

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



# Desert Division

## *DISPATCH*

ARIZONA • NEW MEXICO • WEST TEXAS



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

Volume 42, No. 7

Summer, 2013

## TIME TO BEAT THE HEAT!

"Summertime, and the livin' is easy, the fish are jumpin' and the cotton is high." With all due respects to George Gershwin, Kenny Chesney has a verse in his rendition of Summertime that is equally poetic. "Perfect song on the radio, sing along 'cause it's one we know, It's a smile, it's a kiss, it's a sip of wine, summertime, sweet summertime" For any generation summertime is often looked forward as a time to get away from the grind and enjoy a family vacation or just time away to refresh the soul. Here in the Valley of the Sun, the train lovers all look forward to our annual trek "Up the Hill" to Prescott to visit our friends at Central Arizona Model Railroad Club's "Beat the Heat Meet" and as long as the afternoon monsoon holds off until after we pack up our car, a good time is guaranteed by those hard working folks up north. If you haven't been to Prescott in a while come on up as the afternoon layout tours will make you forget about that the train bargain that you just missed. But while the Prescott Meet is soon to be here, let's review the past two months in Division happenings. The June Meet was a fun filled day with a surprisingly large turnout of members. Secretary Angelo Lautazi announced two new members joined our ranks and President Peiffer had them briefly speak about their interests. Steve Kyle is from the Seattle area and is an "O" gauge collector while Angelo Tedeschi lives here in town and is another recruit from the Paradise and Pacific RR Club at the McCormick Stillman Park. Secretary Lautazi announced that our current dues paying membership is now at 283. Next on the agenda Treasurer Bob Herman reported \$49,291.39 in savings and \$15,449.28 in checking. Under Old Business, Committee Chair Beth Stange reported that the trailer had been ordered and that the Division had secured a larger storage facility that would store both the trailer and other Division assets in the same location. Beth also reported that her other committee which is working on the proposed display area at the McCormick Stillman Railroad Park has brought on Division member Larry Teresi for much needed assistance. Larry is a CAD guru and his expertise really shined providing the BOD with an accurate cost estimate for the trailer design. The Railroad Park committee plans to unveil the new concept to the Division this fall using Larry's expertise with a cost

### MARK YOUR CALENDAR – UPCOMING EVENTS

**AUGUST 17 – Beat the Heat Meet – 9 AM – Prescott, AZ**  
**(Want to go but don't want to drive? Bus trip info inside)**

**September 14 – Division Meet – 10 AM – Phoenix, AZ**

**September 28 - Rio Grande Chapter Meet – 10 AM \*\* DATE CHANGE \*\***

**October 12 – Division Meet – 10 AM – Phoenix, AZ**

**October 12 – 13 – Railfair 2013 – McCormick Stillman Railroad Park – Scottsdale, AZ**

**October 27 – Rio Grande Chapter - PUMPKIN MEET – 9 AM – Albuquerque, NM**  
**(Meet Flyer inside)**

estimates before unveiling them to the City of Scottsdale and the Railroad Park for approval. Next up the Arizona Toy Train Show chair John Upshur thanked those members who responded to his request for three empty boxes gift wrapped in Christmas paper. The committee plans to use the gala wrapped “presents” under fifty plus Christmas trees throughout the sales hall and hopes to set a festive Christmas mood in decorating the hall. Remember to leave one side of the box open so that the empty boxes can be stacked inside each other for storage and transporting. If you can’t volunteer your time during the show because you will be selling, please help the Train Show Committee by bringing in the gift wrapped boxes and bows. If everyone does a little, a few will not have to do a lot. There was no other Old Business or any New Business. Under Announcements President Peiffer then reminded the group that elections are set for this year. An Election Committee will be formed over the summer to seek candidates for office. Every office in the Division is up for election so if you would like to serve the Division please contact any officer. Jonathan also reminded those present that any Division Bylaws amendments will need to be submitted soon. (Editors Note; Division Bylaws require the slate of candidates be presented at the October General Meeting. At that time nominations can also be taken from the floor. In addition our Bylaws were amended in 2011 to bring us in compliance with TCA National. Current TCA Rules and Regulations require that any Bylaw Amendment, after approval by the membership at a general meeting will to be forwarded to TCA National Rules and Regulations Committee. The Rules and Regulations Committee will then send their recommendation to the Board of Directors for a vote. Only after they approve the change can the measure be voted on by the Division members. The National Board of Directors is scheduled to meet October 16 so any proposed Bylaws amendments, if submitted promptly, could still be placed on our November ballot. They only need to be published one time, which can be with the ballot information, before being voted on by the Division members.) Russ Mosser invited all Division members to an unpublicized night of music and fireworks at the McCormick Stillman Railroad Park on Sunday July 7<sup>th</sup>. The Educational segment was chocked full of fun. Gordon Wilson led off with five variations of the Hudson tender including the 1964 replacement shell for the Pennsy tender. Tony Saulina had two ETS Box Cars that he just picked up at the Tucson Meet a few weeks earlier. Terry Bunish had a wide and colorful selection of McCoy Standard Gauge Convention Cars and is looking for more. Chris Allen wrapped things up with a brief history of the 1980 “O” gauge passenger cars and locomotive from the 1980’s. June raffle prize winners; Russ Mosser – Hudson Raffle Ticket, Tony Salina – CP Box Car, Ken Barnes CP Flat Car w/trailers, Diane Martin C&NW Hopper, TCA Convention Car, Angelo Tedeschi – “Remember When” Plastic Car and truck, Chris Allen – CTT subscription, Terry Fagan – American Flyer signal. Glenn Hill was present and happy to win the Hudson \$100 monthly drawing.

The July “Mini” Meet was held July 13. There was no formal Business Meeting, no minutes, and no raffle prizes. President Peiffer spoke to those in attendance about the TCA National Board Meeting and the new dues increase effective July 1<sup>st</sup>. Jonathan answered questions from those in attendance about the need for the increase and other matters that the Board discussed. Be sure to read his President’s Column for more information.



**Beth Stange speaking on the trailer module**



**Tony Saulina and one of his ETS Box Cars**





**John Upshur speaking about the Toy Train Show**



**Diane Martin with empty gift boxes for the ATTS**



**Hope and Ivan made the trip up from Tucson**



**Terry Bunish and a wide assortment of McCoy Cars**



**Off to a good start. The Division module trailer going into club storage until the weather gets cooler so the real work can begin**



**Hard to tell who is the happiest, Glenn Hill for winning or Treasurer Bob Herman**

## **TCA Desert Division BOD Meeting - June 8, 2013**

Editors note: There was no BOD meeting in July

The meeting was called to order at 7:00 PM at the home of Director Beth Stange

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

Approval of Agenda - The agenda was unanimously approved as distributed

Treasurers Report: Treasurer, Bob Herman, reported that the Savings Account has \$49,291.39 and Checking has \$15,449.28. Bob submitted the Income/Expense report for this past month.

Membership Report: Secretary, Angelo Lautazi, reported that there are currently 281 members in the club. There were 2 new members from the Rio Grande Chapter.

### Old Business

McCormack RR Park project – Beth's committee has completed a design and a volunteer has developed an architectural drawing. Larry Teresi is converting this drawing to a 3D drawing that will be presented to the membership.

Layout Project – we are ready to purchase the trailer and Bob will get a check to Larry Teresi.

The Arizona Toy Train Show – There is a meeting scheduled on Sat. after the club meet. Jonathan is still working on the tri-fold and he will get it to Beth when completed.

Christmas Party – Angelo is still waiting for a response from Die-cast on the member's gifts.

Bylaw Changes – the consensus seems to be that staggered terms should be resumed. Jonathan will ask Phil Todd to review the by-laws.

Nomination Committee – Jonathan intends to meet with members at the Sat. meet and put a committee together.

### New Business

National Convention Alternate Delegate – Marty Wik will be Jonathan's alternate at the St Louis National Convention.

b) Ralph would like an announcement made at the next meeting to ask that members using tables for sales participate in returning the tables to storage after the meets.

The next board meeting is scheduled to be on Sept 11th at Beth's home.

Adjournment - Meeting was adjourned at 7:55 pm by Jonathan.

Minutes submitted by: Secretary, Angelo Lautazi

## PRESIDENT'S MESSAGE

The national Board of Directors Meeting held the last month in June in St. Louis was very productive and many actions came out of that meeting. Of the one action that most members are most acutely aware of is the increase in annual dues effective July 1 from \$35 per year to \$50 per year. For those that attended the July membership meeting we had a healthy discussion as to why this action occurred and it is worth recap what was discussed both in St. Louis and in Phoenix last week.

First and foremost this decision was not taken lightly. The debate at the national convention was vigorous and no one in TCA wants to see the dues for members increase unreasonably. So why did the dues increase? The answer lies in simple accounting. The largest, but not the only large budget item is the National Toy Train Museum. The question put before the National BOD was, "Is the long term health of the TCA better off with or without a museum?" The ultimate decision was yes, we are better off with a museum that clearly demonstrates what we are about to the public and that sets the TCA apart from numerous other toy train related organizations that ask for your support and membership. Without the museum TCA has nothing to distinguish itself. Without the museum there is not a lasting legacy to showcase this hobby we so dearly enjoy. Without the museum TCA is simply another train club with some publications and people who gather from time to time in friendship to discuss our hobby. Yes, TCA could close the museum and sell the assets and that was discussed, however the BOD made a conscience decision to state that the NTTM is an asset. It is understood that those of us in the West do not often get to see the collections, but that does not diminish the collective value of having a museum.

The next question was, "How can TCA pay for its total budget?" Everything was on the table, the museum the publications, and the services. As an organization we can be proud of the efforts of our new national treasurer, Bob Mintz. He was able to present the budget in a clear and comprehensive manner that clearly showed where the costs are and where the income is. The bottom line is a budget severely in the red with little room to cut costs. The museum like any building needs ongoing maintenance. In the past, capital expenditures were never part of the budget. TCA relied heavily on donations from estates and fund raisers to pay for routine maintenance. This is not a sustainable practice. The new cost of membership takes into account the creation of a budget for the first time in the history of TCA for ongoing maintenance. A three year budget proposal was adopted that will run at a deficit for fiscal year 2013-2014, break even in FY 2014-2015 and have a reserve in FY 2015-2016 going forward. This is a healthy way to look at our long term sustainability and should alleviate the needs for large increases into the future.

Finally, the last question was, "How will the dues increase affect membership?" The estimate is that approximately 10% of the membership will not renew. This was accounted for in the budget numbers. Obviously this is a large increase at one time, but compared to other museum membership organizations, \$50.00 a year is not out of line. My favorite train museum, the Railroad Museum of Pennsylvania dues are \$75 a year for individual full member benefits. The Baltimore and Ohio Railroad Museum charges \$60 a year at a base level. The California State Railroad Museum starting basic membership level starts at \$50 a year and goes up from there. Remember these train museums receive healthy grants from the outside as well. This is the first dues increase in 6 years and with good planning and budgeting it will be a while before we see one again.

In an on-going attempt to increase the value of a membership in TCA, the National Board of Directors took other actions to help both provide additional benefits. An endowment fund was established as a vehicle for investment in carefully selected securities. Once the endowment reaches a sum of \$1,000,000 the income generated can be spent for capital improvements and additional membership benefits. Additionally, a motion was approved to form a partnership with a group called Collector DASH. You can look at the website at [www.collectordash.com](http://www.collectordash.com). While the details are not totally worked out, all TCA membership will receive the mid-level membership worth \$15.00 at this website. The site provides an opportunity for each member to inventory their collection. It has a buy sell option that utilizes Pay-Pal for transactions. Details will be forthcoming very shortly on how to claim your benefit. Finally TCA is investigating migrating the Headquarters News to a digital publication. This will result in a great savings moving forward into the future of TCA in an increasingly digital world.

In conclusion, this has been a busy year for action on the part of the National Board of Directors. Some of it will be agreeable and some will not. The bottom line is what is the VALUE of a TCA membership versus what is the COST? It is up to each of us as members to make this decision. When evaluating the organizations I choose to support I look at value more than I look at cost. I see value in a TCA membership and will continue to be a member in the future.







TRAIN COLLECTORS ASSOCIATION  
RIO GRANDE CHAPTER  
**TOY TRAIN SHOW  
AND  
SWAP MEET**



**SUNDAY OCTOBER 27<sup>TH</sup>**

**9:00AM TO 3:00PM**

**SHERATON UPTOWN HOTEL**

**ON THE CORNER OF LOUISIANA AND MENDALL N.E.**

**IN ALBUQUERQUE, NEW MEXICO**

**ADULTS \$5.00 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: Bill Spofford at 505-821-4051 or Greg Palmer  
At 505-898-3840.

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

NEW MEXICO • WEST TEXAS



## TCA Rio Grande Chapter News

By Gregory Palmer 94-39039

I hope all of you are having a great summer. I have had a great one so far. Speaking of my summer, I had a great time a few weeks ago. I joined Gordon and Christie Wilson for a nights stay at the La Posada Hotel in Winslow. I would suggest all Division and Chapter members take a day and night and do the same. You can sit on a comfortable chair and watch Amtrak stop and let off passengers, as well as watch a large amount of BNSF Freight Trains. I would also take the La Posada docent tour. The Winslow Harvey Girls give a great hour tour of the Hotel complex. By the way the food is second to none. I had a great time, and it was great to share it with the Wilsons' as well.

I would like to thank Bill Harris. Bill has moved to Tempe, Arizona. Bill has been our Chapters' Treasurer since the Chapter was formed in 2006. Bill worked very hard keeping funds in our Treasury. Because of Bills' hard work we now have a positive cash flow. Once again thanks Bill for all you did for the Rio Grande Chapter. We know the members in the Division will welcome you the meets in Phoenix once you get settled. Don Kuster is taking over as the Chapter Treasurer until the January elections. Thank you Don for stepping up and helping the Chapter. The Rio Grande Chapters' next Meet is Saturday September 28th at 10:00AM at the Los Altos Christian Church South Education Building, which is at 11900 Haines N.E. which is just West of Juan Tabo, and just South of Indian School. Notice that this is a date change because of conflicts with other groups. So for this September only we will meet the last Saturday of September. This is a very important Meet and Meeting. We will discuss the October 27th Pumpkin Meet. We need helpers for the Door and other areas. Please come prepared to give us times you can work. Also we will announce the Members who are running for Office. The Pumpkin Meet Flyer is in this issue of the Dispatch. I would suggest filling it in and sending Bill the check so that you will have a table. They go very fast, and this makes sure you have a table or tables. Please bring items to show and tell and the Education Segment. It is always great to see what everyone collects and operates and might have picked up new over the summer. Please feel free to bring items to sell before or after the Meeting section of the Meet. We expect to have a great time. Hope to see every Member there, on September 28th at 10:00AM at the Los Altos Christian Church South Education Building, at 11900 Haines N.E.

### RIO GRANDE BOARD OF DIRECTORS 2012 - 2013

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



**PRESCOTT'S**

**BEAT THE HEAT**

**Model Trains & Old Boys' Toys**

**SWAP MEET**

**Saturday August 17, 2013 9 AM - 1 PM**

**At the Prescott Activity Center 824 E Gurley St**

**Presented By:**

**The Central Arizona Model RR Club**

**Adults \$5.00 - Children 12 and under Free**

**Contact: Dick Gage (c) 802 272-1352 CAMRRC Treasurer**

**Mike Nelson 928 445-7634**

**Table Reservations \$25.00 per table in advance**

**Table Sales are Subject to Availability**

**1 Free Admission with Each Table**

**Dealer Setup Time 7-9 AM --- No Early Public Admission**

**The CAMRRC is Not Responsible for Lost or Stolen Items**

-----  
Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Number of Tables \_\_\_\_ (Limit 4 Tables per seller) @ \$25.00 each \_\_\_\_\_

Helper Name \_\_\_\_\_ @ 4.00 each \_\_\_\_\_

Helper Name \_\_\_\_\_ @ 4.00 each \_\_\_\_\_

Lunch Reservations (Sandwich, Chips, Soda) \_\_\_\_ @ 7.00 each \_\_\_\_\_

Special Requests \_\_\_\_\_ Total \_\_\_\_\_

**Make Checks to CAMRRC and mail to.....**

**Dick Gage, Treasurer (c) 802 272-1352**

**1972 Oak Hill Circle Prescott, AZ 86301**



# BEAT THE HEAT MEET

By Peter Atonna TCA 75-7578

Have you marked your calendar for this year's edition of the Beat the Heat Swap Meet in Prescott? We hope so. After a long summer of 100<sup>+</sup> days Prescott will be looking really good for a cool weekend getaway. This year's event will be held on Saturday August 17<sup>th</sup> and is sponsored by the Central Arizona Model Railroad Club, featuring 90 tables of goodies, an afternoon of layout visiting and an invitation for you to enjoy the weekend in the Prescott area. The meet is held at the Prescott Activity Center, 800 E. Gurley in downtown Prescott. If you haven't come before, the Activity Center is right on the main street, a half mile after you enter town on SR 69 or 89, just follow the signs to Gurley Street. This year we have again sold out our sales tables so you will have a great selection of trains. Admission is \$5 with kids under 12 free with an adult. The show starts at 9am and runs to 1pm.

Open Houses - The Prescott area is home to a number of layouts and we are happy to share some of the best with our visitors. Eight fellows have generously opened their layouts and collections for your enjoyment. Tours start at 2pm on Saturday, after the meet. There will be maps available at the meet registration table.

Mike Nelson - An O scale layout with multiple tiers and an including operating On30 layout. Large collection of O scale locomotives on display (note: Mike is open from 3 to 7pm)

Jim Hanna - A large HO scale layout scenically detailed with multiple layers and bridges. Jim operates multiple trains with DCC

Ray Dextraze - As you know, Ray was not open last year as he sold his collection of early 20th Century American and European toys and trains. Well, Ray could not let those shelves stay empty and has begun acquiring new items in his area of interest. He invites you all to come by to see his "new" collection.

Marlin Benson - Three train rooms filled with trains and displays. His high rail layout occupies two rooms. A Large Scale loop lines the walls and a Christmas theme layout are included in one train room.

Stan Cedarleaf - An outdoor Large Scale layout over 100 feet long with multiple trains running. Be sure to enjoy the "crow's nest" viewing spot.

Warren Webster - Another outdoor Large Scale layout, just down the street from Stan with multiple loops and spectacular wooden bridges in a delightful outdoor setting.

Peter Atonna - Large O gauge high rail layout scenically representing various Arizona locations. There are also displays of prewar and postwar trains. Note: If your in Prescott Friday evening, call Peter for an "earlybird" viewing.

Scott Hicks - A garden layout in the large back yard of his historic home, just walking distance from the Activity Center



## "BEAT THE HEAT" SWAP MEET & LAYOUT TOUR TO COOL PRESCOTT, AZ



**SATURDAY, AUGUST 17, 2013**

- LET THE GRAND CANYON MODEL RAILROADERS DO THE DRIVING
- DELUXE MOTORCOACH WITH ON BOARD FACILITIES
- SAVE ON GAS, PARKING AND STRESSFUL DRIVING
- ON-BOARD TRAIN VIDEOS AND BOTTLED WATER
- ON-BOARD STORAGE FOR YOUR SWAP MEET ACQUISITIONS
- VISIT SEVERAL TRAIN LAYOUTS AFTER THE SWAP MEET
- A FAMILY EVENT - ANTIQUES, SHOPS, DINING ALL NEAR BY

### PICK-UP SCHEDULE:

6:30 AM - ARIZONA MILLS MALL  
7:00 AM - PARADISE VALLEY MALL  
7:30 AM - METROCENTER MALL  
8:00 AM - McDONALD'S AT CAREFREE HIGHWAY & I-17

CALL DAVE BROWN

**480-650-5336**

FOR RESERVATIONS



**RESERVE EARLY BEFORE THIS POPULAR ANNUAL BUS TOUR SELLS OUT**  
**\$30.00 PER SEAT + \$7.00 PER BROWN BAG LUNCH, IF DESIRED**

CHILDREN UNDER 14 ARE ONLY \$12.00

NOTE: THE \$5.00 SHOW ADMISSION FEE IS NOT INCLUDED

## SUMMER ODYSSEY – 2013

By Gordon L. Wilson, TCA #76-10233

Every year since moving to Arizona, we've driven to each TCA Convention. That has meant many miles, hours, and varied adventures traversing across the byways of this great nation of ours. There is so much to see and do, it is impossible to run out of interesting things to enjoy. History, local festivals, music, opera, professional baseball both of the major and minor league variety, visiting friends and fellow TCA members, food stops, and likely other things long forgotten occupy our time. As we've always said, "You see much more at ground level than you do at 35,000 feet." Of course, you DO NEED about three weeks of uninterrupted time to make it work!

This year's trip to the TCA Convention in St. Louis provided many unique and wonderful experiences, among them a really "fun" one at a minor league baseball game in Amarillo, Texas. As you well know, beer and soda pop at MLB games tend to be costly. Between one of the half-innings a young boy was given a bat, a plastic ball was placed on a "T" ball stand, and it was announced to the 2,000+ fans in attendance that, "if he hit the ball over the fence in front of him in any of three swings, beer and soda for the next 20 minutes would be \$1.00 a glass." Like Mighty Casey, this young man took a huge swing and all who wanted got their \$1.00 drinks for the next 20 minutes. The smile on that boy's face was worth more than any beer or soda!



Amarillo Sox Stadium

In Lamar, Missouri, we visited the Harry Truman boyhood home and, at the urging of Rio Grande Chapter President Greg Palmer, made a luncheon stop at the Lewis Café in St. Clair, Missouri. Even the local U.P. train cooperated by passing by, right next to this really nice "Ma & Pa" eatery. We arrived in St. Louis four days prior to the Convention, not for Cardinals baseball, but for five opera performances presented by the Opera Theater of St. Louis.



Harry Truman boyhood home



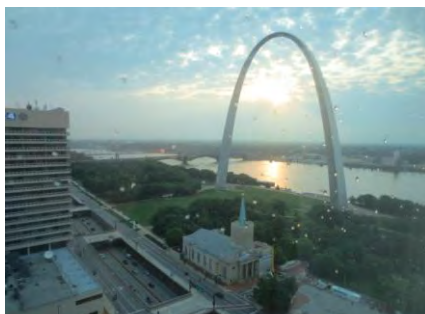
The Lewis Café in St. Clair, MO



Even the trains cooperated!



Five operas later . . .



We had an Arch view from our room at the Millennium Hotel..



Lincoln's Tomb in Springfield, IL

The Convention activities for us were varied. We had a plethora of tours, both formal and independent. A trek to Springfield, Illinois provided more U. S. Presidential material as this was the city which spurred Abraham Lincoln to be the 16<sup>th</sup> President of the USA and is also his final resting place.

We had a tour of the Cardinals MLB stadium, Busch Memorial Stadium, and a ride to the top of the 630' Gateway Arch, which dominates the St. Louis skyline. Below the arch we took a relaxing dinner cruise on the Mississippi River amidst the company of Peter and Mary Jane Atonna.



Left: Busch Memorial Stadium

Right: Dinner cruise aboard the Tom Sawyer River Boat



Christie performed her duties as TCA's National Secretary, Katie Elgar and Bob Mintz did their due diligence as TCA's Vice-President and Treasurer, respectively. Dannie Martin was honored at the closing Banquet for his 18 years of service as the Chairman of the TCA Convention Guidelines Committee. All-in-all, the Desert Division was quite visible and well represented at this, the 59<sup>th</sup> Annual Convention. Most of all, KUDO's with capital letters, need to be given to Dennis James, Ozark Division President and Convention Chair, for a wonderful week of "Training" in St. Louis, Missouri.

Our trek home would also be adventurous and Presidential, as well as filled with more of the "Old West," Grand Opera, and Railroading. A "Theater in the Round" production near Louisville, Kentucky started our return journey, followed by our third Presidential visit, this time to the President William Clinton Library in Little Rock, Arkansas, alongside the Arkansas River. Just as we entered the venue, someone decided to "end it all" by jumping from one of the nearby bridges, thus filling the Clinton Library's Parking lot full of Little Rock Police and Emergency vehicles. We didn't hang around for a conclusion!



Fort Knox – on the way to Dinner Theater!



Clinton Library & Museum



EMT etc. for suicide hunt?

Leaving Little Rock, Arkansas, early on Independence Day, we were in no particular hurry to reach our next evening's respite in Weatherford, Oklahoma, once we learned that Terral Klaassen, TCA friend and elite collector, would not be home in nearby Hydro, Oklahoma. Therefore we decided to do something we had somehow gotten away from doing during our annual treks to TCA National Conventions: take an unplanned side trip to a town or event which "just sort of popped up." In an Arkansas State Guidebook was a neat description of a railroad depot with an excursion train on the Arkansas and Missouri Railroad line in a small town called Van Buren. It was only a short distance south of I-40 and it was nearing lunch time. The worst thing that could happen if the train angle didn't pan out was that we could find some place for a bite to eat. Bingo!! We hit two thirds of our wish list!



Van Buren Depot



Alas, the excursion train was not running, but the restored Old Frisco depot, now a combination Van Buren Visitor's Bureau and Railroad Museum, was a marvelous treasure. Coincidentally, directly across the street was one of those "Ma & Pa" eateries you only find in "small town" America. The accommodating docent at the Visitor's Center recommended it highly. So off we went, 20 yards across the street to Brothers Cottage Café. It was overflowing with Arkansas Razorback memorabilia, and the menu was "down home" varied. It required not much study on my part, as there was a Breaded Pork Tenderloin Sandwich, one of my all-time favorite things to consume! By pure chance, we had lucked into "Heaven on Earth."



Brothers Cottage Café



"Billy the Kid" Museum

All of this brought us to America's birthday in the small Oklahoma town of Weatherford. One thing about small towns on July 4 – they surely do have long and large Fireworks' displays! Happy Birthday, America! Another small town loomed on the horizon the next day, Clovis, New Mexico, where we viewed an American Icon, the latest version of The Lone Ranger. As a ten-year-old, I met the "original" Lone Ranger, Clayton Moore, in Madison, New Jersey. This new masked man and Tonto were huge disappointments!! On the road again early the next day, the highway took us through Fort Sumner, a town which proved to be the UNDOING of "Billy the Kid," a real western "legend."

Our final stop that day was the Santa Fe Opera, which featured the Metropolitan Opera Diva Susan Graham in Offenbach's "Grand Duchess of Gerolstein."

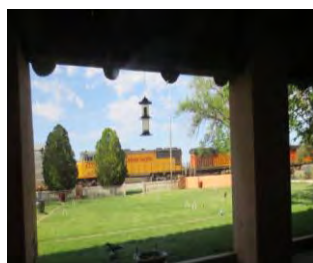
Sunday, July 7 was our last official day of this trip, with yet another visit to the Harvey House in Winslow, Arizona "La Posada." As we were unloading our bags, we had a chance meeting with a member of the "Winslow Harvey Girls." She informed us that she would be conducting a tour in 15 minutes, so we quickly finished unloading and made haste to join her tour. It was a very wise move and one we'd recommend to every member of this Division. Winslow is only 2 ½ hours north of the Phoenix area via the Bee Line Highway (Route 87 N) and this hotel is one of the real hidden gems in our state. With 5 main lines of the BNSF and Amtrak only a few feet south of the rear patio, it is a train-lover's Mecca, as some 120 trains venture by every 24 hours. We were joined here for dinner (and breakfast the next morning) by Greg Palmer and his sister Mechele. By noontime on July 8, we were home in Fountain Hills, having traveled nearly 5000 miles – a short trip by other years' standards, but a fun one, none-the-less.



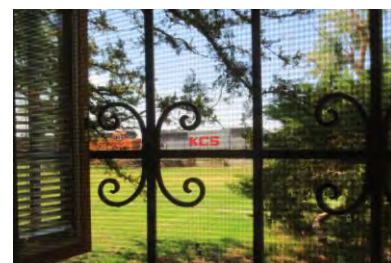
Entrance to La Posada Hotel



Winslow Harvey Girl,  
Peggy



Trains seen from the  
Dining Room window



Trains as seen from the window  
of Room 101.

We've already begun planning for the trip to TCA's 60<sup>th</sup> Annual Convention next June in Philadelphia. Maybe we can have a caravan from the Desert Division? On the "menu" for 2014? Try some of these happenings on for size: Carlsbad Caverns, NM; President G. H. Bush Library in Dallas; NCAA Women's Softball Championship in Oklahoma City; Opera in St. Louis; Grand Ole Opry in Nashville; Lionel Headquarters in Concord, NC; President George Washington Library in Mt. Vernon, VA; US Capitol Tour, Washington, DC; and a great TCA Convention in Philadelphia. Plan to join us early in June of 2014! Let us hear from you at: [christielwilson@aol.com](mailto:christielwilson@aol.com) or [exTCA1@aol.com](mailto:exTCA1@aol.com).

## THE CONVENTION SET THAT NEVER WAS OR WAS IT?

Chris Allen 95-40580 Division Historian

At the June meet I had a rather plain looking set of six green passenger cars from the 1980's, a matching REA Box Car, with a Lionel Hudson green locomotive. It seemed pretty complete to me, but for some odd reason, TCA has never designated or publicized this as a set. For the first twenty years TCA produced only two convention cars each year, one in Standard Gauge and one in "O". The Standard Gauge car was manufactured by McCoy trains and if you attended the June meet you were able to see many fine examples of these cars from Terry Bunish's collection. There was no similarity between the two product lines and the McCoy offering might be a tank car while the Lionel would be a stock car. This changed in the first half of the 1980's. TCA records do not indicate the reason, but both convention cars were switched to passenger service and although McCoy joined the party a year late, TCA produced two convention passenger car sets and for the first and only time offered a matching locomotive to pull each set.

The focus of this article will be on the Lionel "O" gauge set and there is enough drama to make this quite a unique set with a story to match. When looking at this set one must take into consideration what was going on with the Lionel brand of trains at the time. In interviewing convention car committee members, Lionel Fundimensions was becoming harder to work with at this time for special orders. In addition, TCA was still branding its convention cars with their own logo rather than making them prototypical. Reducing TCA and Division logo's to fit the limited space, special requests and paint schemes increased design time and reduced the profit margin. Fundimensions really was trying to get out of the "club" car business and not very cooperative with special requests.

Modeled after then current production Fundimensions 9500 series of coaches, the 5 car set was scheduled to run from 1980 and be completed in 1984 with the Pittsburgh convention which would be TCA's 30<sup>th</sup> anniversary. There is no recorded information on how the five Divisions determined who would get what car but in 1980 Midwest Division kicked things off with the 6-9544 Chicago Observation Car, 1981 featured the 6-0511 St. Louis Baggage Car, 1982 the 6-7205 Denver RPO Car, 1983 the 6-7206 Louisville Passenger Car. The little set was rolling along and just as this set was beginning to get established, Fundimensions relocated its manufacturing plant to Mexico. In 1984 what was scheduled as end of the train we saw the 6-7212 "The City of Pittsburgh" Passenger Car. Very unique box, if you look closely you will see Made in Mexico stamped on the side of it. The car itself is as nice as the other four cars that preceded it, not having any of the issues so common with other Lionel products manufactured in Mexico at the time.

But while Fundimensions was struggling with their production issues, TCA National was also in turmoil. The rapid growth of TCA membership was just beginning and many TCA members were forming political "alliances" that was causing internal strife at Board of Directors meetings. The set, which was the vision of many members, never received the attention or advertising it so richly deserved. This set is often times referred to as "Convention Set #2" by the members, but it was never promoted or advertised that way, in fact it was never promoted at all.

Lucky for us, a few "stubborn" Board members held true to their belief to see this set through and luckier still we had an ace up our sleeve, Lenny Dean. Fundimensions reissue of the "baby" Hudson proved to be a winner. Appearing in many road names and paint schemes, this reissue was arguably among the best received products of the Fundimensions late 1970's and early 80's era and was a winner with operators at the time. Lenny worked his magic and TCA had its one and only "O" gauge convention locomotive. McCoy Manufacturing also joined in and produced a 4-4-0 locomotive in a paint scheme that matched their convention passenger car set. Both locomotives were to be decked out to commemorate the 30<sup>th</sup> anniversary of TCA, with the Lionel Hudson engine number being 5484, 1954 being the year TCA was founded and 1984 the 30<sup>th</sup> anniversary and year the locomotive was to be delivered.

The beautiful Hudson sold for \$300 with a 5% discount if paid in full or three installments of \$100, the final payment needed by October 1983. Now the trouble for TCA really began. Lionel manufacturing in Mexico was having an adverse affect on all of its product lines. Fundimensions began realigning production back to Mount Clemens causing production delays. The engine that was scheduled for a spring 1984 delivery was pushed back to fall 1984 and finally delivered in 1985, it may have been delayed but it was made in the USA! 1,600 of the Lionel 5484's were produced and with its unique die cast metal, six wheel 2224W style tender, soon won back the members who placed their orders as this was truly a great looking engine and a superb runner.

You might think this was the end of the story but the little set refused to go away. In 1984 with the spinning off of Fundimensions the "interim" Lionel and TCA produced the 6-5734 Seattle REA Express Box Car. Its box is also a unique read as it is now in Lionel orange, but made in Mexico and like the 1984 City of Pittsburgh car, Fundimensions is listed as part of CPG Products. So you might think this finally has to be the end of the line, but that is not so for this little set that lived on. In 1986 Richard Kughn bought Lionel and reestablished the brand. In 1989 Atlantic Division wrote the final chapter of the little set that seemed to have a life of its own. The Lionel 6-17879 Valley Forge Diner was added to the consist, which now seemed finally complete.

Quite a story for what was planned as a small and simple series of five convention cars. It is sad that this set of convention cars, only one of two sets of convention cars ever offered with a matching locomotive, is largely ignored by the collecting community. The set transitions Fundimensions into Lionel, was made by three different "companies" in two different countries. If you desire to add this set to your collection look for the original boxes. They won't add much to the value but they are as much a part of the story as the set itself. The cars themselves are quite available at TCA Meets and online. The locomotive is a bit of an oddball as MPC engines usually carry an "8000" series number, this one uses its cab number 6-5484. It's just another indication of the strings a certain Mr. Lenny Dean could pull that make this quite a unique train in TCA history.

I have not heard of any variations with any of the cars of this set. Quality control both during production and prior to shipping greatly increased during the 1970's going forward but there is a peculiarity that is not noted in any official TCA minutes or notes. The TCA logo on the 1980 Chicago Observation and the TCA and St. Louis Gateway Chapter logos on the 1981 Baggage car are inverse, black printing on white background decals. Starting in 1982 with the Denver RPO car, all lettering features the more traditional white ink on a black background and decals were no longer used. Another oddity is the 1985 REA Box Car. This was the first convention car that omitted the TCA circular logo. Although the words Train Collectors Association are above and below the REA logo, the TCA circular logo is nowhere to be found. The circular TCA logo reappeared the following year and was present on most Lionel and K Line "O" gauge cars until the mid 1990's when TCA began making more prototypical convention cars.

I cannot begin to thank the Toy Train Reference Library, Jan Athey, and the Library Committee for the tireless research into TCA publications to make sure the facts were correct. Jan dug into the archives, researched numerous sources, pulling up even the smallest bit of scrap about this set that made a lot of the puzzle pieces fit. Her assistance and the research by the Library Committee, helped complete this project ahead of schedule and made this article possible. The staff and library are always there to answer our questions and they are one of the many benefits that often gets overlooked and underappreciated in this Association.





**1980 Chicago Observation Car**  
TCA logo is black on white



**1981 St. Louis Baggage Car**  
TCA & Chapter logo is black on white



**1982 Denver RPO Car**



**1983 Louisville Passenger Car**



**1984 City of Pittsburgh Passenger Car**



**1985 Seattle REA Express Box Car**  
Note the missing TCA circular logo



**1989 Valley Forge Diner**



**Lionel 5484 specially built for only this set**

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### **TCA CONVENTION SET #1 ERRATA**

Shortly after my article about TCA Convention set #1 was printed in the TC Quarterly I received a few phones calls offering additional information. Gordon Hinkle TCA 68-2072 contacted me with some excellent information about the boiler front. Gordon was the gentleman that painted them and he related several issues they had at the time the biggest of which was what color black to use. He settled on an automotive flat black that seemed to match the majority of the engines the boiler was designed for and he applied two coats of paint. The flags were dipped in white paint and most interesting was the fact that he had to turn them 90° before painting them. That's correct, they were molded flat and before he could paint them he need to turn them to face towards the rear. He claimed only a few broke off doing this. His best recollection after all these years was that the total produced was 1,800 boiler fronts.

There continues to be some confusion about the 6464-1965X Box Car. It has been reported that these 74 "specials" were put together in Lou Redman's basement using extra floor plates from other 6464 series boxcars Lionel had available. Some are reported to have operating or plunger mechanisms. I recently added an "X" to my collection and as you can see by the photographs, it has no visible difference than the regular issue 6464-1965. If you know of any 1965X's that are different than this I would appreciate a clear picture so the information can be forwarded to the Toy Train Reference Library.



RAILROAD



-CHANGE



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

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

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This page is provided as a service to our members for trading among themselves on a space available basis. Contact them directly for items listed above. Deadline for ads is NLT ten days following the Division Meet. Please contact Editor when you sell an item so your ad may be deleted and the space used by another Division member.



## THE BACK PAGE

LAST MINUTE UPDATES AND THINGS THAT DIDN'T FIT ELSEWHERE

We had 2 months of photos plus TCA Convention Pictures – go to the [website](#) to see more!



TCA National President-elect Katie Elgar spoke about her treasure trove of Convention memorabilia she found in St. Louis at the July “mini-meet”



Tie up his hands and he will be speechless! Gordon Wilson, Marty Wik and Chuck Eral, could they be talking American Flyer?

### DIVISION MEET LOCATION

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



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button to  
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The 60<sup>th</sup> TCA National Convention – Philadelphia, PA

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## MYSTERY SOLVED!

### An exclusive to the electronic version of the Desert Division DISPATCH



Dallas with the mystery tank car!

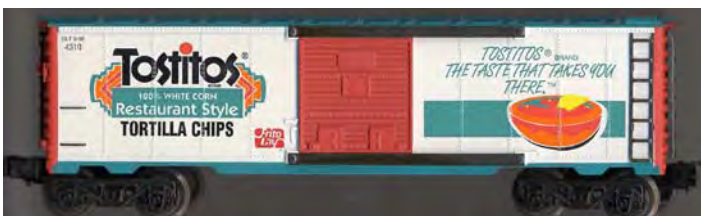
At the May Division Meet, Dallas Dixon had a Frito Lay Tank Car with little other information. Thanks to the power of the internet and some very knowledgeable friends, we have solved the mystery! A large train store in Indianapolis, Indiana named Train Express had a Frito Lay Snack Express made exclusively for them. They were a K Line Super Store and in 1998 they contracted with K Line to produce this very colorful set. There were only 1,000 of the sets made along with three add on cars, each sold separately. Thanks to Joe Hickman from our facebook page that got the ball rolling and Larry Gilbert and Stu Rankin from the TCA "TTML" message group for the photos and the great information. We also contacted [Train Express](#) to confirm dates and production numbers. – Ed.



This is the original Frito Lay Snack Express set box. Although no longer offered by Train Express the set is still available in the second hand market from online auctions and train meets.



The Hickory Bar B Q Chips Tank Car K-4320  
This is the car the launched the quest. Do you have a mystery car you would like to find more about, do like Dallas and bring it to the Meet!



The Tostitos Box Car K-4310



The Doritos Gondola K-4330