

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

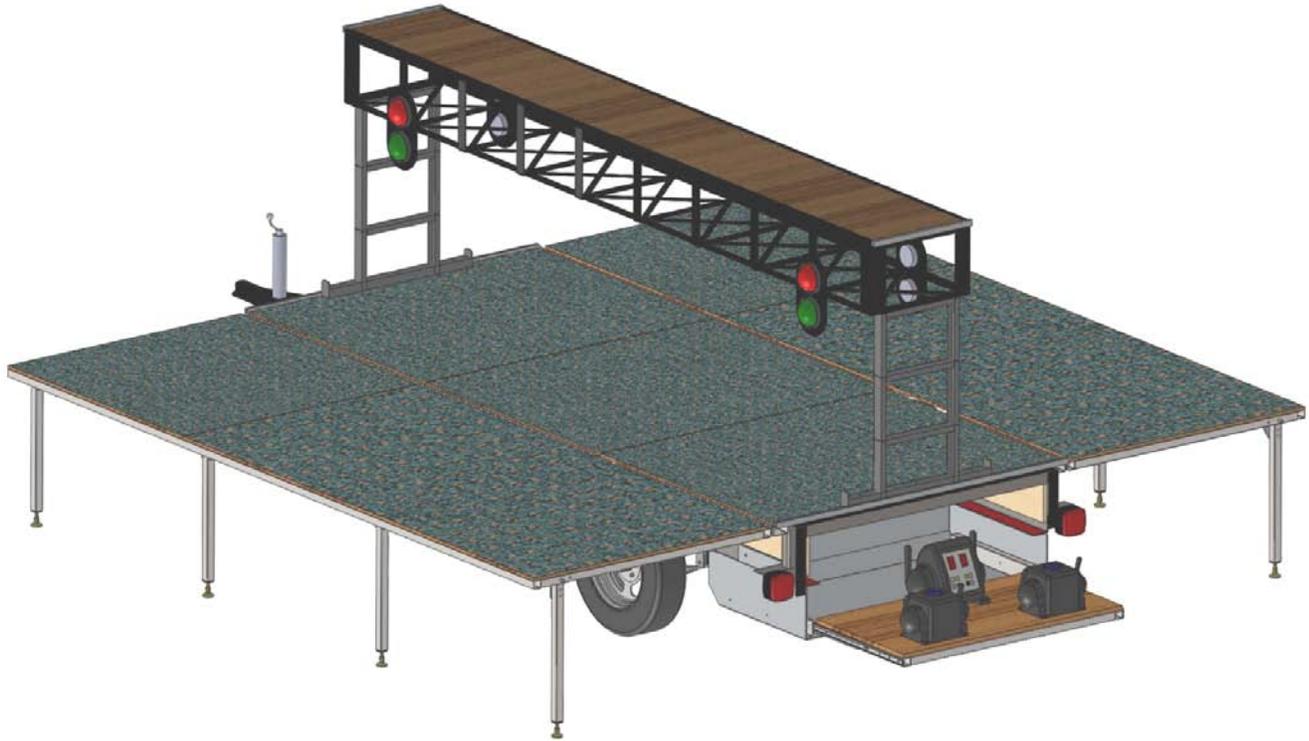


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HAPPY TRAILS!



Preliminary CAD drawing of the new Desert Division trailer module

MARK YOUR CALENDAR – UPCOMING EVENTS

May 31 & June 1 – GPD TTOM Train Show & Swap Meet – 9 AM - Tucson, AZ

June 8 – Division Meet – 10 AM – Phoenix, AZ

June 23 - 30 59th TCA National Convention – St. Louis, MO

July 13 – “Mini-Meet” 9 AM – 11 AM – Phoenix, AZ

AUGUST 17 – Beat the Heat Meet – 9 AM – Prescott, AZ

(Want to go but don't want to drive? Bus trip info inside)

The May meet was full of news and even a few surprises, as the members arrived early and began setting up tables not a Division Officer could be found! The coffee was brewing, the donuts were on the table and a quick peek into the Halls meeting room revealed a meeting of the Arizona Train Show Committee was in progress. It was "All Hands on Deck!" as member helped member set up the tables and chairs to get the Hall set up and by the time the committee meeting was adjourned the hall was buzzing and table sales were in full swing as bargain hunters began to explore the goodies both on and under the tables. Secretary Lautazi was observed walking around handing out a raffle ticket to a select group of members. When queried by the editor what was going on I was asked where my name badge was. Explaining that it had fallen off into a box of trains that didn't sell at a previous meet the Secretary replied, "Well, no tickie for you" and explained that the BOD had approved a special raffle for members who remembered to wear their name badges. "A free raffle ticket just for wearing my name badge?" I said. Let me see and a quick count indicated about a 1 in 65 chance to win a Jackson. I think I will look for my badge before next month and Angelo explained he was also taking orders for those members who needed a new one. Quite a few trains and accessories found a new home before President Peiffer called the Business Meeting to order. First item on the agenda President announced the aforementioned name badge raffle and promptly pulled the ticket of Bill Lazenby, who by coincidence just picked up his new name badge an hour earlier. Next up Secretary Lautazi reported 279 current members in the Division and with the beginning of the summer heat we had no visitors or guests present at the meet. Treasurer Bob Herman reported 49,290.96 in savings and 14,295.39 in Checking. Under Old Business Committee Chair Beth Stange reported that the Railroad Park committee did get a volunteer to assist with the committee's design concept and that committee will have a presentation at an upcoming meeting. Larry Teresi joined Beth and together they made a presentation on a trailer based module layout. Beth explained that the graphic was missing a track layout on purpose as the budget was only to get the project to this point. There is some inventory from the old module that will be reused along with member donations so the plan was to get the trailer completed to this point by the end of summer and lay track in the fall. A motion from the floor to accept the plans as submitted and approve the primary budget was quickly seconded and during discussion Both Beth and Larry answered many questions including one about the weight of the layout exceeding the capacity of the trailer. The CAD drawing is estimating the constructed weight at 1,800 lbs, the trailer is rated for 3, 000 lbs. Another question was regarding where the trailer would be stored between appearances. The committee responded that initial plans call for the Division to expand its current monthly storage facility of a 10' x 10' locker to that of a 10' x 20'. This plan calls for an increase of \$450 per year storage fee over our current budget and would have all of the Division's storage in one location. With no more discussion the vote was called and the motion was passed unanimously by those members present. There was no other business. The educational segment was centered around Memorial Day and started with Jonathan displaying several Amtrak trains in "O", HO and "N" scale. Although most were in familiar red, blue and silver Jonathan had a Amtrak yard switcher that was painted in the Orange Maintenance color scheme that was prototypical for many years. Next Barbara Turner spoke about her flatcar with a marble load replicating the marble used at the Tomb of the Unknowns monument in Arlington National Cemetery. Barbara, herself a Army veteran, recalls seeing the soldiers who represent the honor guard while on duty at Fort Myer, Virginia, saying you could tell a member of this regiment a block away and related several other interesting facts about the monument and the soldiers that guard it. Dallas Dixon was next with a unique and very colorful Frito Lay "Bar B Q" tank car of unknown manufacturer. The packaging looked similar to K-Line and was distributed by Train Express. Chris Allen gave a informative talk about early TCA convention cars from 1965 through 1979 including the "Special Convention set #1", and how to spot fakes and frauds on the very hard to find 1967 6464 boxcar. Gordon Wilson expanded on Chris's segment by showing two little known variations form that same set. Excerpts from their presentation can be found elsewhere in this issue. With the educational segment complete the raffle prizes were drawn, Chris Allen - Hudson Raffle ticket, Ivan English - Lionel Elephant Car, Terry Fagan - RailKing CNW Tank Car, Brad Martin - K-Line C&O Tank Car, Angelo Lautazi - Plasticville Station, Ralph Treichel - "Remember When" plastic trucks, John Upshur - Two Railroad DVD's, Glenn Hill - Ceramic Train. Since Brad Martin's name had already been called we were certain it would not be called again for the \$100 Hudson raffle drawing and we were right, however it went to soon to be Valley of the Sun refugee Terry Fagan, who snagged the "C" note with a smile.



Bill Lazenby is all smiles getting \$20 for just wearing his name badge at the Meet



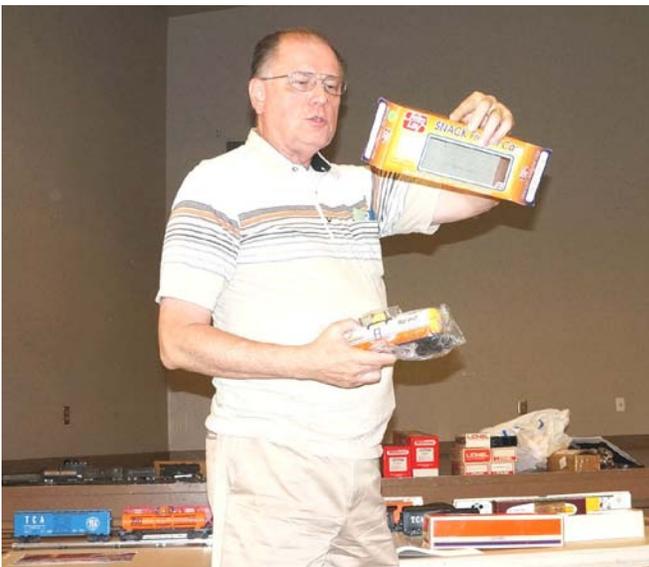
Ummm, Mr. Engineer, you won't get very far without coal and water



John and Darlene Wiley are always full of smiles and bring interesting items to sell as well



Barbara Turner, an Army veteran, spoke in great detail about the Tomb of the Unknowns



Dallas Dixon with an unknown manufacture but colorful Frito Lay "Bar B Q" tank car



Gordon Wilson with a uncommon variation to the 1966 TCA convention caboose

TCA Desert Division BOD Meeting - May 8, 2013

The meeting was called to order at 6:55 PM at the home of Beth Stange

In Attendance - Jonathan Peiffer, Art Triant, Bob Herman, Angelo Lautazi, Ralph Treichel, Beth Stange, Marty Wik and Larry Teresi

Approval of Agenda – The agenda was approved as distributed

Approval of Minutes – Minutes of the previous meeting were approved

Treasurers Report - Treasurer, Bob Herman, reported that the Savings Account has \$49,290.96 and Checking has \$14295.39. Bob submitted the Income/Expense report for this past month.

Membership Report - Secretary, Angelo Lautazi, reported that there are currently 279 members in the club

Old Business

Layout Project – Larry Teresi made a presentation of the proposed trailer and portable layout that their committee has developed. The Board was very impressed with Larry's explanation and excellent drawings of the trailer's design. He submitted a detailed budget based on the specific materials that will be used in the trailer's construction. The Board unanimously approved the budget and design.

Motion - The Board is recommending that the Membership approve the allocation of \$4000.00 so the Layout Committee can proceed on the construction of the Trailer Layout. Motion passed

McCormack RR Park project – Beth's committee has completed a design and a volunteer has developed an architectural drawing. Beth is planning a committee meeting to review the drawings before presenting it to the membership

The Arizona Toy Train Show – There is a meeting scheduled for 8am Sat before the club meet. This morning Marty, John, Beth and Terry met at the hotel to review arrangements. Some concerns to work through are meeting the fire Marshall's restrictions and possible parking issues.

Christmas Party – Angelo needs to follow up with Die-cast on the member's gifts.

Bylaw Changes – Jonathan would like to have any proposed by-law changes brought to the Board by the June meeting

New Business

Nomination Committee – Jonathan will approach some possible candidates at the meet.

Danny Martin retirement gift – The Board needs to respond to a request by Fred Hunter that the Desert Division contribute \$100 to a retirement gift for Dannie Martin.

Motion - The Desert Division will donate \$100 to Dannie Martin's retirement gift. Motion passed

Member badges – Beth suggested that we randomly distribute raffle tickets to members wearing badges and then draw for a \$20 prize for those holding these tickets. The hope would be that this would encourage members to wear their badges. We are also offering members to order new badges at the meet.

The next board meeting is scheduled to be on June 5th at Ralph Treichel's home

Meeting was adjourned at 8.35 pm by Jonathan

Minutes submitted by: Secretary, Angelo Lautazi

**Editors Note: These minutes are condensed for publication
See the Division Secretary for the official minutes if you have any questions**

PRESIDENT'S MESSAGE

At the May meet one agenda item that was brought up was nominations for our upcoming election later this year for Desert Division Officers and Directors. As most of you are aware, this is my last year as president of the Division. Since elections occur currently only every other year, it is not too early to think about the next generation of leadership for the Division.

I have had many mentors in my life of which several are Desert Division members and I have been grateful for the encouragement, guidance and criticism I have received. However I will single out one Division member as the most influential mentor in my life. It is no coincidence with this Dispatch arriving in June and the upcoming Father's Day Holiday that it is my father who has truly taught what it means to be a leader. Having inherited this hobby from him who in turn inherited it from his father, we have always had a lot to talk about over the years. He has often talked about his management style during his long tenure at Bell Labs and helped me identify the differences between managing and leading. All leaders need to manage others. However, leadership involves more including simple concepts such as treat others as you want to be treated; trust the people you put in positions to do the job they were placed there for; the best efforts of a cohesive team will always outperform that of the individual; lead by example; never consider anyone under your charge to be beneath you. While simple, they often are difficult to put into action.

Having spent the first 18 years of my career in architecture the profession talks of strong teams yet rewards individual achievement. The publications are full of such "starchitects" as they are referred to, individuals who are considered the "stars" of the profession. The reality is that individuals can only succeed with the dedicated support of dedicated teams who seldom get recognized. Having been out of that world now for three years, it has become much clearer that the best leaders need to know when to step aside and let others run with good ideas.

We have a cohesive Board of Directors who are doing their part and you are seeing the fruits of that labor this year especially. Art Triant never fails to offer an honest opinion at a meeting and questions when necessary. Bob Herman faithfully keeps our finances on track so we can be good stewards of the funds the Division is blessed to have. Angelo Lautazi is diligent as our Secretary with minutes, manages our membership data base, and continues to keep the website up to date among other things. We are building a portable layout thanks to your vote at the last membership meeting under the leadership of Beth Stange. We are making slow, but steady progress on the proposal to the Railroad Park under her leadership as well. Marty Wik is working closely with our Arizona Toy Train Show chair, John Upshur. Ralph Treichel volunteers tirelessly at every event and helps ensure our Holiday Party's success year after year. Last, but of course not last we must recognize the leadership of our Rio Grande Chapter President, Greg Palmer. He was been the only president the Chapter has known and has put an enormous amount of effort into keeping our chapter vibrant and relevant to our Division members in New Mexico.

Volunteerism has also increased this year. With the leadership of John Upshur, we have a large committee working through the details of the Arizona Toy Train Show. While a lot of work remains, I have been constantly reminding people that we are having these discussions now in the spring and not in September. That is exceptionally good news as the committee can identify issues sooner and proactively respond to them to find positive solutions. It goes without saying that our Auction Committee remains vibrant. After seeing how some other auctions outside our Division have been run in the last year, I can say without hesitation that ours are run with incredible professionalism with excellent processes and procedures. There is no doubt that we could incorporate as Desert Division Auctions, LLC and be wildly successful in the specific niche of trains that often find their way to our auctions. We have three Division members holding national office and two more serving as National Committee Chairs, which is yet another sign of how our Division grows leaders. The list goes on.

As the Division looks forward to future leadership, it is clear that we have a number of qualified individuals to assume new roles in the Division. We can only evolve and grow with new leaders and fresh ideas. The projects that are in process are all designed to be outwardly focused to expose new people to the hobby and to the Train Collectors Association. We continue to be one of the most active Divisions in all of TCA and it is because of our members as a whole, not the efforts of one individual. A nominations committee is being formed. When you get asked to serve on our Board of Directors or become part of a committee seriously consider saying yes and discerning how you can be an example of leadership to encourage and develop others to follow in your steps.



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 all, the Valley's temperature has already hit 100 degrees, and Prescott will be looking really good very soon. This year's event will be held on August 17th. Our event is sponsored by the Central Arizona Model Railroad Club and features 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.

Each year we have been selling 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. Table reservations are close to selling out, so if you are looking to sell, please get your reservation in ASAP. They are \$25 each and that includes one admission and must be paid in advance. Dealer setup is 7 - 9am. Send your reservation with your check to Dick Gauge, 1972 Oak Hill Circle Prescott, AZ 86301. If you have questions, call him at (c) 802-272-1352 or email to: vttoaz@cableone.net.

To help you plan, here are some of the weekend's activities around the Prescott area.

Shopping - Prescott has one of the finest antique and arts districts in the state and is located conveniently downtown, less than a mile from the Activity Center, the district lines Cortez and Marina Streets.

Museums - Next door to the Activity Center is the Smoki Museum, while downtown is the Sharlott Hall Museum and just north of town is the Phippen Art Museum

Train Rides - Both the Grand Canyon Railroad and the Verde Canyon Railroad are less than two hours from Prescott and would make a great Sunday activity. If you like train watching, there are a couple of superb locations near Williams and Ash Fork. Just check with me for some good locations.

Outdoor activities - The Prescott area is a jumping off point for camping and fishing in the Bradshaw Mountains, bike riding on many of the area highways and hiking in Thumb Butte, Granite Mountain or the Peavine Rails to Trails.

Farmers Market - Yavapai College, located on Sheldon St. just north of the Activity Center, hosts a farmers market Saturday's 7:30 till noon.

Young's Farm - The Mortimer Nursery family has reopened the historic Young's Farms and will have a crop of corn ready this summer. So check it out on your way home.

Open Houses - The Prescott area is home to a number of home 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. Time for visiting starts 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.

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

We hope you plan to spend the weekend in Prescott. If you would like a nearby motel for your stay, here are some suggestions (the Prescott area code is 928):

A short distance from the Activity Center are:

+ Heritage House Motel (across the street from the Activity Center) 819 E. Gurley 445-9091

+ Apache Lodge (a genuine 30's motel) 1130 E. Gurley 445-1422

+ American Motel, 1211 E Gurley 778-4322

+ Econo Lodge, 1225 E. Gurley 445-7057

+ Super 8 (on the next street to the north) 1105 E. Sheldon 776-1282

+ Motel 6, 1111 E. Sheldon

If you would like to stay at a beautiful historic downtown hotel, we have:

+ Hotel St. Michael 205 W. Gurley 776-1999

+ Hotel Vendome 230 S. Cortez 776-0900

+ Hassayampa Inn 122 E. Gurley 778-9434

+ Marriott SpringHill Suites in Depot Square 776-0998.

Don't forget the downtown hotels are right in the middle of Prescott's arts and antique shopping district.



“BEAT THE HEAT” SWAP MEET & LAYOUT TOUR TO COOL PRESCOTT, AZ



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PICK-UP SCHEDULE:

6:30 AM – ARIZONA MILLS MALL

7:00 AM – PARADISE VALLEY MALL

7:30 AM – METROCENTER MALL

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TCA Special Convention Set #1

By Chris Allen, Division Historian TCA 95-40580

As I wrote in a previous article, it only took a simple photograph to start me on my quest for TCA Convention cars. The first convention car was offered at the 11th National Convention, (remember that number) in Pittsburg Pennsylvania. With that first offering came the first of several variations known to exist with this set. The original order called for 800 cars and when they were received it was discovered that the design omitted a car number on the side of the Box Car. Lionel used a rubber stamp with the number 6464-1965 on the bottom plate of the Box Car. Following the convention Lionel discovered parts to make an addition 74 units. To differentiate between these specials and the 800 already in circulation a rubber stamp was used with the numbers "6464-1965X".



The die was cast and variations became the norm rather than the exception. The following year for the National convention in Santa Monica, TCA ordered an orange bay window caboose, when they were delivered TCA had 500 red cabooses. The order was immediately packed up and sent back to Lionel where the red cabooses were spray painted "TCA Orange". TCA also ordered an additional 200 units, these however were molded in orange and needed no painting. The colors match very well, however one version appears to be a "shiny" orange while the other dull. The caboose is not a common sight at train shows and only side by side comparison can reveal the subtle differences. One caveat, over the years the shiny paint may have dulled and it is possible with some cleaning or dusting to artificially give a shiny coating to the dull molded caboose. If you wish to own both versions of the caboose, remove the shell and nick the inside of the body to reveal if it is spray painted over red or molded orange. In either case the 1966 caboose was the second least produced car of the series at 700 units and is a prize to find in either version.

In 1967 things get crazier yet. Lionel had slowed production to a crawl and had no boxcar blanks for TCA to purchase. Instead TCA purchased all of the remaining 6464 series boxcars they could find at the factory for a total of 601. This presented its own challenge since TCA was now dealing with nine different road names. Now how to make such a wide variety of boxcar paint schemes a distinctive TCA convention car? TCA member Jack Harling decided on a brass plate that would be installed on one side of the boxcar. This 1967 series of boxcars continues to retain its value today and is the most highly sought after car of the series by serious collectors. There are numerous theories as to why the 1967 convention car continues to hold its value. The bay window caboose of the previous year has only 100 more units in circulation than the 1967 series of boxcars, yet the caboose has suffered the same post-war price slump that

is common in the hobby. The theory that I subscribe to is limited production and on the surface seems like a contradiction when compared to the limited production of the caboose, but let me explain. It is not the total production run of 600 cars, but rather each of the nine road names were produced in such limited numbers themselves that collectors, wishing to have as many variations of this series as possible, has dried up the supply chain. A savvy seller noting any variation listed in this article might ask for a slightly higher price than its more common twin, the entire series produced in 1967 was nothing but variations. That and of course the hysteria of fake 1967 boxcars in circulation. Almost as soon as the word got out that this was a common car with just a door plate, the frauds started to appear. Early counterfeit door plates were very crude in design. They relied on the fact that no good information was available and that very few people had seen a genuine plate. In the pre-internet days of limited photography, train mailing lists and parking lot deals, counterfeits of the door plate easily passed as genuine and quickly entered the hobby. Upon discovering the counterfeit plates in circulation TCA alerted the Standards Committee and the membership about the fraud and quickly advised members of a simple check to insure authenticity. Original door plates were brass plated on only one side of an aluminum blank. By simply opening the door on the boxcar and looking at the rear of the commemorative plate one could see that the counterfeit plate would be on a brass colored plate, the original on an aluminum plate. To date, all known counterfeit plates have been found on brass plates rather than brass plated aluminum. During the mid 1970's TCA tried to establish a "roster" of 1967 boxcars where you could register your car once it was authenticated. It provided both seller and buyer a means to help deter the frauds from continuing to enter and circulate within the collecting hobby. Unfortunately the idea never got the participation it needed from TCA members to make it viable and was quietly abandoned years later. If you are interested in purchasing a 1967 boxcar your best protection is knowing the person you are buying it from.



Open the door and look at the rear of the plate, it should be aluminum, not brass, on a genuine car



1970 Midwest Division – 6464 w/red lettering



Top – Genuine, Middle recent counterfeit,
Bottom early counterfeit

Genuine production flaws or variations, we are collectors first, so sharp eyes or self made variations continued. The following year the Lake Erie Chapter of Great Lakes Division hosted the convention and decorated a blank 671 type tender shell with three versions of lettering. Of the 1,500 produced 1,446 had white lettering, 43 had gold colored lettering, and 11 were produced with silver lettering. 1969 and 1970 were fairly quiet years. Southern Division hosted the National Convention in Clearwater Florida and had 1,000 red hoppers with no known variations. The following year Midwest Division hosted the 16th National convention and returned to the familiar 6464 series boxcar and produced 1,100 of them also with no known variations. Some TCA publications incorrectly list this car as yellow with white lettering which is incorrect. White lettering on a yellow car makes little sense because of the poor contrasting colors and no known white lettered cars have ever been discovered. The car has a yellow body with a red door and lettering.

The following year Western Division hosted the National Convention at the Disneyland Hotel in Anaheim California. Having Ward Kimble as a Western Division member didn't hurt and the Division produced 1,500 6464 series boxcars with a smiling Mickey Mouse on the side, or was he just happy? It was soon discovered that Mickey only had a "half smile" on certain cars. The half smile has been documented on one and both sides of the 6464-1971 boxcar and the value of this variation, like all the variations in this article, can only be determined between buyer and seller.



Half smile in foreground, notice the right side of Mickey's mouth compared with the one in back



The most mass produced car of the series, the 1972 tank car has 2,000 units in circulation and no variations!

The most mass produced convention car wrapped up the consist in 1972 when the fellows in the Pittsburg area decided to close out the train they had begun seven years earlier. Looking at the 1972 offering I was puzzled. Up until that point the convention set had consisted of flat sided Box Cars, a Hopper Car, a tender and even a caboose. While we readily acknowledge Ward Kimble's artistic talent and ability to pull strings within the Disney Empire, with the exception of a palm tree of the side of the hopper, the rest of the series were bland with only the TCA logo and lettering on the side. Why a Tank Car? Why limit the area available for printing and what did this "7+11" reference to that was on the side. The answers were quite obvious, if you knew who to ask. I am very fortunate to have former National President Jim Burke a friend. Jim preceded me as National President and we have remained in contact with each other since our time as National Officer's, but more importantly for the case at hand, he worked on the 1972 convention. Jim responded to my numerous questions and filled in many blanks. The Division was looking for a theme. TCA was still quite small at the time and with only a few Divisions to host conventions, the folks in Pittsburg

had already hosted the 7th National convention and the 11th National Convention. Hosting two conventions ourselves, we know the hard work involved and justifiably it was a feat they were quite proud of. Although it was never planned, 7+11 equaled 18, and 1972 just happened to be the 18th National Convention. "7+11" had a certain ring to it and they ran with the theme throughout their entire convention. Why a Tank Car? Well quite simply, Box Cars are BORING! At the time of the convention Gulf Oil was headquartered in Pittsburg and oil was the second largest industry in town. This coincidence also happened to work in their favor as early in the MPC era Lionel was experimenting with a new decorating process that would allow them to decorate curved surfaces with paint rather than using decals and they would give TCA a substantial discount if they could experiment on the TCA Tank Car. With 2,000 cars in production and all this experimenting going on you would think that a few slips would get by but no known variations of the Tank Car exist.

Amazing story, well it doesn't end there. It was suggested that Pittsburg stop the train it had created to make way for TCA Convention Special #2. Lionel's early MPC production did not include a PRR turbine style locomotive at the time and the thought was it might have been too cost prohibitive for the members anyway. Following the lead set when Great Lakes produced a shell that would go over an existing postwar tender, TCA member Jim Crone designed a boiler front that would match a PRR 671-681-2020 turbine of the post-war era. Looking to add an original boiler front to complete your set? The boiler front has a very distinctive design with two white flags, each bearing a "1", on the outside on either side of the headlamp. These flags are not removable and are prone to breakage as marker lights on similar boiler fronts of the post-war era are. The words "TCA 1972" and "Special 1" are molded into the front of the boiler and there should also be a pressure sensitive set of three TCA logo's, one for the boiler front and two for the side steam pumps or boiler wherever you might wish to apply them. Production numbers have varied from TCA sources; it is believed that in excess of 1,500 were produced.



I want to thank close friends Jim Burke, Rem Hunnewell and Gordon Wilson. Jim provided valuable insight into the Pittsburg connection, Rem had an early counterfeit plate that he loaned so I could photograph and document for this article and Gordon had all the variations in his collection. A very special thank you goes out to TCA Librarian Jan Athey. Jan researched documents regarding the 1967 counterfeit plates, confirmed production numbers, provided BOD minutes, along with advertising and distribution of early convention cars and in general kept me on track as I researched this and the subject for my next article the TCA Convention Special #2 that was never marketed but was produced, or was it? Confused? Show up at the June General Meet and I will show you a series of TCA Convention Cars that will really have you scratching your head.

More May Meet Photos



Another view of the proposed layout trailer – Logo's and information is planned for the rear and sides



Terry Fagan was a double winner and scored the “big” prize, the Hudson Franklin for the month



Busy day for our Treasurer Bob Herman. If he wasn't handing out money, he was collecting it!

Editorial Corrections – or Opps I Typo'd Again

Last month your editor had several miscues that I would like to correct. On the cover I congratulated Katie Elgar as the incoming TCA National President Elect and failed to mention that both Bob Mintz and Christie Wilson also won as TCA National Secretary and TCA National Treasurer.

Also in the same issue I used a misleading term in describing the auction for the consigned trains we had listed. In order to be fair to all our members and not just those in attendance at the Meet, it is a sealed bid auction, not a “silent auction”.

I apologize for any confusion - Chris

June Sealed Bid Auction

The rules for the auction are simple;

1. This is not a first come, first serve sale. All interested parties for an item should submit a bid with the Division Treasurer or his appointee. Bids must be received by the close of the monthly Division Business Meeting.
2. Highest bid wins. In the event of a winning tie bid, only those tie bidders will be allowed to rebid.
3. Offers below the starting bid will not be considered.
4. If an item is not sold it will be offered for sale to the public or placed on eBay for sale at the Division's discretion.
5. All items are sold as is, where is. If you are interested in an item, it can be brought to the Division meet for your inspection. In the case of our Chapter members or members living outside of the immediate Phoenix area we will supply photographs if requested.
6. Known obvious defects will be noted, i.e. blown electronic boards, missing parts, etc.
7. Prompt payment is expected. Division accepts Cash, Check, Credit Cards or PayPal.
8. Winning bidder is responsible for any/all shipping costs if not picked up at the meet. Rate charged will be actual USPS Priority Mail with insurance and delivery confirmation.

The following items will be available this month with closing bids accepted no later than 11:00 AM, June 8, 2013. If you would like to inspect an item please contact Chris Allen cell 480-204-6437 or email sparkyshome@cox.net and he will bring it to the June General Meet for you to view. Items **WILL NOT** be brought to the meet unless requested in advance!

- 1) Lionel 6-8100 N&W 4-8-4 “J” – MPC reissue of postwar classic – two small nicks on cab roof original box and insert show shelf wear – runs smooth - \$200
- 2) Lionel 6-38300 “Black” Virginian Trainmaster – reissue postwar classic - \$200
- 3) Lionel 6-38020 Pennsy 4-4-4-4 T-1 Duplex –Odessy/TMCC/ wireless tether – Very Rare - \$550
- 4) K Line K-29212 Rio Grande PA-1 A-B-A w/TMCC and railsound - \$200
- 5) MTH 30-1189-1 D&RG 4-6-6-4 Challenger w/PS2 – tested good fresh battery - \$400
- 6) MTH 30-1337-1 Erie 2-8-8-8-2 Triplex w/PS2 – tested good - \$500
- 7) MTH 30-1191-1 B&O 4-6-2 Pacific (Blue) w/PS2 – tested good - \$225
- 8) MTH 30-6919 4 Car Madison (blue) and MTH 30-6920 2 car Madison add-on – no breakup all 6 cars - \$150



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

RAILROAD



-CHANGE



ARENELL SERVICE & REPAIR – **AUTHORIZED Lionel & MTH Service Station** located in the rear of the Arizona Train Depot - Visit “**RAYS CAVE**” for Lionel Postwar, MPC, LTI & more for sale at great prices - I buy train collections large or small, old or new Large consignment of MTH Premier trains arriving weekly and priced to sell fast – Still have great selection of Dept 56 on hand - If you are looking for a special item let Ray be your extra set of eyes – VISA & M/C - 755 E. McKellips, Mesa, AZ 602-565-6603

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.

BURLING’S TON OF TRAINS – Authorized Lionel, MTH, K-LINE & Mantua Dealer. With the largest selection of Post-War through new Lionel in Arizona, we invite you to see our different “Set of the Month” each month. We also buy trains. Hours are 11 AM to 5 PM, M – F and by appointment. 16924 E. Colony Dr., Fountain Hills, AZ 85268 Phone: 480-816-6501 Website: www.tonoftrains.com **AUTHORIZED LIONEL SERVICE CENTER**

FOR SALE: Buddy L train; Loco, tank car, cattle car, caboose and three sections of track. Selling on consignment. \$2995 for all including track. Photos of each piece available. Can deliver it to the Phoenix area (and Paulden, too). I want to give the Division members first shot before advertising it nationally. Peter Atonna 928-636-4228 mjatonna@gmail.com

GERRY’S TRAINS – 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 Dr., 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.

Your source for 3rd Rail trains: call Jonathan Peiffer at 602.561.4131, email at jonathanpeiffer@live.com or facebook at IBTA Trains. In stock: One 3 rail New Haven FL9, \$575.00 TMCC and Railsounds. These are more or less sold out! Taking Preorders: FP7 A & B units available for the first time in O in many roads including SP Black Widow, modernized heavyweight coaches and Pullman Standard coaches. Special project ideas? Let me know!

ARIZONA TOY TRAIN REPAIR – Complete parts and repair service for ONLY Lionel postwar and prewar trains and accessories at reasonable rates by a long-time hobbyist. Rapid turnaround usually within a week, if parts are in stock – two weeks or less if parts need to be ordered. Repairs guaranteed for a year. Occasionally postwar items for sale. Complete access to Lionel postwar and prewar service and operating documents at central Phoenix’ only Lionel repair facility. TCA members mention this ad and get the first hour of labor FREE. Tony Ford, 5547 N. 10th Ave., Phoenix, AZ 85013 (602)369-5938

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.

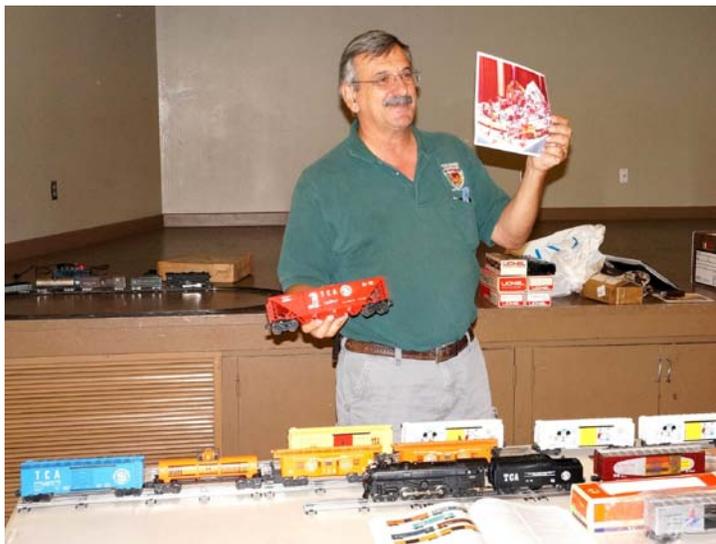
FOR SALE – Out of print Greenberg books: Lionel, American Flyer, Marx, etc. Call Bruce Greenberg at 703-461-6991 (9-5 Eastern Daylight) or visit his web site, www.sykesvillehistory.us, for a current list.

FOR SALE: Lionel 97 Coal Loader \$125 – Lionel 164 Log Loader \$110 – T-Reproductions 129B Terrace \$200 – T-Reproductions Standard Gauge #200 Turntable \$150 – Williams NYC Dreyfus Hudson w/4 passenger cars \$225 – Williams Pennsy E-7 AA w/4 passenger cars \$225 – Williams Great Northern 3 unit Budd Cars 1 powered/2 Dummy \$125 - American Flyer Union Station non-talking \$75 – Adlake switch signal rewired into hanging lamp \$175 contact Chris Allen 480-820-9559

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



Chris Allen with the photograph and the 1969 TCA Convention Car that started his quest to collect the TCA Convention Special #1



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DIVISION MEET LOCATION

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



The 59th TCA National Convention – St. Louis, Missouri

June 23 – 30, 2013

Website for the convention and registration www.tca59.org