

Train Collectors Association



This is to certify that the TCA

DESERT DIVISION

40

*Has completed forty years of membership in the
Train Collectors Association*

Ronald A. Stowell

National President

Christie M. Wilson

National Secretary

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



Volume 40, No. 1

Visit our Website: www.tcadd.org

Winter, 2011

ALL ABOARD and WELCOME to JUNE 25, 1971

by Gordon L. Wilson, TCA #76-10233

That was the day 40 years ago in Anaheim, California, that the Desert Division was born. Who knew then, when 25 men signed the original petition asking for the formation of a full Division, that so much positive energy would spring forth from this corner of TCA!

The accomplishments, both locally and nationally, that have sprung from the Desert Division are enormous. Who could ever have imagined in 1971 that 4 National Presidents would have been elected from this Division or that the current National Secretary would be entering her 4th term in that position? Two of the most noteworthy and successful National Conventions in TCA's history were held in Phoenix (1997) and Scottsdale (2008) with a third one scheduled for Albuquerque, New Mexico in 2018. Our annual Train Show after Thanksgiving for the past 37 years is known nationwide and is one of the largest west of the Mississippi River. Yes, it is hard to comprehend that the vision of 25 men, 3 of whom are still active members, would have had such an impact on the development of the Train Collectors Association.

Now, as an incentive for all of you collectors, we have a major reason for you to attend the January Meet. You've probably noticed our cover for this issue of the *Dispatch*. It is a 40th Anniversary Membership Certificate of TCA's. We're also including in this issue a reprint of the very FIRST Desert Division Newsletter. However, as a giveaway to all who attend our KICK-OFF 40TH ANNIVERSARY CELEBRATION year January Meet, the Anniversary Committee has prepared a packet of all the paperwork which led up to the formation of the Desert Division: letters between TCA National and the Desert Division formation Committee and first president, the late Jim Harrison; a copy of our petition; early, pre-Division newsletters, and a great deal of early Division history, all of which has never before been seen by anyone but our late historian, Tom Stange. Plus, current historian, Chris Allen is preparing a collage of Desert Division photos which will go back over 40 years and include images from the 1st Turkey Meet.

Don't miss the Meet on January 8, 2011. Bring your empty aluminum cans for the collection, to benefit TCA. Bring some of your goodies to sell. Also, what did you get this Holiday Season that you'd like to share with everyone? Share your "joy" in the year's first "Show 'n' Tell."

COMING UP....

JANUARY 8, 2011 – Regular Division Meet – Phoenix, AZ – 9 AM

SHOW 'N' TELL - What Santa Brought Me in 2010

JANUARY 15 – Rio Grande Chapter Meet – Albuquerque, NM – 10 AM

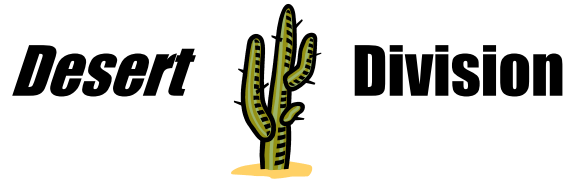
JANUARY 15 – Gadsden Pacific Winter Show & Meet – Tucson, AZ – 9 AM

FEBRUARY 12 – Regular Division Meet – Phoenix, AZ – 9 AM

FEBRUARY 19 – Rio Grande Chapter Meet – Albuquerque, NM – 10 AM

The *Dispatch* is published monthly except July and December by the Train Collectors Association, Desert Division, 16231 E. Ocotillo Drive, Fountain Hills, AZ 85268. This issue is Volume 40, No. 1 (Winter, 2011).

TRAIN COLLECTORS ASSOCIATION



JULY 1971

Dear Charter Members of the Desert Division of the T.C.A.:

I wish to thank you for the confidence you have shown me by electing me as your president of our new Division. It has been a great joy to me to see our goals attained. I will continue to exert every effort to see that our group continues to enjoy the fun and fellowship that goes with train collecting.

For those of you who were unable to attend the 17th National Convention of the T.C.A. at Disneyland, I will attempt to summarize the activities: First of all, the T.C.A. Board of Directors activated our group as the Desert Division. Our territory consists of the States of Arizona and New Mexico, and due to the proximity of T.C.A. members in the El Paso area to Arizona and New Mexico, the Board included the following 12 Texas Counties in our Division: El Paso, Hudspeth, Culbertson, Reeves, Loving, Winkler, Ward, Pecos, Terrell, Brewster, Presidio, and Jeff Davis.

Since the next T.C.A. Quarterly will give full coverage of the Convention, I will only say that it was the high point for me since I began collecting.

I counted fourteen of our members at the convention, that's almost 50%!!

Due to the possibility that I may have to make a trip to Mexico, I have asked Sheldon White to hold the next meet at this home instead of mine July 10th. His address is 247 North Hunt Drive in Mesa. Hunt is two blocks east of Stapley Drive on University; then South (of University). The time is the same: 11:00 A.M. on. His phone number is 964-5575.

Since Dues are an essential part of operating our Division, I must request that the 12 or so members of the GCTC who didn't pay dues, and wish to be members of our Division, send \$2.00 to Ken Rosenberger or bring it to the next meet. I will put a red stamp on this newsletter if you haven't paid.

Congratulations to our new Division Officers:

President:	Jim Harrison, Jr.	P. O. Box 707 Tempe, Ariz. 85281	947-4752
Vice Pres:	Tom Stange	8821 E. Garfield L-206 Scottsdale, AZ	947-5563
Secretary:	Ken Rosenberger	3205 Kaibab Vista, Tucson, AZ. 85713	623-1933
Treasurer:	Bob Johnston	920 N. 82 nd St. Scottsdale AZ. 85257	949-9543
Board Mbr:	Bob Mc Bratney	6965 Calle Jupiter, Tucson, AZ. 85710	296-5063

The results of the Questionnaire were:

1. Arizona and New Mexico in our Division: 15 for, 2 nay, 2 abstain
2. Part of Texas in our Division: 16 for, 1 nay, 2 abstain
3. Name of Division: Desert: 6, Southwest: 4, Southwestern: 3, Cactus: 2, Great Southwest: 1, Blank: None

This will be my last newsletter, since Ken Rosenberger will take over these duties as our new Secretary.

Jim Harrison, Jr.

PRESIDENT'S MESSAGE

2011 is upon on us and the Desert Division looks forward to celebrating 40 years of train collecting and operating in the Desert Southwest region of Arizona, New Mexico and Western Texas. Personally, I have never been one to question the past. It is always too late to do anything about it! However, the coming year is definitely one to reflect on our past 40 years and celebrate the achievements of this Division while honoring those who came before us to make it possible for the rest of us. It is one to celebrate the here and now. We have a strong and vibrant group who truly enjoy their hobby and sharing it with others. Finally it is a time to look into our future. It won't be long before we celebrate our 50th Anniversary, and is it conceivable to envision our 80th?

As I look forward to the next year I see many opportunities for Desert Division. My goals in the coming year will be to encourage increased camaraderie in the coming year regardless of specific interest in trains, increased awareness of our role in assisting our National Organization in achieving its goals and making our activities the best in all of TCA. This is of course not possible without your assistance, your input and your enthusiasm. TCA Desert Division thrives as a team, and we can equally fail as a team if we solely rest on our past. Let us use the lessons learned of our past 40 years as we continue to move into our next 40 years.

With this end in mind, TCA National has sent out their Division Annual Appeal. See the accompanying article in the right column on how you can help as an individual and how we can collectively participate as a Division. For the operators in the Division and any who have an interest in operating, we have a unique opportunity to spend a weekend running trains in Williams, AZ on modules in early May for National Train Day. Mark your calendars now as this is an opportunity for us to show the rest of the community just how active this Division is.

Only as a team can we make 2011 the banner year we expect it to be. Look for further opportunities to be involved with some exciting events and I look forward to seeing all of you in January. We are a great team and it is our turn to demonstrate that once again to the rest of our brothers and sisters in all of TCA.

Happy Holidays to all in the Division and to your families. May 2011 be a year full of hope and promise.



2011 DIVISION ANNUAL APPEAL

by Jonathan Peiffer TCA #01-53047

We have been blessed as a Division with many resources and great volunteers. We lead by example and now is the time for our Division to step to the plate. Not the plate of the Phillies (Sorry Gordon), but to the plate of the TCA National. If it were not for TCA National we would not exist. We are incorporated through National and we get many benefits from our national organization.

The Division Annual Appeal is a yearly list of projects that TCA would like to complete and we as a successful division can do a great deal to help make some of these projects reality. The major projects on this year's list include items for the Library, the National Business Office, and the Museum.

The single largest item is the replacement of the HVAC (Heating Ventilation and Air Conditioning) systems for the museum. There is an estimated cost of \$120,000 to complete this work. Yes, you read that correctly. In my experience in working on premier museum facilities, a quality air conditioning systems cost about \$40 per SQUARE FOOT of space. Consider that you can buy a home in the Phoenix market for only twice that amount and you begin to understand how a museum grade system can cost that much. Can any Division provide such a donation to National? Obviously no, however, we could consider teaming with other Divisions to make such a donation possible.

The other largest list of items includes LED lighting systems for the museum displays. This is an ongoing project. Why LED lighting? LED lighting has a very high lumen per watt output. In other words it takes fewer watts per square foot to provide the same amount of light. In simple terms, a watt is simply a measure of energy and ultimately is expressed in heat. By lowering the required wattage per light fixture, the amount of cooling required for the space can be reduced as well. LED lighting also has the advantage of long lamp life. A typical LED fixture lasts around 40,000 hours compared to 2000 hours for the typical light bulb found in your home. In museum applications, LED lighting does not have nearly the output in the UV spectrum of light and therefore is less damaging to the collections than other forms of light. Investments like this pay for themselves over time.

As we move into the New Year, consider what you think the Desert Division can do to help continue to maintain our National Museum as the crown jewel of toy train museums. We have the ability to do our part and demand that from your Division leadership.

RIO GRANDE CHAPTER NEWS

by Gregory Palmer TCA#94-39039

Pumpkin Meet weekend was a weekend to remember. The weather was great with temps in the middle 70's, the trees were turning colors, and we had a great venue for the event. The Pumpkin Meet weekend started off with the Saturday evening Dinner at the Sheraton Albuquerque Uptown Hotel. We had 33 attend the dinner, and everyone enjoyed each other's company. We had a few Desert Division Members come to the Dinner, namely Gordon and Christie Wilson and Ralph and Sally Treichel. We had a great Dinner Raffle. We gave away a 2009 Lionel Dealer Appreciation Car, which George Swajian won and then donated to the Desert Division for their use at an upcoming event. A great Raffle prize was a donation from Gordon and Christie Wilson. It was an original Eagle Dancer Kachina. Thanks again to Gordon and Christie for their support of the Pumpkin Meet and the Rio Grande Chapter. The Pumpkin Meet on Sunday, October 31st, was a huge success. We had 56 tables full of toy trains and 133 paying public through the door. We had 33 children under 12 come through the door on our under 12 free policy, and 15 TCA Members from around the region come into the hall as well. With all the Chapter volunteers, the table sellers, the TTOS, and HOn3 Module Club members, we had 215 people total in the Hall during the Meet. We had 56 tables full of Toy Trains, HO, Hon3, Railroadiana items, and G Gauge. We had toy trains from Lionel, MTH, Marx, and American Flyer, just to name a few. Table sellers came from California, Arizona, Colorado, and New Mexico. The Pumpkin Meet is turning into a regional event.

Our success is dependent upon our workers. We had a large number of Raffle prizes donated by Trains West, The Desert Division, Carl Cataline, Charles Incendio, Scott and Elaine Eckstein, and George Swajian. If I forgot anyone, please let me know. By the way, the three great Thomas the Tank blankets Elaine Eckstein made and donated to the Chapter were all won by children, so thanks again Ecksteins. Christie Wilson once again brought the Desert Division Hudson Raffle to the state of New Mexico. David Nycz won the \$25.00 prize, because Christie sold 10 Hudson Raffle Tickets. I hope a Chapter member can bring the Hudson to the Land of Enchantment. We will see in November. The Pumpkin Meet could not happen without the work of our Meet Coordinator Bill Spofford. Bill is the reason we have the great venue, and Bill works with the Hotel to make sure the tables are set up correctly. We also could not have the Pumpkin Meet without the help of Chapter volunteers, including Everett Hagan, Don Kuster, Bonnie McIntyre, Carl Soderberg, John Trever, Scott Eckstein, Bill Harris, and Tom Lawler. and David Nycz. If I missed anyone, please let me know and I will put you in the next issue.

The Pumpkin Meet Auction went off without a hitch. I think everyone there enjoyed the Auction and the sellers got a pretty good return on their items. Hopefully everyone will participate in the Pumpkin Meet Auction next year. Start thinking now about what items you would like to include in next year's Auction.

My biggest disappointment with the Pumpkin Meet was no Media coverage before the Meet. Although we were in every TV Station's Web site, the Journals event Web site, we could get around 500 to 700 people through the door if we had some coverage before the Meet. But we are still growing the Pumpkin Meet. The number of sellers and public through the door this year shows this growth.

At our January 15th Meet and Meeting, we will begin planning the 6th Annual 2011 Pumpkin Meet. So please plan on attending. We will go over the 2010 Pumpkin Meet budget, and we will also do some planning for 2011. Also at our January 15th Regular Meet we will approve our 2011 Budget and go over our Trains For Kids Program. Please bring items to show and tell at our Education Segment. It is always great to see what everyone collects and operates. You might also bring items you purchased at the 2010 Pumpkin Meet. Also if anyone wants to host an after Meet activity in January please let me know before the Meet. The January 15th Meet will be at 10:00AM at the Sombra Del Monte Church at 2528 Utah N.E., in Albuquerque, NM. Remember you may bring trains to sell for free. So do not forget the Meet on January 15th at 10:00AM. I hope to see everyone there.



Above: Door prizes at the Banquet

Middle: Jon Spargo keeps the kids entertained with his layouts and quizzes. Everyone is a winner.



Right: Greg Palmer, with the help of Rio Grande Chapter members, conducts the Auction.



2010 Pumpkin Meet
Albuquerque, NM

DESERT DIVISION'S GREAT SOUTHWEST TOY TRAIN EXPO

by Jonathan Peiffer, TCA 01-53047

Thirty-five years and still going, the Great Southwest Toy Train Expo, formerly known as the Turkey Meet, introduced a few new ideas to what still remains the best attended toy train show in the Desert Southwest. More than any other year in the last decade, this show balanced operating displays for the public with sales tables. While there were fewer sales tables than last year, we had four train clubs represented and a total of nine operating layouts, of which several were sizeable displays. The committee that put this year's show together worked very hard to make this event happen. Under the leadership of Bob Johnston and Marty Wik, the weekend was well managed with efficient setup, two days of sales and operating, and smooth teardown after the show.

From discussions with various vendors, sales were brisk on Saturday and slow on Sunday. There were certainly trains for every interest with all major scales represented from many eras. The free display area had a lot of excited children. To see the number of children who still enjoy trains is quite encouraging for the hobby. The executive director at my new company brought his seven year old son to see the displays and his son will be getting a brand new O gauge train set under the tree this year as a result!

It is no secret that the numbers were down this year, we had fewer vendors and less attendance from the public, but this show was still a successful endeavor in fulfilling the portion of the TCA mission statement that states "...to promote the growth and enjoyment of collecting and operating toy, model and scale trains."

To that end, we once again have engaged with the public in a very tangible and meaningful way. We did get some media coverage for the Division late on Sunday and the piece aired on Channel 15 that evening. Has anyone found a copy of that clip? Perhaps the highlight of the weekend was that the grand raffle prize, a Lionel Santa Fe Flyer set, went to young family. To see the joy on the boy's face was precious. That is one of the many reasons this hobby remains "the greatest show on earth."

It is clear that to enhance our event next year, we must have proper promotions done earlier in the year and a continuous reminder to our members and to the public that this is the largest and best show in the Southwest. How can we achieve that? It will, of course, take your help in making the show a great success. Volunteer for a committee, buy a sales table, invite a friend, or attend to purchase trains. Let's begin the planning now; share your thoughts and volunteer to help right away.



Above: Terry and Keineth Bunish ran trains for two days.
Upper left: The "Grand Prize" winner.



Scenes from the Great Toy Train Expo – 2010.

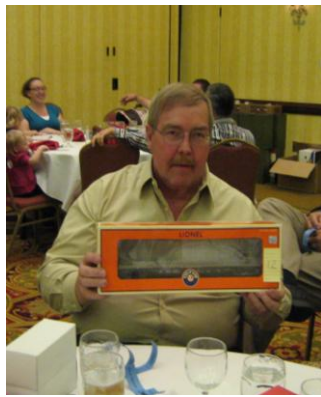


HOLIDAY PARTY – 2010

Wow! What a wonderful party we had this year! A few things remained the same – the venue of the Mesa Marriott proved once again to be an ideal choice. The menu wasn't changed, and the food was plentiful and delicious. The gifts included trucks for the members, Lenox Snowman ornaments for the spouses, and an age-appropriate gift for each child.

However, there were some differences this year. First was the time change- 4 PM rather than Noon. No one had to rush from Church to arrive at the Mesa Marriott before all the food was gone. Second was the décor. Tables were set in rounds of eight, with a hotel centerpiece at each. Third was the program – no more long drawn-out auctions. Rather each attendee could choose the raffle item he/she wanted, purchase tickets, and place them in the appropriate bag for that item. (Note the look of glee on Boyd Reason's face, as the ticket purchased by his mother won him an S-Gauge engine, a donation from George Domeny, a member of the Rio Grande Chapter.) The entire program ran smoothly, and everyone was excited about the results.

President Jonathan Peiffer served as Master of Ceremonies. He scheduled spokespersons from the three local toy train clubs to announce their officers for next year. Finally he awarded the coveted Desert Division awards: Volunteer of the Year was Sally Treichel and Member of the Year was Phil Todd. Door prizes were won by Stephanie Ryan and Jack Eaton.



L to R: Boyd Reason with his prize, an S-Gauge engine.

Phil Todd, later announced as the Desert Division "Member of the Year," wanted only one prize, and he won it.

Vi DuBay and her friend Steve sit in front of the Buffet Table.

MY FIRST YORK MEET

by Jim Vokac, TCA 07-60919

At last I was able to attend a York meet, after many years of being unable to make the trip. Since joining the Desert Division in 2007, I was facing health problems that kept me from making such a trip. I finally was able to get an extra week off between treatments from my doctors to make the trip.

I heard from so many members how great this meet is and boy, were they right. I knew there were seven buildings to look through but didn't realize how huge each was. My wife and I did walk all the buildings and even some twice. I had several items on my wish list and was able to obtain all but one. I even had several choices of some of the items before making a decision. Of course, I also purchased several items not on my list, but couldn't resist.

We really enjoyed our first trip to York and hope we can do it again soon. I must also thank Fred and Shirley Hunter and John and Eva Upshur who showed us around and helped make the trip even more enjoyable.

DESERT DIVISION BOARD OF DIRECTORS 2011

President:	Jonathan Peiffer	602-561-4131	Directors:	Greg Palmer	505-898-3840
Vice-President:	Bob Johnston	623-582-2110		Tony Saulina	480-756-1563
Secretary:	Fred Hunter	480-947-3639		Ralph Treichel	602-863-6985
Treasurer:	Bob Herman	480-948-2730		Marty Wik	480-488-8625

BOARD MEETING

The next meeting of the Desert Division Board of Directors will be held on Wednesday, January 5, beginning at 7:30 PM at the home of Jonathan Peiffer. Members are welcome to attend. Please call 602-561-4131 to be sure there are enough chairs.

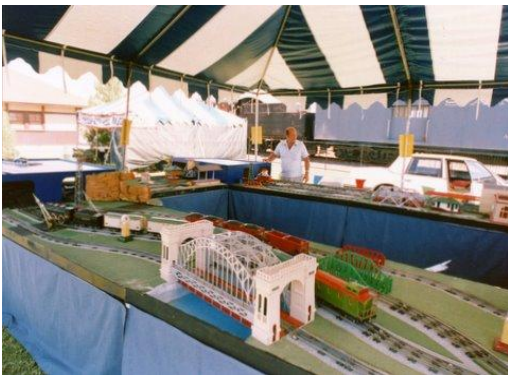
HISTORIAN'S CORNER – and the WINNER WAS?

Chris Allen - Historian@tcadd.org

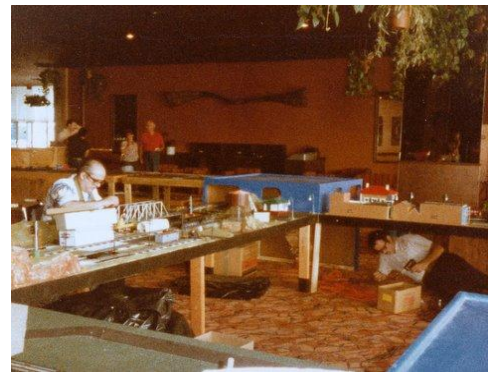
As many of you know from reading the many appeals from webmasters, editors, and committee chairs over the years, compiling information on the early years of this Division is quite a task. There are few records and fewer photographs of the first decade of Division history. Memories are vague and I often find that the same event or story has numerous inflections depending on who I talk to. Thankfully members have responded to fill in the blanks with personal photos and the second decade of the 80's is beginning to fill in, but I still need your help for the 1970's and 1990's.

One of the many things that I have tried to document and have turned up incomplete has been the Division Hudson drawing winners. The Turkey Meet of 1999 was the first time we were in Centennial Hall in Mesa. Did you win the Hudson that year? Maybe you can remember who was the Hudson winner sandwiched in between Katie Elgar winning in 1998 and Jim Bong in 2000? If so please drop me a line and also fill in what year Hudson 773 was won that year as well, that "minor" detail is missing also. We've awarded over 20 Hudson's to date, that's quite a feat in itself.

Thank you's go out to Peter Atonna, Beth Stange, Paul Wassermann, John Wiley, Gordon and Christie Wilson for providing some of the photographs of the early years you will be seeing on the Division website and meets in the upcoming months. Special thanks to Peter for helping me place names and locations on many old photographs. Video cam recorders were very popular, did you make any home movies of layouts or tours? Might I borrow them? How about going 50/50 with the Division to get your old video tape on DVD so that we can better preserve those memories? We are looking for several events in particular in either photograph or movie format. The 1997 National Convention and in particular our members participation, the trip to Denver in 2000 was well documented in the DISPATCH; however only a dozen pictures are in the archives. Remember the Lionel Centennial celebration with 111 trains running? Pictures are sorely needed from that event, as well as any mall, Rail Fair, or Turkey Meet photos you might have. It would be so much better if you can identify the year and event you took the picture! I presently have only a few photographs from the Turkey Meets at the Embassy Suites and none from the Pointe Tapatio Cliffs or before. Do you? Please share them with me. I will scan them carefully and return them to you. Thank you for taking the time and looking! Here is a "small taste" of what you will see in upcoming months.



Some of the gaps from the 1980's beginning to fill in. Top left; Cole Gibbs and 2nd Division module at Rail Fair, Top right; do you know the fellow in the white shirt? Peter Atonna on the floor under the module at Valley West Mall 1983.



Bottom left; some of the Chris Town Mall crew from 1981, recognize any faces? Bottom right; I still need help from recent history. Do you have photos of the Lionel Centennial Celebration in 2000?



CAPITOL IMPROVEMENTS ON THE S&P LINES

by Peter Atonna TCA 75-7578

One more time, events in the real world would visit themselves on the Seligman and Paulden Lines. About thirty years ago, Amtrak was designing their new Superliner passenger cars based on the ATSF's El Captain bi-level cars. They had a prototype they wanted to show off at the Chicago Union Station. Unfortunately, the car didn't quite make it. Seems that the car was "just a little too tall" to fit under the Roosevelt Avenue bridge over the yard leading into the station. Amtrak solved that problem by lowering the tracks by 6 inches and the car made it into the station, just a little later than planned.

Little did I know, but twenty years later the same problem would visit the S&P lines here in Paulden. Lionel and K-Line introduced full scale double stack cars in the early 2000's. Management here wanted to make sure we could profit from that new traffic, so ordered a K-Line version. On its first run over the line, after leaving Seligman, the Dispatcher got a call from the train's engineer. "We've had an Oops," he said. Seems he felt a severe jolt after crossing the bridge over the Big Chino wash. Upon stopping the train, he noted that the upper container was lying on its side down in the valley. Seems the bridge over the wash would not clear double stacks.



Management then carefully checked clearances on the remaining portions of the line and found to their dismay, not only the Lionel bridges over the Big Chino would not clear the new, taller cars, but the Lionel Bascule bridge over the Colorado would not, nor would the Feather Mountain Road highway bridge at Paulden. In addition, there were a couple of other minor clearance problem locations, but it looked like double stacks could squeeze by them. However, with three major obstacles, double stacks would be limited to running with only one container for the time being.

As double stack container cars became more and more prevalent on "real" railroads, many discovered the same problem. Both bridges and tunnels would not clear the higher cars and they had to be rerouted onto less desirable routes. Fortunately, during the boom times of the last ten years, many railroads were able to spend the funds to increase clearances and be able to improve freight service on those routes.

The S&P management, being more oriented to a procrastination mode of management, did nothing for several years. Finally, the continuing availability of fine new double stack models as well as neat auto carrier cars from MTH and Atlas pushed them into authorizing an upgrading program.

First to be tackled was the Bascule bridge. Fortunately, some low level clerk in the main office had secreted an article published on line a few years ago by a fellow who had the same problem with his Bascule bridge. He had solved it by disassembling the bridge and adding a wooden spacer between the roadbed and the bridge span to increase the clearance. He then cut off the track portion of the base from the bridge piers and raised the piers an equal amount. Fortunately, management at the S&P had since replaced their postwar version of this bridge with the current production model, so slicing it apart did not pose the heartbreaking choice of preserving an original, vs. never running double stacks.

Next up was the Feather Mountain Road bridge. Here there was no quick solution. The old bridge would have to go and a new one built. Fortunately, the surveying crew determined that the east bridge approach would only have to be modified for the last several feet to allow the needed grade to create the clearance needed. The west approach, however, would have to be sacrificed completely. Fortunately, stimulus money was available and the project was able to proceed quickly. Soon the new bridge was in place, and the second obstacle removed.



Now only the last remained, the bridges over the Big Chino. The Lionel bridges could not be modified so were removed completely.

Planners in management had two choices, purchase an Atlas bridge, a beautiful structure, but too short to fully clear the valley. Or build an entirely new bridge. Since there was already an Atlas bridge on the S&P and they were pretty expensive, management decided to try building a kit offered by Plastistruct. It too would need extra length, but K-Line offered unlettered girder bridges and two of them would complete the length needed.

Upon arrival, it turns out that the Plastistruct "kit" was nothing more than a box with an inventory of their structural parts and a couple sheets of flat styrene from which gussets were to be cut - and a set of plans that were never quite figured out by the S&P's engineering staff. Nonetheless, the construction crews persevered and a bridge slowly took shape.

When done, the survey crew went on site to measure for the four needed abutments and soon cranes were lowering the new spans into place. Track crews quickly re-laid track and installed ballast. This made management quite happy as, since demolition of the old Lionel bridges, through traffic on the line had been suspended and revenue had plummeted.

The day arrived and a test train, complete with old and newly acquired double stacks and an Atlas auto carrier car slowly left Seligman to travel the line to Douglas, testing clearances. All went fine through the three new spans. But, whoa, the new Atlas car was not only a fraction taller than double stacks, but had a wider profile. So, naturally it found the remaining spots on the line that the double stacks had “barely” cleared. The auto carrier did not!

Fortunately, construction crews were following the train to watch for just such problems. Two tunnel clearance problems were shortly taken care of and landscape/painting crews removed signs of the alterations. The most serious problem, located in the tunnel leading to the Douglas station, required an afternoon of demolition work from both inside and outside the tunnel.

It was successful, however, and the train was allowed to proceed to its terminal at Douglas. Now, regular traffic is happily flowing throughout the line, income is back up, and management is now on the search for some of those MTH auto carrier cars to build that end of the business.



LIONEL CHRISTMAS MAGIC AT AGE 59

by Gregory Palmer TCA 94-39039

As one grows older the Holiday Season becomes stressful and sometimes loses its attraction. As a child, one looks forward to Christmas and the Holiday Season. I remember as a child my first Lionel Train Set in 1956. After that time I would look forward to going to Sears, Montgomery Ward, and the May Company to look at the Lionel Train Display Layouts and dream about my Christmas gift of something Lionel. Since I was born in Albuquerque, New Mexico and lived for awhile in the Los Angeles area I would look forward to going to the Department stores and watching the Lionel Dealer Display Layouts operate. In 1960 I remember coming back to Albuquerque for the Holidays, to visit relatives. I also remember going to American Furniture Company in downtown Albuquerque to view the Lionel Dealer Display Layout. It was a nice 5' x 9' layout. I enjoyed that layout. I also remember a year or two before seeing a larger 8' x 8' layout in American Furniture. I never knew what happened to the 5' x 9' layout. Well, maybe we need to believe in the Christmas Holiday spirit, even at age 59. Could Holiday magic still happen for someone 59 years old?

I was asked, last week, to view some Lionel trains here in Albuquerque. As usual I expected to see Lionel train parts, not Lionel trains in good condition. Apparently I have been a very good boy this year because Santa gave me a Lionel D-291 Dealer Display Layout. It was the Lionel Layout that was from American Furniture Company. The family had purchased it from American Furniture, and it had been in this garage for 50 years. What a find. All the accessories were present, the mountain was in perfect condition, and with a lot of cleaning and lubrication I believe it will be up and running. I could not believe my eyes. I remember the layout in detail. Desert Division and Rio Grande Chapter member Dale Schafer has the 8' x 8' layout also from American Furniture. His layout and story appeared in Classic Toy Trains a few years ago. That means the Desert Division, within the Rio Grande Chapter, now has two Lionel Dealer Display Layouts. Along with the layout, this collection also contained the Lionel Congressional Set and Set Number 820, the N&W J Freight Set. It was the first time the train sets took a back seat to my viewing of trains. I will now begin cleaning and repairing the layout. I cannot wait until I get it running again.

Once again it proves that maybe Santa is still alive and well, even at age 59.

DUES ARE DUE

It's that time of year again. Check the label on the front of this newsletter. If your label is highlighted in pink, you owe dues. The cost remains \$10 per year for up to 5 years in advance. Please fill out the form on Page 11 of this issue of the Dispatch and mail it along with your check, made payable to TCA – Desert Division, to the address on the bottom of the form. Should you wish to change any of your information in the Division Roster, please fill in the same form, as it will be used to create the roster during the early part of March, 2011.

DESERT DIVISION REGISTRATION FORM

Name _____ TCA No. _____
Address _____ Phone _____
City _____ State _____ Zip _____
Spouse's first name _____ e-mail address _____

Enclosed is a check made payable to TCA - Desert Division in the amount of \$ _____ to cover my dues for the next _____ (1, 2, 3, 4, or 5) years at \$10.00 per year.

The following is a list of categories from the Registration Form representing your preferences in toy trains and accessories. Circle numbers of all categories that apply.

TRAIN ERA

- 1 PREWAR (1850-1942)
- 2 POSTWAR (1945-1969)
- 3 MODERN (1970-Present)

GAUGE

- 4 SCALE/ NMRA
- 5 STANDARD
- 6 G or #1
- 7 O or O-27 TINPLATE
- 8 S
- 9 HO
- 10 OO/AMERICAN
- 11 N
- 12 Z
- 13 LIVE STEAM

MANUFACTURER

- 14 AMERICAN FLYER/GILBERT
- 15 LIONEL/WINNER
- 16 MARX/MARS/ALLSTATE
- 17 IVES
- 18 DORFAN/FANDOR
- 19 MTH
- 20 WILLIAMS
- 21 K-LINE
- 22 AMT/KUSAN
- 23 OTHER - PLEASE SPECIFY
 - 23A BASSETT/LOWKE
 - 23B BING
 - 23C BOUCHER
 - 23D BUB/KARL
 - 23E BUDDY-L
 - 23F CARLISLE & FINCH
 - 23G ELLETREN
 - 23H HAFFNER
 - 23I HOGE
 - 23J HORNBY
 - 23K ISSMAYER
 - 23L LGB
 - 23M MARKLIN
 - 23N METZEL

- 23O MINI-SCALE
- 23P PHOENIX LTD.
- 23Q PLASTICVILLE
- 23R LITTLETOWN/SKYLINE
- 23S PRIDE LINES
- 23T REA/ARISTO-CRAFT
- 23U RIGHT-O-WAY
- 23V ROKAL
- 23W VOLTAMP
- 23X WEAVER
- 23Y McCOY
- 23Z NATIONWIDE
- 23AA USA TRAINS
- 23BB S-HELPER SERVICE
- 23CC ASTOR
- 23DD FLEISCHMANN
- 23EE CARETTE
- 23FF EASTWOOD AUTOMOBILIA
- 23GG AMERICAN MODELS S GAUGE
- 23HH DOWNS S GAUGE
- 23II COLBER
- 23JJ UNIQUE
- 23KK SAKAI
- 23LL BOWSER
- 23MM T-REPRODUCTIONS

DO YOU HAVE A LAYOUT?

- 24 YES
- 25 NO

PERIPHERALS

- 26 FIGURES
- 27 TOYS
- 28 PAPER/BOOKS
- 29 BUILDINGS
- 30 RAILROADIANA

Mail to: **Christie Wilson**, Secretary
16231 E. Ocotillo Drive
Fountain Hills, AZ 85268

WINTER TOY TRAIN SHOW

TO BENEFIT GADSDEN- PACIFIC TOY TRAIN MUSEUM

MUSEUM ADDRESS 3975 N. MILLER AVENUE TUCSON (NOT ADDRESS OF TRAIN SHOW)
MUSEUM PHONE: 520-888-2222 MUSEUM'S WEBSITE: <http://www.gpdToyTrainMuseum.com>

OPERATING LAYOUTS

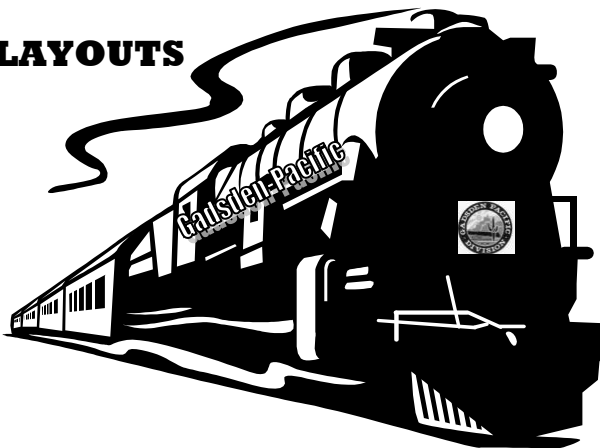
ALL GAUGES

*

RAILROADIANA

*

SNACK BAR



BUY

*

SELL

*

TRADE

SATURDAY JANUARY 15, 2011 9:00AM TO 3:00PM

(Seller Table Setup: 7:00 AM – 9:00 AM)

Train Show Location

LAS CAZUELITAS EVENTS CENTER

(Behind GRANT ROAD INN Exit WEST off I-10 at GRANT)

W. GRANT RD. & I-10

TUCSON, AZ

Vendor or Helper Badges must be worn for free admission. All others must pay public admission.
Vendor's spouse enters free. Vendors may have 1 free helper per 2 additional tables up to 2 free helpers.

ATTENTION SELLERS

8 FT. TABLES ARE \$25.00 EACH

TABLE RESERVATIONS MUST BE PREPAID. SEND CHECK PAYABLE TO GPD TTOM

TO: **BUD STEWART 13325 E. PLA. ALGODON TUCSON, AZ 85749**

Questions? Contact BUD STEWART AT 749-0228 (leave Msg.) OR EMAIL bud@at.tuccoxmail.com

The General Public Is Welcome

THIS IS TUCSON'S BEST TOY TRAIN SWAP MEET

PUBLIC ADMISSION \$5.00 AT THE DOOR

FREE FOR CHILDREN UNDER THE AGE OF 13 ACCOMPANIED BY AN ADULT

DOORS OPEN 9:00 AM UNTIL 3:00 PM

SPECIAL SELLERS ONLY RAFFLE

SELLERS ARE ENCOURAGED TO REMAIN SET UP UNTIL 3:00 PM

sellers fully set up at 3:00 pm may win (tables will be inspected to determine eligibility)

1ST PRIZE: \$30 CASH 2ND PRIZE LIONEL GPD ORE CAR 3RD PRIZE: WEAVER GPD BOXCAR

RAILROAD



-CHANGE



ARIZONA TRAIN DEPOT - New Lionel Just In! Christmas Street Lamps 6-37907 club price \$28.49 - Cell Tower w/blinking led 6-37903 club price \$56.99 - Burning Hobo Depot 6-16846 club price \$85.49 - 1st Time ever & you need to see it in person UP Track Mobile w/TMCC 6-28449 club price \$284.99 - K-Line by Lionel last one ever Flagman Shanty \$94.99 - MTH CONSIGNMENT won't last long at this price Rail King Imperial SP Daylight GS-4 w/4 60' passenger cars \$449.95 - **AZ TRAINMAN REPAIRS - MTH and LIONEL CERTIFIED WARRANTY SERVICE** - Always ask for your TCA club member discount! AZ TRAIN DEPOT 755 E. McKellips Road, Mesa - 480-833-9486 Mon-Sat 9-6 open late Wed. until 9 PM.

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. Pat is on our staff to better serve our customers in sales and service of both new and pre-owned trains. 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: 11:00 AM to 5:00 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.

FOR SALE - Large collection of prewar accessories, T rail track, figures, Leland Detroit monorail, Buddy L industrial train and roundhouse, postwar accessories, select TCA banquet cars and museum cars. Photos available. PREWAR PRICES ALL REDUCED! For a list w/prices: Peter Atonna e-mail: mjatonna@gmail.com of phone 928-636-4228.

FOR SALE - Have recently acquired a nice collection of early '50's Lionel locos, cars, accessories, and track. Most have OB. If Division members are interested, send me an e-mail and I'll send you the list. Peter Atonna - mjatonna@gmail.com.

AVAILABLE - QSI Quantum Magnum Train Control Sound Systems for your silent O & G Scale Locos. Operates in DC/DCC, Wired or Wireless, track or battery powered. STR provides Sales, Installation, and Repairs. The QSI Quantum Magnum can be upgraded for use with hi current O & Std Gauge 3 rail, operated in DC/DCC. Wired or wireless, track powered. For details, go to www.The-Scaled-Tin-Rail.com. Art Boynton, 928-525-0755.

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

WANTED - 1700 engines, cars, and parts. Condition unimportant. Contact Bob Herman 480-948-2730.

FOR SALE -45N Auto Gateman Metal \$35, 164 Log Loader w/logs \$145, 364 Conveyor Lumber Loader o/b \$95, 92 Floodlight Tower o/b \$220, 440N Signal Bridge, tattered o/b & 440C Panel Board complete with switches, both \$395, 2321 Lackawanna Gray Roof o/b \$425, 6445 Ft. Knox Gold Reefer o/b \$90. American Flyer: Franklin 4-4-0 FY 88&P \$100, 283 4-6-2 American Flyer Tender \$80. Dorfman: 52 Take-apart Loco 0-4-0 \$225, 496 Pullman, Atlanta, Boston, & Seattle with people, 497 observation no people, 8 wheel Nickel trucks, no journals \$360. 610 Derrick Car 8 wheel, brass journals \$225, 605 PRR Coal Hopper & 604 Tank Indian refining Co. each \$60. Ives 3255 0-4-0 Green/Red windows \$400, Ives 3255 0-4-0 Black/Red \$400. MTH 30-4189-1E Union Pacific GP-9 Diesel w/Proto Sounds new o/b \$235.

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

This page is provided as a service to our members for trading among themselves.
Please contact them for items you may have, want, or need.

**TRAIN COLLECTORS ASSOCIATION
DESERT DIVISION**

Gordon Wilson, Editor
Desert Division Dispatch
16231 E. Ocotillo Drive
Fountain Hills, AZ 85268

POSTMASTER: This Federal 501c3 Newsletter
contains **DATED MATERIAL** requiring action
by members. **PLEASE DELIVER** on or before
December 28, 2010

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ORGANIZATION
U.S. POSTAGE
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DUES ARE DUE

Every Childhood Should Have A Train
Enroll your children in Kid's Club Today!

VISIT OUR WEBSITE: www.tcadd.org
Click on the link to our e-Bay offerings.

COMING EVENTS

- | | |
|-----------------|--|
| January 8, 2011 | Regular Division Meet – Phoenix, AZ – 9 AM
Show and Tell Topic: The Trains Santa Brought Me in 2010 |
| January 15 | Rio Grande Chapter Meet – Albuquerque, NM – 10 AM
Contact Greg Palmer – 505-898-3840 |
| January 15 | Gadsden Pacific Division – TTOM - Winter Show & Meet – Tucson, AZ – 9 AM
Contact Bud Stewart – 520-749-0228 |
| February 11 | Board Dinner – Chaparral Suites, Scottsdale, AZ – 6 PM |
| February 12 | Regular Division Meet – Phoenix, AZ – 9 AM |
| February 19 | Rio Grande Chapter Meet – Albuquerque, NM – 10 AM |
| March 12 | Combined Picnic and Division Meet – McCormick – Stillman Railroad Park |
| March 19 | Rio Grande Chapter Meet – Albuquerque, NM – 10 AM |
| October 22 | 40 th Anniversary Party – Chaparral Suites – 6 PM |

DIVISION MEET LOCATION

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