

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
AUSTRALIA • NEW ZEALAND

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Volume 54, No. 2

March 2025

A SOUPER BOWL FOR THE AGES!

While the other less significant bowl game of 2025 proved to be a real sleeper, the Desert Division Auction on February 1st proved to be one of the most interesting and vigorous ones in Division history. Typically, one or maybe two items of very high quality or historical significance find their way to the auction table. February's auction saw many items sold that have never been seen at this level of quality at a Division auction and likely won't be seen again. Our auctioneer, Peter Atonna got us underway right at 9 am and didn't even have to give his traditional speech with the enthusiastic level of bidding. The likely never out of the box 2400 series passenger cars with silver paint that had that new shine was just the start. Follow that up with a C9 set of Pennsylvania Railroad Congressional cars, a

green postwar GG1 with perfect lettering and stripes, and the prize of the auction with an in-the-box 1950 773 Hudson and tender. If you thought that, was it, the huge amount of quality Lionel postwar locomotives and cars that were also present was truly stunning. However, we were not done with those items. Prewar Lionel and Ives trains were abundant too!

However, despite the wonderful trains and vigorous bidding that took place, the true stars of the day were our volunteers. Our auction volunteers efficiently moved the auction items around the room and assisted the buyers with checkout. Everything went very smoothly regardless of some technical challenges. Special thanks also to our volunteers who took time to prepare and serve a hearty and delicious lunch of

MARK YOUR CALENDAR – UPCOMING EVENTS

March 8 – March Division Meet

EDUCATIONAL THEME: “March, comes in like a Lion(el)”: What is your favorite Lionel train?

8:30 AM member only swap – 10:00 AM Business Meeting - Room H-1 (the small room)

Paradise Valley United Methodist Church (PVUMC) 4455 E Lincoln Dr, Paradise Valley, AZ 85253

March 22 - Rio Grande Chapter Meeting

9:00 AM - Wheels Museum - 1110 2nd SW, Albuquerque, NM

March 30 – Desert Division Board of Directors Luncheon

2:30 PM - Bottega Pizzeria Ristorante – 19420 N 59th Ave, Suite C117, Glendale, AZ 85308

April 12 – Tri-Club Picnic

McCormick-Stillman Railroad Park, Stillman Ramada

NO REGULAR MEETING

soups and chilis. As always, nothing Desert Division does is possible without our incredible volunteers.

On February 8th, the technical challenges continued when members arrived for the monthly meeting. Our regular meeting room H-1 at Paradise Valley United Methodist Church was locked and no one was on campus to let us in. After a phone call by President Mike Dietrich, it was discovered that we were not on the calendar. To add to the confusion, a Girl Scout troop arrived thinking they had also reserved the same room only to learn they also were not on the calendar. Thankfully, everything was resolved, and the meeting was held in the fellowship hall with a slightly delayed start time. With the room set up for Sunday worship it only took a little rearranging of some tables, and the meeting was able to proceed.

With approximately 33 members in attendance the meeting started with a recap of the February Auction. Guy Farranti stated that the cost for admission to a Desert Division Auction was underpriced at \$5.00. He noted that Desert Division does not have a buyer's premium like many auctions. After discussion, Guy followed up with a motion to raise the price to \$10 for future auctions. The motion was seconded and unanimously approved. President Dietrich also noted that for future auctions, every person in attendance who intends to bid will be required to have a bidder's card. Proxy bidding will not be permitted on behalf of other individuals who are present in the auction hall.

In New Business, the Division special run Atlas hopper was on hand at the meeting and available for sale. Now that the cars have arrived, it is your chance to pick one up before they sell out. The Atlas 3-bay cylindrical hopper has excellent detail and attractive graphics for your layout and your collection. The next Division meeting will be held on March 8th in room H-1 barring similar challenges that were faced in February. The theme for the educational segment is, "March, comes in like a Lion(el)": What is your favorite Lionel train?"

The annual Tri-Club picnic is scheduled for Saturday, April 12th at the Scottsdale McCormick-Stillman Railroad Park. This is in place of the April Division Meeting. If you show up at our normal meeting place and find the room locked, you can only blame yourself this time! Like previous picnics, hotdogs and burgers will be provided and it is up to members to bring side dishes and desserts. With the kind of year we have been having in the desert Southwest, no predictions will be made on what type of weather to anticipate. The only predication that can be accurately made is that fun, food, and fellowship can be enjoyed by all.

As a follow up to the January discussion on the Division trailer, it was decided by the board of directors that we will retain the trailer through the end of the year. This year marks the 50th anniversary of the Scottsdale Railroad Park and having the trailer present will make for a fitting last run of the Division trailer before it finds a new home.

The fall train show is still in search of a venue, but it is looking more likely that the fellowship hall at Paradise Valley United Methodist Church will be the location. While it would be a smaller meet than what we have had in the past, it is a viable location. However, the Division is still looking at other options to find the best possible location.

The educational segment for February was "Something Close to your Heart". Christie Wilson brought a poster created by Gordon on behalf of Paul Wasserman when he was running for TCA national president. Christie then gave the poster to Paul as a special remembrance of his time serving our national organization. Paul Wasserman then discussed a 1930's Playskool Pullman Sleep-Dolly-Sleep which was a section of a Pullman heavyweight sleeper that included an upper and lower berth that he gave as a gift to Irene 24 years ago. He went on to discuss how reluctant she was to allow him to remove it from the house and how it had never been authenticated if Playskool made dolls for it.

(Continued on Page 9)

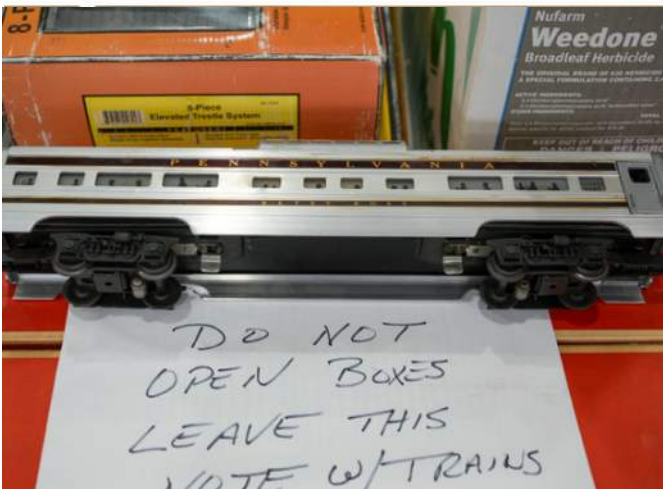
FEBRUARY 1ST AUCTION PHOTOS



Bill Sively is prepared to have a fun auction!



Conversely, this was a stressful auction for our committee chair, Chris Allen!



This Congressional set still looks new.



A gorgeous 2330 GG1 and the original box.



A room full of trains is always fun.



Quality auctions always draw a large crowd.

FEBRUARY 8TH DIVISION MEETING PHOTOS



A patient crowd waits outside of room H-1.



A slightly less patient crowd is now waiting outside of the fellowship hall!



Janet Mattern purchases a Hudson Raffle ticket from Treasurer Mark.



Christie Wilson shares some Division history.



Irene Wasserman's Playskool Pullman car play set.



And the first \$100 Hudson raffle ticket prize goes to President Mike!

MINUTES FEBRUARY 5TH, 2025 TCADD BOARD MEETING AT THE ELKS LODGE

In attendance: Mike Dietrich, Mark Thompson, John Craft, Russ Howry, Paul Wassermann, Terry Haas, Chris Allen and Angelo Lautazi.

The meeting was called to order at 7:00 PM.

Minutes: The Desert Division has 117 members and the Rio Grande Chapter has 73. Division total is 190.

Treasurer's Report: Checking \$9566.30, Savings \$498.69, Paypal \$9808.09, Ebay Acct \$1,611.00 and Wells Fargo \$21,127.23.

Old Business - Recap

- The Souper Bowl auction was very successful. Checkout at the back went smoothly. A suggestion that more spotters would be helpful.

New / Ongoing Business

- The Train Show for 2025 needs to find a location and date before we can set the Fall Auction date. Chris wants to recheck the Fellowship Hall measurements to verify how many tables could be used.
- The Atlas Hopper cars have been delivered. Chris will bring some to the meet.
- The Spring Picnic has been scheduled for Sat. April 12, 2025 at the Railroad Park. The Picnic will replace the regular meet. It seems that going forward this date will be the same every year for the picnic.
- The Train Show for 2025 needs to find a location and date. Terry has been checking Mesa locations.
- Chris asked to propose a possible club action. To sum up the discussion: The Desert Division's layout trailer is not being used very much and the GCMR club has a trailer that requires repair. The proposal is to trade our trailer for one of their Dates at the Baptist church for a Train show. After a lengthy discussion the Board decided to back this proposal. Mike will bring this to the membership and get their consensus.
- BOD Luncheon is scheduled for Sunday Mar 30th at the Bottega restaurant.
- Club Layout Trailer – the trailer will be kept until Railfair. This year's Railfair will be an anniversary event and it should provide the club some good exposure. Later in the year we will try to advertise the trailer for sale in the TCA periodicals.
- The Hudson Tickets for this year will go on sale at the Sat. meet. Chris will have the tickets at the meet.
- Board meetings will be held at the Elk's Lodge or a member's home. This will be a flexible decision.

The Board meeting was adjourned at 8:18 PM.

The next Board Meeting on Wednesday, March 5th at the home of Paul Wasserman.

Minutes submitted by: Secretary, Angelo Lautazi

PRESIDENT'S MESSAGE

Dear Friends,

Welcome to March and it certainly has been a warm end to winter! With Spring training in full swing and the Final Four around the corner it's a busy time in the desert. The Division continues to be busy as we have a full schedule of meetings, auctions, a show and a party to plan for 2025. The upcoming events are listed below in the Ear to the Rail.

We hosted a successful Souper-bowl auction on the first weekend of February and saw some of the best post-war items ever auctioned by the Division! Bidding was furious for a few items and we made our consignors and treasurer happy. Hats off to our team that helped keep you full during the auction. I know there are pictures in the newsletter of this fantastic event for you to enjoy.

I'd like to take a moment and thank our volunteers that make these events a success. Their tireless dedication to the club is what makes what we love to collect more than a simple hobby. While we hold our annual volunteer and board lunch on March 30th. The event was a fantastic success the past two years and we are returning to Bottega to celebrate those who make this club go.

Our education segment this month: "March, comes in like a Lion(el)": What is your favorite Lionel train.

Just another reminder that it's dues season and I hope you will take the time to renew both your TCA and Desert Division dues. We look forward to updates on the Holiday Party and Train Meet as the spring develops.

Ear to the rail:

- March 8th: Regular meeting and member sales tables – H-1
- April 12th: Annual tri-club picnic at the McCormick-Stillman Railroad Park (Asti ramada) NO MEETING
- May 10th: Regular meeting and Pizza with collectibles show and tell education

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

March education segment: "March comes in like a Lion(el)".



DESERT DIVISION BOARD OF DIRECTORS 2022-2024

President:	Mike Dietrich	623-572-3538	Directors:	Art Lites	505-463-1951
Vice-President:	John Craft	480-785-2432		Terry Haas	480-827-8604
Secretary:	Angelo Lautazi	480-580-5950		Russ Howry	864-419-9354
Treasurer:	Mark Thompson	307-631-4474		Paul Wassermann	480-949-1620

RIO GRANDE CHAPTER PRESIDENT'S MESSAGE

As I am writing this, we are a week away from our February meet. I always look forward to our meets and for that matter any train meet for several reasons. First is the chance I get to socialize with all of you. Secondly, I usually have a table and that gives me a chance to get rid of some items that I am not using. Finally, there always seems to be an item or two that I can't pass up. If you don't see me at the meet, please understand that I have a severe mobility problem and I am waiting for a knee replacement. Hopefully, I should be back in action in April and I will look forward to seeing all of you.

These meets do not happen without a lot of effort and I want to thank all the volunteers without which we would not have meets. This brings me to my second thought and that is our meetings. Meetings are a great chance to socialize with your fellow train enthusiast. Your board is trying to keep the business aspect to the minimum. The point of getting together should be the sharing of information. As an example, you have a new item that enhances your layout, you read about new technology that is being applied to the hobby, or you acquired an item that is unusual or rare. I am sure that some of your items have a story so let us know what makes it special to you. We want to expand this part of the meeting so we can see these items and watch them in operation.

Have you been to Lionel's North Carolina home office? How about Atlas in New Jersey? No, I haven't either but there are times I would like to have a conversation with these folks. Well, you will have a chance at a regional show coming up soon. The Rocky Mountain Division TCA is conducting their semi-annual train show April 2-3rd at the National Western Corporation. If you haven't attended this show, you have missed a unique experience. Denver is about a 7 to 8 hour drive. In addition to being able to visit with major manufacturers and see their latest products, there are usually 600+ tables with trains of all scales. Also you will see model trains running on real steam and fantastic module displays or seminars on all things train. When I attended four years ago the chief engineer for the Big Boy gave a talk on the restoration and operation of that locomotive. Next, going to York - this is probably one of the best experiences of the train hobby. If some of you want to get together and share expenses, let me know and I will put out an e-mail to help you organize.

Art Lites 97-44623

President, Rio Grande Chapter

GREG PALMER'S KIT BASHED 1 GAUGE FANDOR TENDER PROJECT

Greg Palmer recently purchased a pre-war Kraus Fandor 1 gauge 20-volt locomotive and tender from a Stout Auction. However, upon arrival the tender was 0 gauge. Due to the scarcity of this locomotive, Greg elected to kit bash the 0 gauge tender onto a 1 gauge frame. With the use of a Bing covered wagon frame and rear coupler, the Fandor drawbar from the 0 gauge tender, and Walther's Goo, Greg was able to create a wonderful tender to put behind his new and rare locomotive.

As Greg states in his article from the Rio Grande "Info Depot" newsletter, "Even though I collect mainly toy trains that have not been touched, painted, or restored, I do kit bash if I need to."



Greg Palmer's completed project.

EXCERPTS FROM THE RIO GRANDE "INFO DEPOT" MARCH 2025

Chris Wieclaw's Custom Trestle



Figure 4. Second Strip of the Stringer Put in Place



Figure 8. More Stringer and Bent Assembly



Figure 10. The Completed Trestle

Tony Porzio's "Why so Serious" Series



(Continued from Page 2)

Jonathan Peiffer predictably brought a GG1. This time in Penn Central black. He explained that his interest in collecting GG1s dates to his first experience seeing a Penn Central GG1 in Newark Penn Station as an impressionable six-year-old in 1975 on his first trip to New York City and how that collection has grown extensively in all scales over the last 50 years.

As further evidence that 2025 has been an unusual year, the first Hudson Raffle ticket of the year was not chosen as the first raffle prize, instead lasting all the way to the 5th one selected by Angelo Latauzi. Regardless, Mike Dietrich managed to pull his own Hudson ticket for the first \$100 cash prize of the year. Other raffle prize winners included Jim McDonald who selected the MTH Club Crane, Chris Campbell who chose the K-Line Lumber Car, Bill Richardson who selected a Weaver Apache Powder Company boxcar, Ralph Treichel with his selection of a Lionel Vapor Records car, and finally Christie Wilson with a Lionel ore car.

As an addendum to last month's Dispatch a question was posed on how many Hudsons have the Wilsons' won over the years? Christie clarified that the number is zero. However, like many long-time Division members the Wilsons could have purchased a Hudson for the number of tickets they have purchased over the years. It is a good reminder that your purchase of raffle tickets fund many of the activities we all enjoy throughout the cost of the year.

In closing, Desert Division is as vibrant as ever with lots of opportunities to be involved with fun events throughout the year. While we may not be large in numbers, we make up for it in how much we do, and your participation is so important to the success both locally and nationally of this club. As Mike states in his president's message "collecting" is what gets us together, but it is the "camaraderie" that keeps us together.

More Souper Bowl Auction Photos



A special shout out to our awesome cooks who provided delicious soups and chili!



What lot do these go with?



What's in the box? A hint - a 1950 mint condition 773 Hudson perhaps?

WHO ARE YOU CALLING A COLLECTOR? A MODELER'S JOURNEY ON COLLECTING THE CALIFORNIA ZEPHYR

by Jonathan Peiffer TCA 01-53047

On March 20th, 1949 the California Zephyr made its inaugural journey from Chicago to Oakland over the tracks of the Burlington, Denver & Rio Grande Western, and the Western Pacific. While I have been aware of this train for many years, one of the wonders of this hobby is the constant opportunity for learning. In 2016, I was busy consulting with 3rd Rail on their offering the Electromotive Corporation E6 and E5 locomotives. These prewar slant nose passenger diesels have always captured my imagination. However, as an avid modeler of the anthracite railroads of the mid-Atlantic and northeastern states during the transition era from steam to diesel, early EMC passenger E-units were not on those rosters as many of those railroads stuck with steam locomotives for passenger service as long as possible.

As part of the project, I elected to acquire a Santa Fe A-B set of E6 locomotives and a single E5 A unit, "Silver Carrier". The E5 was specific to the Burlington Route and a total of eleven A units and five B units were built between 1940 and 1941 for the Chicago, Burlington, & Quincy and subsidiary roads, the Colorado Southern, and the Fort Worth & Denver. These locomotives differed from the E6 in three key spotting features. The side windows were shorter to accommodate the Burlington letterboard, the entire car body was made of stainless steel, and they had fluting added to the side to match the growing "Zephyr" brand of modern lightweight streamlined cars.



By that time, I had a growing interest in the Santa Fe being one of two major railroads to operate across Arizona, but the Burlington was not something I ever had much of an interest in. The E5 remained a lone locomotive in my collection for several years. With not much to do outside of working from home during the covid years, I started acquiring some cars to put behind this locomotive. It started with a special run of Atlas Premier cars from Berwyn's Trains, a Pullman Green heavyweight baggage car and a heavyweight silver RPO that were former MTH tooling. This began my journey on research of the passenger trains of the Chicago, Burlington, & Quincy railroad.

The E5 was initially ordered to pull trains such as the “Afternoon Zephyr”, “Morning Zephyr”, “Nebraska Zephyr”, “Ak-Sar-Ben Zephyr”, “American Royal Zephyr”, and the “Exposition Flyer” which was a partnership between the CB&Q from Chicago to Denver, the DRG&W from Denver to Salt Lake City and finally the Western Pacific to Oakland California. Inaugurated in 1939, it was a precursor to the California Zephyr. Later the E5 would go on to be the primary power for such trains as the “Texas Zephyr”. My initial idea was to model a generic heavyweight era train loosely based on the “Exposition Flyer”. This train consisted of all heavyweight cars, so the Atlas Premier cars were a good start. I started a search to add other cars to this train and first addition included four 80 foot (20”) Golden Gate Depot coaches. I have learned over the years that when one puts their mind to finding items on eBay, one will find them. This set quickly filled out with more Golden Gate depot cars including an additional RPO, a diner, an open-end observation, and some Pullman Standard 12-1 sleepers in Pullman pool paint schemes. Suddenly, I was at 10 cars for this train even if it was a bit generic in the specific car configurations. In short, more than I was comfortable pulling with a single locomotive.



Atlas “Premier” RPO Custom Run by Berwyn’s Trains



Golden Gate Depot Heavyweight Diner



Golden Gate Depot Pullman Standard Observation

In 2022, 3rd Rail did a second run of E5s and E6s. To pull my longer new train, a B unit, “Silver Power” was added to my collection. The train was complete, and I was satisfied. However, a change of events in 2023 would set me on a course that confirmed once and for all that while I will always be a modeler, I am without question also a collector. In 2023 Golden Gate Depot offered a second run of Budd Slumbercoach cars. Having ridden these cars during the Amtrak era, I have always had a special place in my heart for the Slumbercoach. As a 20 something college student commuting between Indiana and New Jersey with a private berth, riding the train was a true adventure of rail travel of the past. When the second run of these cars was offered in the Amtrak paint scheme I experienced, I didn’t hesitate to acquire it. In the process of doing the graphics for this car in several additional road names, I elected to add a Burlington Slumbercoach to my order also. The full skirting was unique to this one railroad and was different from my Amtrak one. CB&Q ordered Slumbercoaches in 1956 for the “Denver Zephyr” as a budget priced sleeping car with the benefit of a private berth instead of an open coach with a small fare increase. The cars proved to be very popular with riders.

At the time, little would I know that this would take me on the path of learning more about the fully Budd equipped California Zephyr which is perhaps one of the most famous name trains in the United States. Starting in 2014, Atlas O started releasing very accurate plastic tooled cars of the California Zephyr in O scale. While the E5s were assigned to other tasks other than the “California Zephyr” outside of a promotional photograph in 1949 and ultimately relegated to the inglorious task of pulling coal drags in Colorado before being traded in to EMD in 1967, they seemed like a natural fit for this train. One E5 exists today and is part of the Illinois Railroad Museum collection and serves on excursion trips.

When I started looking for these cars on the secondary market, I found prices were wildly all over the place and often well in excess of original MSRP. The first car I picked up was a dome / coach “Silver Lariat” with CB&Q markings. Based on the availability of these cars I began to randomly pick up these cars in both two rail and three rail. In my haste to add cars, I neglected to research what the prototypical “California Zephyr” consist actually was. I was finding good prices and several cars started arriving at home, much my wife’s chagrin.

The original “California Zephyr” ran at 11 cars in length and included a baggage car, three dome coaches, a dome coach with a conductor’s desk, a dome / crew dormitory / and lounge car, a formal diner, a 16-section sleeper, three 10-6 sleepers, and finally the famous dome / lounge / sleeper/ and round end observation car. In 1952 the train grew as a Budd 6-5 sleeper was added to the train. I soon found myself in possession of more than those cars, a train that didn’t match the prototype, a mixture of two and three rail O scale cars, and a few K-Line generic cars. After slowing down and doing my homework, I more strategically completed this train. I often coach others interested in the prototype trains they model to do their research. I should have taken my own advice while assembling this train!

To this day, the “California Zephyr” remains an icon of US history. Amtrak operates a train with the same name on a portion of the original route and many of the original cars still can be found around the US in private and short line services. Even though I have the cars to complete this train, I still enjoy the search for more and Atlas has offered them in Amtrak, Alaska, and Operation Lifesaver paint schemes that all accurately reflect the later lives these cars had.

With the added 6-5 and Slumbercoach my official “California Zephyr” stands at the following:

1. CB&Q “Silver Buffalo” baggage car.
2. CB&Q “Silver Ranch” dome coach with conductor’s window.
3. CB&Q “Silver Lodge” dome coach.
4. CB&Q “Silver Bridle” dome coach.
5. CB&Q “Silver Lounge” dome / lounge / crew dorm.
6. CB&Q “Silver Restuarant” diner.
7. CB&Q “Silver Larch” 16 section sleeper.
8. CB&Q “Silver Valley” 10-6 sleeper.
9. PRR “Silver Rapids” 10-6 sleeper.
10. DRG&W “Silver Pass” 10-6 sleeper.
11. CB&Q “Silver Quail” 6-5 sleeper.
12. CB&Q “Silver Siesta” Slumbercoach.
13. CB&Q “Silver Penthouse” dome / observation / lounge / sleeper.

Over the last several years I have become quite the collector of these cars and now have enough for two complete three rail trains, a two rail train, and the Amtrak equivalent. I have no idea where a train like this fits into my main modeling interests, but I am looking forward to my inaugural run in the not too distant future. Compared to the worn out, decrepit, and financially unstable railroads I normally model, this train certainly stands out with its all-silver paint and equipment names. The full skirting on the locomotives and the cars screams modern and streamlined and speak to an era where design truly meant added value as opposed to added cost.



3rd Rail E5 A and B Units "As-Delivered" with Full Skirting



Atlas Budd Baggage Car

In closing, we often think of TCA as a "collector's club". Certainly, "collectors" is in the name, but TCA is such a broad tent that we have those who enjoy operating, modeling, and the prototype. Perhaps there is a little of all these interests in all of us. I know that my during my time in TCA I have come to appreciate just how varied and interesting our membership is when it comes to this wonderful hobby.



Atlas Budd Dome Coach "Silver Lariat"



Atlas Budd Dome / Lounge / Crew Dorm "Silver Lounge"



Atlas Budd Diner "Silver Café"



Golden Gate Depot Budd Slumbercoach "Silver Slumber"



Atlas 16 Budd Section Sleeper "Silver Palm"



Atlas 10-6 Budd Sleeper "Silver Point"



Atlas 6-5 Budd Sleeper "Silver Quail"



Atlas Budd Observation / Dome / Sleeper "Silver Penthouse"



Desert Division Membership Form

Last Name: _____ First Name: _____ Spouse's Name: _____ TCA No. _____

Address: _____ Home Phone: _____

City: _____ State: _____ Zip: _____ Cell Phone: _____

E-mail Address: _____ Date of Birth: _____

Dues are \$15.00 per year. (Members may pay up to 5 years in advance). No. of Yrs. X \$15.00=

A Desert Division Badge is \$18.00 (optional):

The Desert Division Newsletter, "The Dispatch", will be sent to your email address.

If you want a Hardcopy of the Newsletter, it will cost \$10.00 a year. No. of Years: X \$10.00=

Make your check payable to: **TCA - Desert Division**

Total \$=

Mail your check to the Division Secretary:

Angelo Lautazi, Div. Secretary 6109 E Sonoran Trl Scottsdale, AZ 85266

Member or Applicant's Signature

Date

Please Indicate Your Hobby Preferences from the Categories Below. Check All that Apply.

TRAIN ERA

- ☐ 1. Pre-war (1850-1942)
- ☐ 2. Pre-war (1945-1969)
- ☐ 3. Pre-war (1970-present)

GAUGE

- ☐ 4. Scale / NMRA
- ☐ 5 Standard
- ☐ 6. G or #1
- ☐ 7. O or O27 Tinplate
- ☐ 8. S
- ☐ 9. HO
- ☐ 10. OO
- ☐ 11. N
- ☐ 12. Z
- ☐ 13. Live Steam

MANUFACTURER

- ☐ 14. American Flyer
- ☐ 15. Lionel
- ☐ 16. Marx/Mars/Allstate
- ☐ 17. Ives
- ☐ 18. Dorfan/Fandor
- ☐ 19. MTH
- ☐ 20. Williams
- ☐ 21. K-line
- ☐ 22. AMT/Kusan
- ☐ 23. Other-please specify _____
- ☐ 23A. Basset/Lowke
- ☐ 23B. Bing
- ☐ 23C. Boucher
- ☐ 23D. Bub/Karl

- ☐ 23E. Buddy-L
- ☐ 23F. Carlisle/Finch
- ☐ 23G. Elletren
- ☐ 23H. Hafner
- ☐ 23I. Hoge
- ☐ 23J. Hornby
- ☐ 23K. Issmayer
- ☐ 23L. LGB
- ☐ 23M. Marklin
- ☐ 23Q. Plasticville
- ☐ 23R. Littletown/Skyline
- ☐ 23S. Pride Lines
- ☐ 23T. REA/Aristo-Craft
- ☐ 23W. Voltamp
- ☐ 23X. Weaver
- ☐ 23Y. McCoy

- ☐ 23AA. USA Trains
- ☐ 23BB. S-Helper Service
- ☐ 23DD. Fleishmann
- ☐ 23EE. Carette
- ☐ 23FF. Eastwood Auto
- ☐ 23GG. Amer.Model S Ga.
- ☐ 23II. Colber
- ☐ 23LL Bowser

PERIPHERALS

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

Do You Have a Layout?

☐ 24. YES ☐ 25. NO

RAILROAD



- CHANGE



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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 list, contact Peter Atonna 928-636-4228 or e-mail at mjatonna@gmail.com

ARIZONA TOY TRAIN REPAIR – WE HAVE MOVED! NOTE OUR NEW ADDRESS AND EMAIL Complete parts and repair service for ONLY Lionel postwar and prewar trains and accessories at reasonable rates by a long-time hobbyist. Arizona Toy Train Repair, 1771 Knowlton Street, Sierra Vista, AZ 85635. Phone: 602-369-5938, Email: aztrainrepair@yahoo.com New website: www.arizonatoytrainrepair.com. All my information is on the website. Lifetime guarantee on repairs, \$75.00/hr.

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: RAILRAX: Used RailRax O gauge 6' sections \$10 each – **Only 20 left!** - MTH 50-1004 AIU New in Box \$75 - Division can do credit card for purchase and bring to meet for pickup. Contact Chris for details

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

FOR SALE: TRACK SALE - New: Case of GarGraves phantom rail track, 50 sections OB, \$350 (retail \$635); case of Midwest cork roadbed, 25 pieces OB, \$50 (retail \$75). Can be shipped at actual shipping costs. Peter Atonna mjatonna@gmail.com

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

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

FOR SALE: MTH Premier 20-20340-1 DC-3 w/PS3 \$300, MTH MT-6019 UP Four Car aluminum passenger set \$100, MTH 20-6538 Five car ABS passenger set \$150 -- PayPal & credit cards - Chris Allen 480-820-9559 sparkyshome@cox.net

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

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

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

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



TOY TRAIN SHOW & SWAP MEET

**Saturday, August 16, 2025 from 9 AM to 3 PM at
the Socorro City Convention Center at Highway
60 west next to the rodeo grounds. Admission:
\$3.00 per person, \$5.00 per family. TCA members
free with National Membership Card.**

**Operating layouts, swap meet, door prizes, raffle,
“O”, “S”, “HO”, “N” and more!**

**For more information or to reserve tables contact
Jon Spargo at 575-418-7534 or email:
KC5NTW@sdcc.org**



**Sponsored by the Rio Grande Chapter, TCA
The Socorro Train Gang Railroad Club and the City of Socorro**



TCA Rio Grande Chapter

Invites you to a

MODEL TRAIN SWAP MEET

BUY * SELL * SWAP

Trains, scenery, track, collector's items from Lionel, American Flyer, K-Line, MTH, Marx, Hallmark, HO,O, and S Gauge & other scales too.

Saturday, October 25, 2025

Netherwood Park Church of Christ

5101 Indian School Road NE, Albuquerque, NM

See our Modular "O" Gauge Train Layout

SCHEDULE: Setup : Building opens at 7 am (Member Swap 8am to 9am) Meet Opens to Public@ 9am
Meet closes 2pm

RESERVATIONS: Size 6' long tables, chairs provided. **Tables reserved by submitting the form below with a check made out to TCA Rio Grande Chapter and mailed to the swap meet coordinator by October 18, 2025. Reservation forms submitted after the deadline are subject to an additional \$5 late fee per table.**

GENERAL GUIDELINES: Tables assigned by the Meet Coordinator and special requests treated on a first come first served basis; Electrical setup provided as requested. Vendors will please set up for the entire Swap Meet. We will do everything possible to make the event a pleasant experience for vendors as well as the general public.

Swap Meet Coordinator : Scott Eckstein 505-270-0516
10805 Snowheights Blvd NE, Albuquerque, NM 87112

NAME.....TCA##.....

ADDRESS.....

PHONE.....EMAIL.....

TCA MEMBER #TABLES.....@\$15.00EA.....

Non MEMBER #TABLES.....@\$20.00EA.....

I hereby agree to be bound by the rules of the TCA Train Meet in regards to buying, selling, ethics and behavior. In case of dispute the Meet Coordinator shall arbitrate the dispute.

Signed.....

DEADLINE: OCTOBER 18, 2025