Gilbert
☐ 15. Lionel / Winner
☐ 16. Marx / Mars / Allstate

PERIPHERALS

- ☐ 26. Figures
☐ 27. Toys
☐ 28. Paper / Books
☐ 29. Buildings
☐ 30. Railroadiana

Do You Have a Layout?

- ☐ 24. YES ☐ 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 Legacy SP Bloody nose GP-30 \$474.99- Lionel SP cylindrical hopper \$71.99 Lionel UP aluminum hopper \$76.49 – MTH 3 car passenger sets Overton in W&ARR Army or B&O \$152.95 – MTH UP 4-6-0 w/loco sound \$169.95 – Atlas CB&Q California Zephyr 21” sleeping car \$134.95 - Always ask for your TCA member discount! AZ TRAIN DEPOT, 755 E. McKellips Road, Mesa - 480-833-9486 Mon-Sat 9-6 open late Wed. until 9 PM – **Lionel & MTH Authorized Service Station specials** - Lionel Western & Maryland NW-2 and smoking caboose \$150 – Lionel “On Track” Step Van \$50 - see Ray for these specials and more!

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 complete list, contact Peter Atonna 928-636-4228 or e-mail at 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 **AUTHORIZED LIONEL SERVICE CENTER**

GERRY’S TRAINS – Complete 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 Drive, Scottsdale, AZ Phone 480- 998-5349.

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.

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

NOW AVAILABLE! The Titan U for HO - The new QSI Titan DC Operated After Market Sound System. Operates in either DC DC/QARC or DCC. Automatic selection occurs at Power Up. Go to: www.The-Scaled-Tin-Rail.com for details. Now available for delivery. Specify locomotive sound set desired. Introductory price is: \$99.95. Installation is additional. Art Boynton, 928-525-0755.

FOR SALE -Lock, Stock, and Barrel -Lionel Fastrack entire inventory at current Lionel retail would be \$23,167 to include 120 remote switches, every configuration of track, lighted bumpers, and accessories, etc. Sold as is and no individual items sold. Herb Andreen – 480-807-5151 or 847-640-2262.

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, for a current list.

WANTED – 2011 LENOX SNOWMAN ORNAMENT from last year’s Holiday Christmas Party, Contact Chris Allen 480-820-9559

FOR SALE – Ives 3255 0-4-0 black cab, red frame w/ 135,135 & 136 black body, red roof & trucks, restored is reverse colors. Excellent Condition Set \$400. Dorfan Freight Cars, 605 PRR Coal Hopper & 604 Tank Indian refining Co. each \$60, 4 Car Dorfan Set, 496 Pullman Atlanta, Boston, & Seattle with people, 497 Observation no people, 8 wheel nickel trucks, extra roof. Set \$360 LIONEL 92 Floodlight Tower (red) Original Corrugated Box \$195; 1684 2-4-2 black w/1689WT \$60, 1679 Baby Ruth Box Orange Door (tattered box) \$30. 1680 Shell Tank 3 dome (tattered box) \$30; latch couplers, 2660 Operating Crane nickel plate (post war trucks) repo boom \$75; 607, 607 Pullmans, & 608 Observation Girard Green, Yellow windows & doors, roof repainted dark green, copper journals, latch couplers Set \$180. Lionel Set 224E Black 2224W, 2620, 3659, 2654, 2652, & 2657 \$675, some boxes. Lionel Set 225E Black 2235W Set 853W 2755, X2758, 2812X & 2757 \$675, some boxes 736 2-8-4 w/736W Tender original boxes \$275; 2343 Santa Fe ABA Screen A Power corrugated box, A Dummy tattered box, “B” unit no box \$375; 2321 Lackawanna Grey Roof corrugated box excellent, \$425; 3461x-25 Log Car Green o/b \$75; 3472 Operating Milk Car o/b \$75; 6343 Barrel Ramp Car o/b \$30; 6457 SP-type Caboose o/b \$27; 6445 Ft. Knox Gold Reefer o/b \$90; Lionel 1915 Outfit Set Box only \$95; Dannie L. Martin 520-360-0519 or e-mail dannieaz@cox.net.

WANTED – CTT – October 2009, Lion Roars – August 2001 and October 2002. Keith Swett, 480-332-0255 or e-mail k-swett@cox.net.

WANTED – At least three (3) 6-foot sections O-gauge Rail Rax, used or new. Contact Gordon Wilson at christielwilson@aol.com or call 480-837-5344.

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 your space used by another Division member.