



Tucson Garden Railway Society's

Time Table

Society web site: <http://tgrs.homestead.com>
Editor e-mail: dizen@aol.com

March 2003

Meeting This Month

This month's meeting will be on March 15, at 1:00 PM at
Jim & Madelyn Cook
10420 E. Fort Lowell Road
Tucson, AZ 85749
Phone: 520-760-2325

Directions: Fort Lowell does not run all the way out to the Cook's home, so take one of the major roads to Houghton Road. Then go north on Houghton to East Fort Lowell (about one mile north of Tanque Verde). Turn right (east) onto Fort Lowell and they are the second mailbox on the right (south) side of Fort Lowell. Go through the gate to the house and follow the driveway to the left to parking. If you need a close in spot, park on the right of the house entrance. There is plenty of parking space but bring your own chairs.



The C & S Railroad

We saw the Club's module at the Home Show last spring and became very interested, joined the Club and here we are moving dirt and rocks!
We've got lots of space, graded at 2%. We have a plan, but we keep changing it as we see opportunities and problems. It will be two interconnected ovals with

independent running, singly or using both. Outside storage for equipment is planned using an engine house.

The C&S is a working title - we're still working on what it really means. Madelyn has done research on the original C&S in HO_n3 so there will be some resemblance. We don't want it so big we'll get tired of working on it, yet we want something we can enjoy operating. It will have about 625 feet of track and about nine switches.

Several buildings have been completed and more planned. We have an LGB C&S Mogul a number of freight & passenger cars as well. We are still debating about power at this time. We've moved a lot of gravel and dirt and are figuring out grades, tunnels, cuts and a water feature. The C&S is really a work in progress right now. So come on out and you can reminisce about when your rail road looked like ours!

For those interested, Madelyn's miniatures will be on display-these are the kind children DON'T play with!!

Editor's Rants

January was a busy month with three shows plus continuing to operate at the Botanic Gardens. All three shows came off well and we won the first place prize at the GAT show. See Phyllis Dirksen's article below. We also have some good articles for you in this issue including a less expensive way of making molds when you only need one or two parts and one on using real glass instead of plastic in building windows.

Minutes of February Meeting

By Ellen Stoesser

The meeting was held on Feb 15, 2003 at the home of Rick & Debbie Taylor. There were 62 members attending.

President Nick Buchholz, called the meeting to order and thanked the Taylor's for hosting. New members and guests were introduced.

All the members received a Presidents Message to keep them updated on the discussions at the board meetings that were held in January and February.

The minutes of the last meeting were approved as printed in the newsletter. In the absence of the Treasurer, Nick Buchholz reported a bank balance of \$ 3,839.99 in the club account with all rolling stock paid for. All the rolling stock is here with the track-cleaning engine still at Upland. The rolling stock needs to have lettering put on them.

Dick Izen, editor would welcome more articles from the members about buildings, people, etc that the members have made.

Norm Ulmer reported on all three shows in January going well, with the club winning first prize at the GAT Show, and that the Arizona Home Show will try to give us more space next time. We will be doing the Pima County Fair, which will run from April 17 –27. We will use the Day Chairman System again this year. There will be 2 shifts of 5 hours with a ½ hour break. The hours are 11:00AM to 10:00 PM, with 5 people needed for each shift. Setup will begin on the 14th. We will also be allowed to give workshops. Sign up sheets were available for those wanting to help set up and give seminars.

Old Business: Name badges were available for members needing them. Members may purchase club hats, shirts and decals from Joe Stoesser.

The members voted to renew the storage space for another full year after discussion about yearly versus month to month.

The temporary layout at TBG will dismantle with the houses being removed March 3rd and the track, rock and dirt being removed on March 4th. Volunteers are needed for March 4th.

Joe Duda has volunteered to be the new Module Chairman. He will begin by taking inventory of the trailer. Ibby Ulman is our new Membership Secretary, all e-mail address changes should be sent to her. Anyone wanting to join the club may contact Ibby.

Dave Tiffenbach will head the Permanent Layout Exploratory Committee to explore the possible development of a permanent layout. The charter for this committee will be posted on the Web. Work on each of the four stages will be presented to the members and the members will vote on each stage before work is begun on the next stage.

Gary Martin reported that we are still trying to get more "speeder cars" for the members who ordered them.

New Business: There is a new meeting proposal that there still be 9 meetings a year, but with 3 of the meetings being round a bouts or a picnic. This would allow those with less room to show off their layouts by having less people at different times.

Members are needed for the Education Committee to start doing seminars and workshops. The New Events and Venues Committee will be looking into new places to have events

such as the Mall, etc. Volunteers are needed to make scenery modules for the fair layout.

Joe Stoesser will head the Mentor Assistance Committee. He will assist new members by assigning them a compatible mentor, who is willing to help them in getting their layout up and rolling.

Other Business: A 16" gauge train and engineer are needed at the County Fair as the last engineer retired and sold the train.

NickBuchholz reported that Garden Railways has offered to the membership a group subscription rate of \$58.00 for 3 years. Nick will mail these in for any member that is interested.

Gary Martin brought a new type of realistic logs, to show at the meeting. There was a small item in the Garden Railways, February, 2003 issue explaining how to make the logs.

Next meeting will be at Jim & Madelyn Cook's, March 15 at 1:00P.M.

Another First Place Winner!

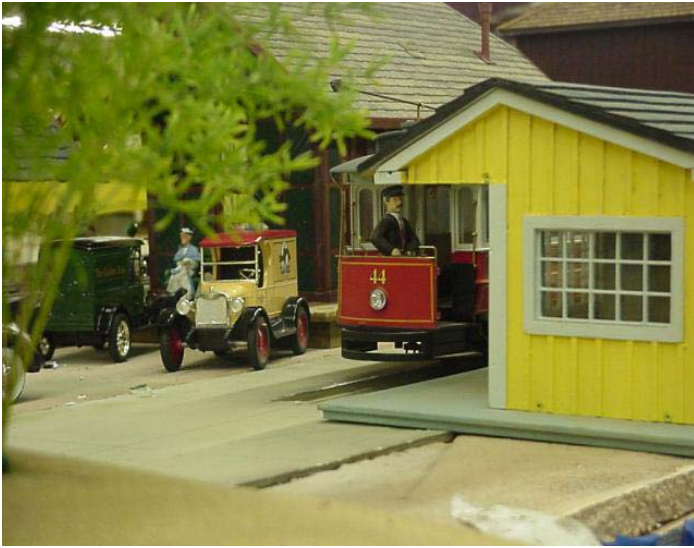
By Phyllis Dirksen

Over January 24-26 we set up and operated another fine display at the Great American Train Show at the Pima County Fairgrounds. We won First Place and a blue ribbon and cash award were presented for our efforts.

Friday afternoon over 25 members and friends put up the modules in just over four hours. The 40' by 60' display included the usual village, mine, train yard, operating prairie dog village, operating amusement park, rural park with real plants and operating fountain, Indian encampment, mooing cattle pen, church with wedding party, fruit distribution warehouse and loading dock, and the children's layout where visiting kids ran Thomas the Tank Engine and James the Red Engine. New to the display were a large grain co-op and warehouse, several new buildings in the village, a large square water tower, a winter fantasy land and a farm complete with animals and a farmer's market. More than a dozen families contributed track side features.

Additional members were at the display Saturday and Sunday helping by running trains and answering viewers questions. A G gauge dealer in the hall proved to be useful when the club needed new Aristocraft transmitters. Members also made good use of the time by shopping for rolling stock, tools, etc..

There are some pictures on the web site but just in case you haven't been there here is one Alan Oelschlager took of the trolley stop near the park on the modular layout.



Featured in the display were a number of small details including Jane Dorgan's hand crafted couple made of Sculpy and representing the characters from Grant Wood's famous painting American Gothic.



A large number of club members and friends were on hand Sunday evening to help with the take down though the number dwindled to a bare minimum as the trailer was loaded.

Update on Signs

In the January issue we had an article by John MacDougall, on creating signs with an Epson C80 ink jet printer, Epson's "Archival Inks" and adhesive backed clear

drafting film. I tried to follow up by pricing out the C80 printer only to be told it had been replaced by the C82 which can be had for less than \$80. When I asked if the C82 used the Archival Inks I got a blank stare. I tried to follow up through clubmembers with more computer savvy than I, but eventually had to go back to the author. Here, as an update to his article, is what I learned.

Epson has apparently decided to call the Archival Inks by the trademarkable name of DuraBrite Inks. They say that DuraBrite Inks will not fade for up to 80 years and are "water resistant." I don't know if the light resistance will last 80 years in our Arizona summer sun but if I could get five or six years out of my custom made signs I would be happy. The C82 uses these DuraBrite Inks as does the Epson printer / scanner called Stylus 5200 which costs about \$200.

John also reminds us that the base you print on has to be impervious to water. If you print on paper and it melts in the rain, water resistant inks won't be much use. That is why he insists on using the drafting film (His article noted that ordinary projector film doesn't work very well.)

Club Member / Artist has Design Selected for Ponies del Pueblo

by Ellen Stoesser

Most of you know Ken and Mary Karrels and have visited their layout at the bed and breakfast they run on the east side of town. I don't know how many of you also knew that Mary is a artist of some renown. Recently her design for a painted horse was selected as one of 40 for the Ponies of Pueblo project of the Tucson Pima Arts Council.



Pictured above is Mary with her completed pony, Since we are a railroad club the picture also shows the ex Southern Pacific bay window caboose that serves as one

of the guest rooms at the bed and breakfast. To withstand Tucson's extreme summer heat, Mary used farm machinery to apply the paint to the pony.

Under the [Ponies of Pueblo](#) program 40 plastic ponies, individually painted in original designs by various artists will be on display from January through September at public indoor and outdoor locations.

The ponies were manufactured in Phoenix, by Century Products, and are actually made from polyurethane. Each one is 7 feet from head to tail and weighs approximately 150 pounds. Although out of scale for our garden railroads, you may be interested in the fact that all 40 of the ponies will be auctions off at The La Paloma in November. Proceeds of the auction will benefit Tucson's non-profit organizations.

A Different Way of Making Molds

by Roy W. Eberbach

About a year ago I opened a neat Pola kit for a Windmill. It was a fun project, but wouldn't you know it, the kit was missing one of two entry way pieces which surround the doors. What to do? I could contact Pola and wait weeks or months for them to supply the missing part, or I could make one using the part that I did have. Well, that is what I decided to do. I got out my casting materials and within two days I had a new part with which to build the kit. The only negative was that when I was finished, I had a beautiful and costly mold that I would never use again.

A while back I was on one of my jaunts through a Michael's Craft Store when I found a product called [Precious Impressions Memory Mold Keepsake Kit](#). This item is designed to make copies of your kids (or grand kids) hands or feet. These can be made into gifts. Being fresh out of kids or grand kids, I thought that there must be a model railroad use for the product.

When I started construction (kitbashing) on my Overland Stage Inn it became clear that in addition to the parts from the two kits and my scrapbox, I would need several extra panels for the rear wall. This was the time to try out that Memory Mold Kit. The package includes a mix for making the mold, plaster for casting the object and assorted items for transforming the castings into gifts. For my purposes I used only the mold making mix and then cast the panels in casting resin. Following the directions carefully I had my panels finished in just a couple of hours.

First I made a flat dish out of Plexiglas just a bit bigger than the panels to be copied. Next I mounted the masters face up on the bottom of the dish. Then I mixed up the mold gelatin and poured it on top of the masters. In just a couple of minutes the mold is ready to use. It remains wet and flexible, after all it is designed for a baby's hand or foot.

After removing the mold from the masters I mixed up some casting resin and started making my copies of the needed parts. The molding material is designed for one cast but I

was able to get two good copies with some surface degradation on the third cast. If you need to keep the molds for a few days put them in the refrigerator and keep them moist. These molds are not designed to be permanent. If you need that kind of mold use traditional materials.

Once you know how to use the product you can buy refills for just the mold making gelatin. The product provides the modeler with a quick and easy way to copy parts or home made masters. As always the product should not be used to infringe on some one's copyright. If the item you need is commercially available, it is best to buy what you need.

How About Glass?

By Mike Carski

The following article is a reprint from the Washington, Virginia & Maryland Garden Railway Society's newsletter [The WV&M Line](#). The words are copyrighted by Mike Carski, the author, and the drawings by Dave Cummins, whose article [Real Glass Windows](#) appeared in the April/May 1996 issue of [Outdoor Railroader](#). This article appears with the kind permission of the Mike Carski, the author and Russ Reinberger of [Outdoor Railroader](#).

Whether we model indoors or outside, at sometime, we will add buildings to our railroad creation. The model buildings from Pola, Piko, and others are very good products and expensive, so when it comes to the windows, why use that cheap clear piece of acetate that is provided? It is flimsy, yellows with time and can melt if in direct sunlight. The only real alternative is REAL GLASS!

I can hear some of you now, you have to be kidding, I've never done anything like that before! Believe me, its easy and very inexpensive to do. With the help of some friends, I have worked out different ways to install real glass cheaply and safely. This article will show you what my colleagues and I came up with.

Materials Needed:

Real glass can be purchased two ways, one is microscope slide covers, usually 1 by 2 inches in size, and .007 inches thick. These are perfect for large scale caboose and passenger car windows, but are way too small for the average windows in large scale buildings. The other way is a sheet of commercial thin window glass, also known as picture frame glass, is cheap, readily available, cuts easily, and looks great in large scale buildings.

Picture frame glass is usually .125 (1/8") thick and is the best to use. A 24X36 inch piece costs under \$10, and will do a dozen average buildings. A word about glass cutting: If you have never done it, you are in for a pleasant surprise. You will need a cutter, some lamp oil, a flat board, and a marking pen. Because of the low cost of this glass, mistakes and practice pieces are affordable.

Its possible that the first tries at cutting, might produce wavy edges, a piece of Emory cloth, wrapped around a block of wood can be used to smooth out minor mistakes in straightness. When you sand, be gentle, not forceful. And finally, when cutting, you should be bare handed, so

you can "feel" the material. Wearing gloves is a quick way of getting cut.

To get started, you need a cutter, these can be inexpensively purchased at hardware stores, Home Depot, Lowes, etc. If you are really serious about this, go to a stained glass supply shop. Place your piece of glass on a flat surface, measure the width to be cut, mark the start and finish with the marking pen, line up those points with the flat board.

Take your glass cutter in your hand as if it were a ball-point pen. Dip the cutter wheel into the lamp oil and position it at the beginning mark and as snug as possible against your guide board. Your thumb should be on the top edge of the board, and your first and second fingers keeping tension against the cutter.

Push down with some force, and drag the cutter toward you, you'll hear a slight raspy sound, that is the cutter wheel "scoring" the glass surface. Continue dragging until you have completely etched between the two marks.

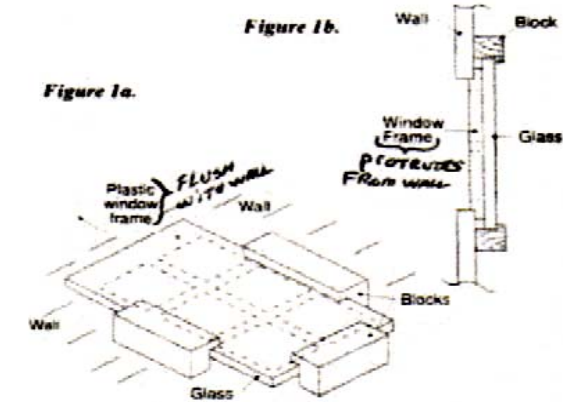
Now take the "ball" end of the glass cutter and lightly tap the starting cut area, from the under side of the glass. A few light taps and the area you just "scored" will produce a "run" (the cut area separating).

Some glass, depending on quality might not "run" continuously all at once. If it stops, a few more light taps up and down the "scored" area will work.

Place one hand on the guide board, and grip the section you are trying to cut off, so the outside most edge goes laterally across your palm, you thumb on top of the glass, your fingers on the bottom, combine downward pressure with a slight 'snap' of the wrist, and the glass will separate at the cut.

Installation:

Starting with the wall areas, their inside contours will determine how the glass can be held in place. Look at the accompanying drawing 1-4, they show examples of different holders based on various wall and window shapes.



I have used plastic to make the holders, especially Plastruct structural shapes (gray color) because of its endurance outside. You can use wood, but unless you soak it in a preservative, it will deteriorate over time. If you

look at figures 1a, b, and c, these are the most useful I have found.

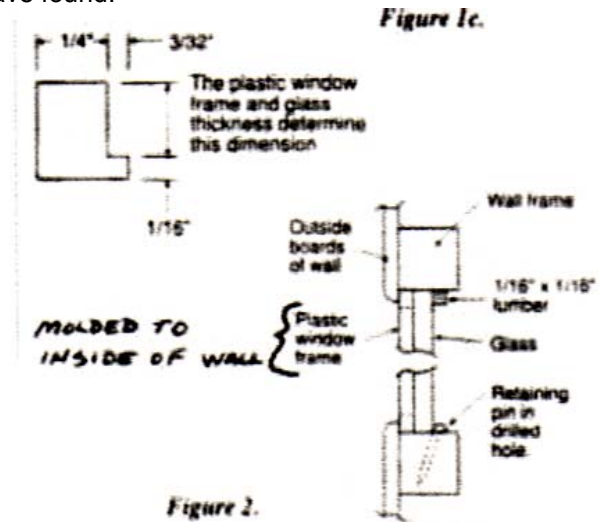


Figure 2.

Attaching the plastic holder to the inside of the walls isn't difficult at all. If you are using Pola or Piko, the enclosed tube of cement will work, or you can use Plastruct's liquid cement or any of the professional grade cyanoacrylate glues.

When possible, I try to cut my glass oversize, to the edges are out of the line of sight. Using the holder in figure 1a, I would cut each piece 1/4" wider, and 1/8" higher than the 'outside' dimensions of the window frame. Figure 1b works well with many Pola European buildings and Piko's engine house, but not worth a darn on many other buildings.

Figure 2 works well on the Pola mill and for transom windows over doors, and use 'O' gauge track spikes for the retaining pins. Another variation is the vertically sliding window as found in some Piko, and the Pola western series.

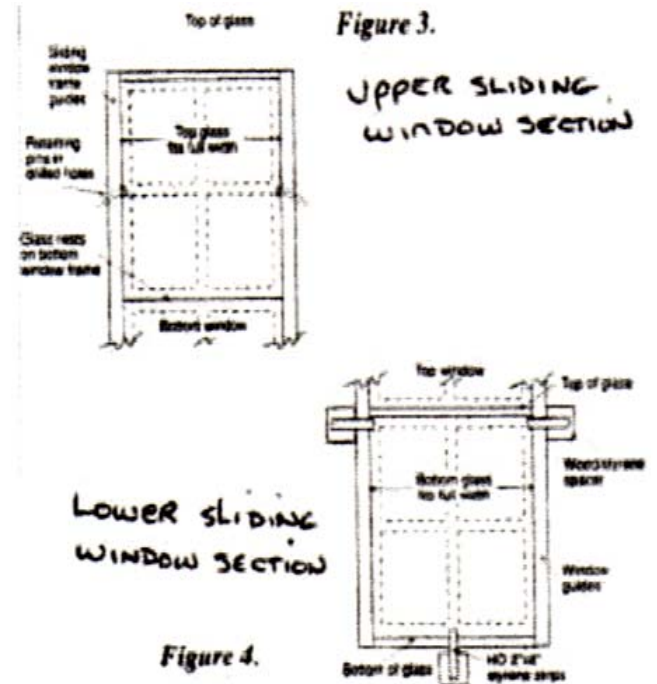


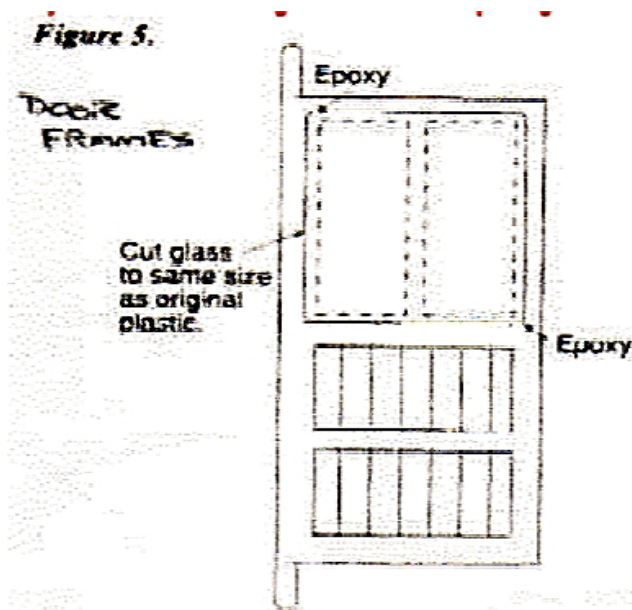
Figure 4.

Figures 3 & 4 show how to handle these, the down side is, you have to forfeit the sliding feature with these methods. I challenge you the readers to develop a way of using real glass and maintain the slide feature!

So far these different variations have worked on just about every kind of window. One final note on windows, use the marker pen to record the glass measurement on the inside of the building wall, in case of breakage.

As for doors, you want them to be operable, so you really can't use any of the holder systems from above. Remedy, either cut or grind the glass to the same size as the original plastic window.

Figure 5 shows this procedure. Most door frames have a rim on the backside that provides a natural place for the glass. Paint the edges first, then put a tiny dab of glue at two opposite corners, barely enough to hold it.



A word on 'grinding' glass, if you want to try it, use a "green stone" grinding wheel from a hardware store or stain glass shop.

I hope this article will help you retrofit your buildings with a realism they deserve. You may investigate other variations of holders.

Remember, only real glass looks like glass and its appearance is worth the extra effort. If any of you decide to try this, and run into problems, call me, I will help you any way I can.

I Think I Knew That # 2

By Roy W. Eberbach

The column presents my ideas and is not intended to be the only right way of doing things. This is what works for me. If you have different ideas that work for you send them along and I will share them with the club.

#2-1 How do you keep from having derailments?

Three things are needed for fun operation on any railroad. First, good track, second, good wheels and last, constant upkeep. I built two tools to help with the last item. I made an inspection car patterned after the HO scale inspection car from Micro Mark (If you don't have their catalog, you should send for one as it shows hundreds of tools that will help in your modeling.). The car is kitbashed from a Bachmann freight car chassis with a sheet of clear Plexiglas mounted on top. Running this car in a train lets me look down at the wheels going along the track. This lets me see where the problems are. The second item is a wheel gauge. To my knowledge no commercial gauge is available for "G" gauge. To make one I took a plastic ruler and carefully notched two spaces 1 & 7/8 " apart. By placing the wheels in the spaces on the ruler, I can tell if they are too close or too far apart. Either one will cause derailments.

#2-2 A Tip from Gary Martin about kits and outside use.

Gary states emphatically that, if you are building kits that are going to live outside, you must paint the plastic. No matter if the manufacturer precolors the kit parts, they will hold up better if you paint them with plastic compatible paint. I also found that it is helpful to spray the finished kit with a product designed to ward off ultra-violet rays. Several of these are available from Ace and Home Depot. Be sure that the product you buy is plastic safe. Do not over spray or you will find that some of the sprays will peel off as they weather.

#2-3 What is a Homey?

I guess that I have led a sheltered life because I had never heard of a Homey. That is until I went into a toy store and found a display of these little people. The figures are delightfully ethnic presentations of neighborhood home boys and girls. There are now more than 150 youngsters in the collection. Apparently real people collect and trade them. The figures are about one and three quarters of an inch high. That size (three and a half feet) is too small for the older teenagers but is about right for younger kids who are copying their older brothers and sisters. If you have been looking for kids for your railroad, you know how hard they are to find. The best news is that not only are they fun but they only cost a buck. Picture a group of these homeys receiving a lecture from a cop, or a group playing in a school yard, or a group tagging a building or a rail car. I have found them at several toy shops in town.

After I wrote the above I found two other sources of larger sizes of these figures. The first are called Locsters and average two and a quarter inches high. The second group are 1/25 scale and can be found in several of the Lindberg Low Rider plastic car kits.

English Railroad Tour

Bob Dirksen sent this along for club members who might be interested.

Carefree Vacations of San Diego is sponsoring Steam Trains of England & Wales from June 19th--30th, 2003. The package is \$2699 and does NOT include airfare to the UK. It does include the following.

1. 10 nights at first class hotels with private baths.
2. 10 breakfasts, 7 dinners, and 1 cream tea.
3. Full size deluxe private coach throughout.
4. Professional guide where required.
5. Local Guides where required.
6. All sightseeing and special visits/events per program.
7. Baggage handling at airport and all hotels 1 bag per guest.
8. Arrival and departure transfers in England.

Single supplement is \$699. A \$250 per person deposit is required for reservations. Final payment is due 75 days before departure (6 April, 2003).

The tour includes 14 private railway rides and visits and 3 railway museums.

For a copy of the brochure and its fine print contact Bob Dirksen at 490-5987. For reservations call Linda Gillett at 800-890-7583

Treasurer's Report

By Willis Fagg

The following are the club's figures for the calendar year 2002:

Revenue	
Dues	\$2,313.00
Badges	1.50
Shirts & Caps	519.10
Raffles	2,521.25
Misc.	28.40
GAT Prizes	340.00
Group Equipment Sales	563.50
Donations	188.11
Total Revenue	<u>\$6,474.86</u>
Expenses	
News Letter	\$ 221.28
Modules	1,504.71
Prizes	398.26
Shirts & Caps	813.08
Botanical Garden Layout	275.30
Misc.	374.43
Trailer	473.49
Tools	45.75
Rolling Stock	1,893.67
Membership	123.66
Group Equipment Purchase	784.79
Storage	481.44
Insurance	250.00
Roundabout	278.07
Total Expenses	<u>\$7,917.93</u>
Net year 2002	<u>\$(1,443.07)</u>

The Prez Sez

By Nick Buchholz, President TGRS

Hello All,

Our new committees are starting up. We have had some sign-ups for the committees and we will be getting a copy of what they are supposed to be doing onto the web site in the next few days. Or you can call me to discuss the committees duties. Please contact the committee chairman or myself, if you want to be involved.

- Permanent Layout Exploratory Committee – Dave Tiefenbach, Chairman.
- Mentor Committee - Joe Stoesser, Chairman
- Module committee – Joe Duda, Chairman
- New Events committee – no chairman as yet
- Education committee – no chairman as yet

Be sure to send any changes in your membership information, address, phone or email, to lby Ulmer, so she can keep the roster up to date.

Once again I'd like everyone to consider volunteering to become a mentor. Remember to be a mentor you don't have to know the answers to all the questions yourself. You just need to know who is likely to know the answer. It only requires a little time to call or get together with the person you're mentoring and ask if they need any help nor advice. It's a great way to get involved and who knows? You might even gain a friend!

Please contact Norm Ulmer if you can volunteer to set-up, tear-down or run at the County Fair.

Your BOD and officers are working to make the TGRS fun and productive for you if you need help or can help, please contact them.



New Membership Chair

After several years of dedicated efforts as the club's New Membership Chair, Jan Lathrem has passed the torch to Ibby Ulmer. Our thanks to Jan for all of her accomplishments over the years. Her work has given us a new member booklet, new style more legible name badges and computerized membership files. Please remember to thank Jan personally for all of the fine work she has done.

Our hats are off, or would be if I were wearing one, to Ibby Ulmer for stepping up to take on this very active job. We have been gaining members at a very fast pace and she will be the first formal contact the club has with each of the new members. There is quite a bit of work required, most of it done quietly and behind the scenes. I know Ibby will do a great job. Please give her all the support you can.

The Tucson Garden Railway Society is a non-profit corporation incorporated in Pima County, Arizona. Society members are interested in all areas of garden and modular large scale model railroading. We welcome new members and hope you will consider joining. Members help each other build layouts and learn about railroading and modeling.

The TGRS dues are \$30.00 per year and are due on June 30th of each year. For new members dues are pro-rated at \$2.50 per month remaining in the year until June 30th plus a \$15.00 initiation fee, the first year. Additional name badges cost \$1.00 for each badge after the first.

If you are interested in the TGRS please contact one of the officers at the phone number listed in the Calendar section below. If you wish to join immediately, send a check and your name, address and telephone number and the names for any additional badges to:

Ibby Ulmer
4935 N. Craycroft Road
Tucson, AZ 85718

Calendar of Events

March 3 Remove structures, vehicles & people from Botanical Garden after 3:00 PM
March 4 Teardown Botanical Garden layout – 9:00 AM
March 15 Meeting at Jim & Madelyn Cook's home – 1:00 PM
March 17 BOD meeting at Roy & Mary Ann Eberbach's home – 7:00 PM
April 12 Meeting and open house at Gary & Peg Martin's home – 1:00 PM
April 14-17 Setup at Pima County Fair
April 17-27 Running at Pima County Fair (Opens 6 PM on 17th, then 11 AM to 10 PM)
May 17 Meeting at Glen & Janet Mitchell's home – 10:00 AM
June 5-8 Big Train Show on the Queen Mary in Long Beach, CA
June Meeting at Norm & Ibby Ulmer's home
July 9-13 National Garden Railway Convention at the Doubletree Hotel in Sacramento, CA
AUGUST MEETING SITE IS NOT YET DETERMINED

President:Nick Buchholz	520-744-4932
V-President: Norm Ulmer	520-299-9401
Secretary:Ellen Stoesser	520-577-1210
Treasurer:Willis Fagg	520-760-0147
Editor: Dick Izen	520-498-4634

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