



# Tucson Garden Railway Society's

## Time Table

Society web site: <http://tgrs.homestead.com>  
Editor e-mail: [dizen@aol.com](mailto:dizen@aol.com)

May 2003

## Meeting This Month

This month's meeting will be on May 17, at 10:00 AM at  
Glen & Janet Mitchell  
5100 W. Paseo del Campo  
Tucson, AZ 85745  
Phone: 520-743-9263

## Directions:

### From the NORTHWEST and FOOTHILLS

Take La Cholla (2 miles west of Oracle Rd) south to Ruthrauff (2<sup>nd</sup> light south of the Rillito River), turn right on Ruthrauff which becomes El Camino del Cerro west of I 10)

### From the SOUTH or EAST

Take I 10 west to El Camino del Cerro/Ruthrauff exit, turn left onto El Camino del Cerro

### Then

Continue west on El Camino del Cerro, approx. 1 1/2 miles west of Silverbell Rd, turn left on Paseo de los Rancheros (large wooden "Rancho del Cerro" sign), at the "T", turn left and immediately right, back onto Rancheros, just over the top of the hill turn right on Paseo del Campo—we are The first house on the right.

## The Turtle River Railroad

The Turtle River Railroad (TRRR) [a working title] currently has neither turtles nor rivers. We collect turtle fetishes and figures and plan (hope) to have a water feature so perhaps it will someday be an appropriate name. Although we have been working on the layout for several years, progress has been slow. We started with a smallish loop with station siding as a first phase. Phase one consisted of approximately 90 feet of track. We recently started phase two which will add two branch lines with turning loops at each end to provide an overall loop-to-loop plan with the original "circle" of track in between. This will expand the layout to over 200 feet of track. The "circle", station siding and a team track are track powered. The two branch lines are un-powered as we are converting to battery powered RC.

The loose theme of the TRRR is westernish, desertish narrow gauge with light freight and ore traffic (future) and local and tourist passenger traffic. One of the branch lines climbs to a "mountain" plateau where the desert dwellers and visitors can escape the desert heat. We have been slowly adding buildings with a total now of 12 – six scratch built and six kits. The buildings are Janet's handiwork. There are two small bridges crossing a dry stream bed. The mountain branch passes through a tunnel with real stone portals constructed by Janet.

Some other miscellaneous information:

Minimum radius: 4.5 feet (except branch turning loops)

Maximum grade: 4%

Rolling stock: predominantly LGB

Track: mostly code 250 aluminum (so far, so good)

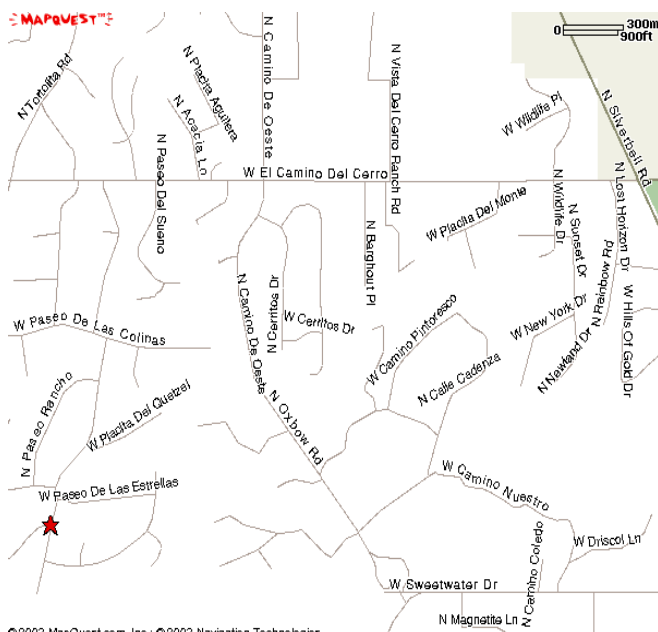
Turnouts: Sunset Valley #6 NS

Turnout control: combination of manual and air powered..

Although its slow developing, the TRRR is starting to take shape. We hope you will enjoy visiting us and our layout for the May 17<sup>th</sup> meeting.

## Editor's Rants

There were over 1000 visitors to Gary Martin's Eagle Mountain Railroad on April 5 and 6. As previously reported the Martin's home was on the Tucson Botanical Gardens tour this year. In addition there was a very nice write up in the Arizona Star on Sunday, March 30. Gary



was assisted in keeping trains running by several club members including Jerry Springstead, Joe Stoesser, Bob Dirksen, Nick Buchholz and myself. (If I left anyone off the list, my apologies). With that many members running trains we kept six or seven running most of the time and still had time to talk to the visitors and answer their questions. While the TBG had a successful tour we all had two great days of running trains on one of the best pikes in the club.

This month, we are beginning a new three part article on scratch building an inexpensive engine house from an Australian author. Be certain to read the warnings in the editor's notes before you tackle the project.

## I THINK I KNEW THAT! #4

BY ROY EBERBACH

This column presents my ideas and is not intended as the only way or the 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.

### #4-1. So where do you buy a hearse?

I looked all over trying to find hearses for the undertaker and cemeteries on The Gnome Valley Central Railway. First, I found a ghost hearse at Disneyland which was a 1 to 25 scale model of the hearse at the Haunted Mansion. The real hearse has some interesting history attached to it. I added a horse and driver to the Disney model and I have a nice old time hearse. But wait, what about a more modern conveyance? After searching for quite a few months I came across a plastic model of the machine used by the Ghost Busters in the movie by the same name. Use your modeling skills and the kit makes into a nice 1950's / 60's hearse (paint it black) or ambulance (paint it red).

### #4-2. How do you glue windows into frames in kits?

I have found that it is hard to glue plastic window material into the frames in kit buildings. Somehow I always manage to get some of the glue onto the clear plastic which mars it. Then I found Testors Clear Parts cement which is a water based glue that does not mar plastic and dries clear. In the smaller scales you can use the glue as a basic window material and when it dries it makes fine windows all by itself. I don't know how it would hold up outside, but it does work well to hold plastic windows in place outside. On occasion I have coated the inside face of a clear window with the glue and then pressed a cutout drape or scene to it. The material holds the printed piece and it seems permanent.

### #4-3. What is a Paint Marker?

Several model companies make paint markers for use in model railroading. The most scene is the group of about ten colors made by Testors. The nice thing about them is that they match spray paints found in the Testors line. Therefore you can touch up your work when needed. Michaels sells a line of markers called DecoColor. These markers come in a wide variety of colors and the same color is available in regular (the tip is about the size of a magic marker), fine and extra fine. All contain paint, not ink. The fine point is about one fourth the size of the

regular point while the extra fine point is about the size of a ball point pen. The latter size is great for painting signs and other detail work. All of these paint markers are good for painting people, details and the like. Most of these paints require paint thinner clean up.

## Rail Bits # 2

(A stopover at the Digital Station) by Jerry Tulino  
**!!! Information Alert !!!**

The cover story of the April 22, 2003 issue of PC Magazine is an article all about a pervasive type of software called "Spyware". The article provides an in depth analysis of these parasitic products and also includes reviews of the software available to remove these programs from your system. Links have been added to our web site to access both the article and the software that they recommend as the most effective in removing these items from your PC (Select "Links of Interest" and then "Miscellaneous"). Not to be an alarmist, but it is highly recommended that everyone read this article and take appropriate measures to protect your systems.

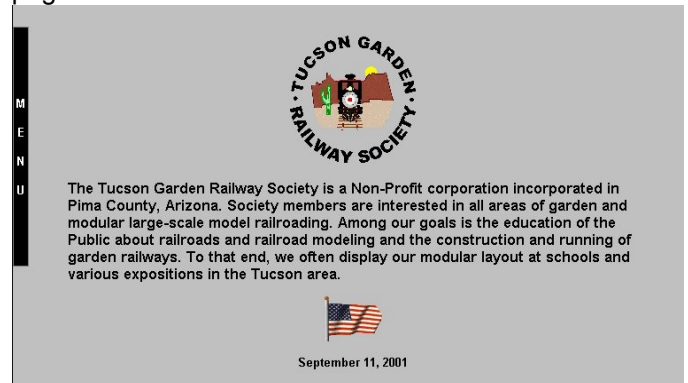
- Miscellaneous

- [da trains! Railroad Data](#)
- [Cybertrains.Org](#)
- [Garden Railways Magazine](#)
- [George Schreyer's Large Scale Trains page](#)
- [License Plate maker](#)
- [Locomotive 1673](#)
- [Operation Lifesaver](#)
- [Railroads in Arizona](#)
- PC Magazine cover story  
April 22, 2003 issue

- ["Spyware: It's Lurking on Your Machine"](#)  
How to download, install and run
- [SpyBot Search & Destroy](#)  
Click here to download
- [SpyBot Search & Destroy](#)

### The TGRS web site

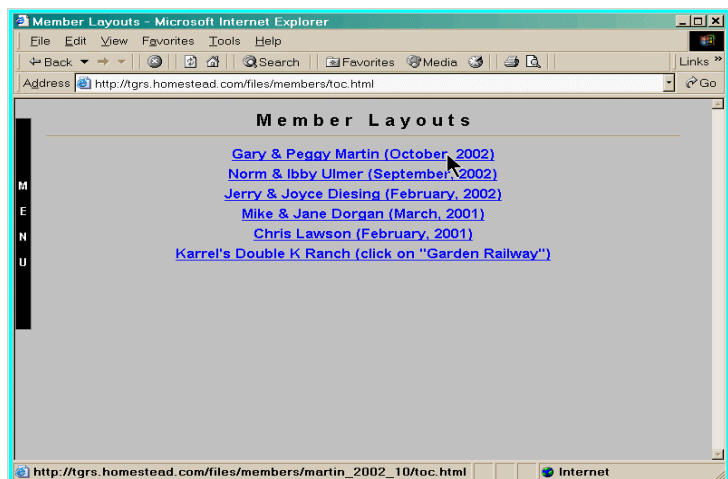
The TGRS web site is intended to be a source of information and news for our members and any other visitors that might stop by. The content is driven by suggestions and ideas expressed by them. The "home" page of the site looks like this...



The menu is displayed on the left side of the screen. When you move your mouse over it, it will “slide out” and display the categories of information available...

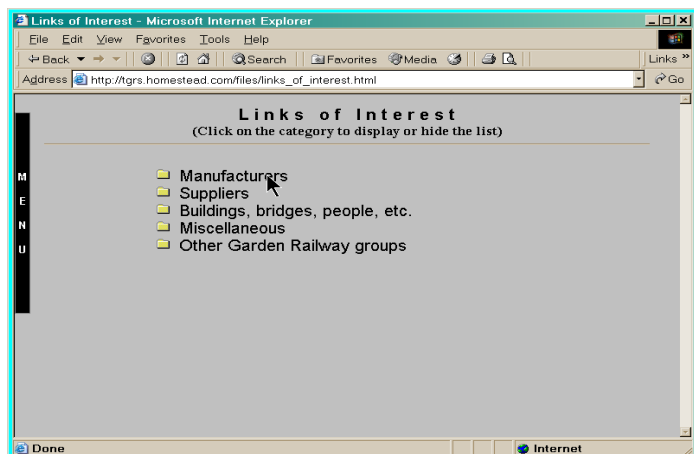


As you move your mouse up and down the menu, the background color of the “active” choice will change from white to gray. Click on the highlighted choice to select it. A “menu-type” screen appropriate to the item you selected will be displayed such as ...

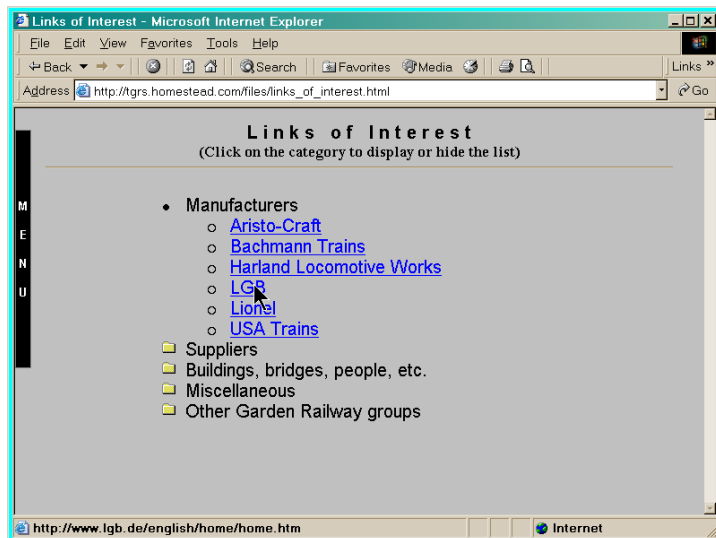


Just click on the item you wish to select.

If you select the “Links of Interest” item, a slightly different screen will be displayed...



Click on the text describing the category of links and a list of the items available will be displayed...

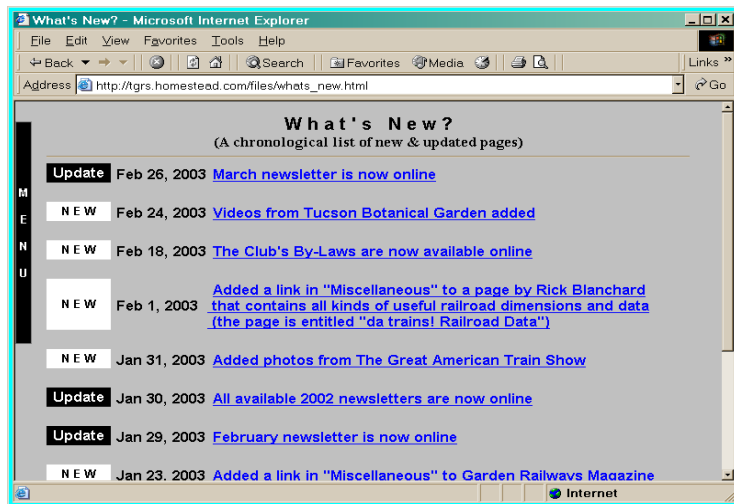


Then click on the link that you want to go to.

The “Member Layouts” and ‘Events and Displays” sections contain photos of the particular layout. Also, the “Tucson Botanical Garden” page contains photos as well as a couple of videos from that display.

As you can see from the menu, the site contains other information about the club, the Officers & By-Laws as well as an archive of our newsletters.

Finally, the “What’s New” page contains a chronological list of changes and additions to the site.



If there is additional information that any club member would like to see online, please feel free to send an email to [tgsemail@yahoo.com](mailto:tgsemail@yahoo.com). Also, if you have digital photos of your layout or of some other club member’s layout and would like to have them put on the web site, please send them along.

# Freelance Locomotive Shed

## EDITOR'S NOTES:

There are several things you should consider before beginning this scratchbuilding project. First, the author is Australian and people down under use, what is to us, funny British spelling and words (center is spelled centre, Engine House is Loco Shed, wood is timber, etc., etc.)

Second the author wrote all of the dimensions in mm which we have converted to inches using 1mm = 1/32 of an inch. The inch measures are shown in parenthesis after each mm measurement. This is not an exact conversion and results in some silly fractions that you might want to round, or you may want to use the mm side of your ruler. It may not matter at all, because as I explain below, you may want to resize the building.

Third, the author must run very small locomotives because the building as set forth in the articles is less than 14 inches long and the door clearance is less than 5 inches wide and less than 8 inches high. This might be adequate for an LGB Stainz 0-4-0 or one of the small Hartland 0-4-0 locomotives but I haven't measured them. As written, this building would make a good wayside storage structure or house for one of those speeders so many club members have bought.

Most club members will want to resize the building to allow at least a 9 inch high door clearance from the top of the rail (the bear trap stack may require more) and at least 6 and a half or 7 inch wide door clearance. A Bachmann 4-6-0 requires a length of at least 33 inches, 36 would be better (The LGB 2-6-0 and Aristocraft 2-8-0 are shorter, the Aristocraft 4-6-2 is longer). The point here is to check what your locomotives require and adjust accordingly.

Doing the resizing is easy. Look at the drawings. Start with the front end with the large engine door and write in the dimensions you need. Then work the rest of that end wall to suit. The rear end becomes the same size as the front. The height of the sides has to match the ends and you can insert additional windows to suit the length you are making. (You could also go wild and put a lean to office or machine shop on one of the longer side walls.)

The construction techniques are still valid and will give you a building that is inexpensive, unique to your railroad and good looking. One last warning. Once you try this and find out how easy it is and how much fun you can have, scratchbuilding may become addictive.

# Freelance Locomotive Shed

By Bernie Bland

The following three part article first appeared in Garden Rails the magazine of the LGB G Scale Model Railway Club of Australia and is reprinted here with the permission of both the author and the magazine

## Dimensions

350 mm (13 25/32") long, 160 mm (6 5/16") wide and 260 mm (10 1/4") high. The door opening size is 120 mm (4 23/32") wide by 200mm (7 7/8") high but when the doors

are hung the clear opening is reduced to about 112mm (4 13/32") so check the width of any loco that you want to stable in the shed and adjust the size to suit.

## Materials

4mm (5/32" Plywood) (exterior)  
Manila Folders or thin cardboard  
Glue Super glue  
12mm (15/32") Panel pins (plated)  
12mm (3/8") x 12mm (3/8") square timber  
7 windows and 1 door  
Paint Varnish  
1mm (1/32") thick balsa (2mm (1/16") x 75mm (2 15/16") sheets)  
Small nylon hinges (DU-BRO Cat No. 118, from Bergs or model plane supply)

## Tools

Stanley knife (ed. note a Utility knife) and blades  
Hammer  
Mitre square Coping saw  
Drill Steel rule or straight edge  
Abrasive paper (ed. note sandpaper)  
Razor saw Balsa wood stripper

Construction of the engine shed is basically in six steps, for anyone not wanting the doors to open electronically the last step can be ignored. Cost will be around \$35.00 if you have to buy all the material, but check out what you have laying around the house

- 1 Set out the building on the ply.
- 2 Cut out the pieces
- 3 Assembly
- 4 Painting
- 5 Roof
- 6 Electrics and linkages for door control

## READ ALL INSTRUCTIONS BEFORE STARTING TO CUT ANYTHING

1-Draw the plans full size on the plywood, (rectangular outlines only at this stage—no need for windows or doors to be marked out) try to keep all the grain running vertical so that a timber grain look is achieved. The two side walls butt into the front walls so check the dimensions if using a different thickness of ply. If using 4mm (5/32") ply the side walls are 175mm (6 7/8") high by 342mm (13 15/32") long and the end walls are 160mm (6 5/16") wide by 255mm (10 1/32") high. Carefully transfer these set out lines to the other side of the ply so that the two plans are identical (this is to make the cutting easier).

2-When you are satisfied that the plans are identical use the straight edge and Stanley knife to cut the ply. Start by using light cuts and get progressively heavier with each cut. You are not trying to cut right through the ply—only about 1-1 1/2 mm deep. Turn the ply over and repeat the cutting operation on the other side. The wall section should be able to be pushed out from the sheet. **Note: you could cut the ply out with a panel saw, but this will cause splintering of the ply, using a stanley knife gives a better finish (only works with thin ply).**



# Minutes of April Meeting

By Ellen Stoesser

Hosts: Gary & Peg Martin  
April 12, - Attendance 100

Pres. Nick Buchholz called the meeting to order and thanked the Martins for hosting. New members and guests were introduced. There were several new members and guests as a result of the TBG Garden tour (see Editor's Rants).

The minutes of the last meeting were approved as printed in the newsletter.

Norm Ulmer reported a bank balance of \$2804.50, with \$898.00 being sent to Garden Railways for members new and renewal subscriptions.

Norm reported it is tough going with the new Pima County Fair Board this year. We will be in the Old Pueblo Hall instead of Pima Hall with several signs being put out so people can find us. Badges will be needed to get in and will be furnished by the County Fair. Norm had some open dates to run trains which were filled up by the members.

Committee Reports: Joe Stoesser reported the Mentor Program is going well. Dave Tiefenbach and his Permanent Layout Committee held a meeting after the club meeting. Joe Duda reported the new modules were "a go" and will be used at the P.C. Fair.

Old Business: Members should e-mail Norm Ulmer about riding together or flying to the National Convention in July at Sacramento and he would like to know if anyone who would like to get together for lunch or the river boat dinner.

New Business: Due to the success of the T.B.G Garden Tour (1,000 people), Gary Martin suggested we look into having a train garden tour of about 5/6 railroads lasting 2 days and charging non-members a nominal fee to see them. A motion was made and was passed, and a committee will need to be formed.

Alan Lathram asked "if any members were interested in attending a fall clinic, given by Glenda Bockel, about how to use styrene." 20 people would be needed, with supplies and instructions included in the \$100.00 fee. There were some people interested with the fee at a \$100.00, and several more if the charge was \$ 50.00".

Show and Tell: Jane Dorgan brought a fun project of a jig stone strip mall made into the shape of a square house with all 4 sides showing a different store. There was a "Bachman 4 wheel Bobber", which was customized into 8 wheels, which several members are enjoying working on. Norm has the plans for this project.

We now have a, 5 foot by 5 foot TGRS banner, with our logo on it, storing and displaying the banner will be much easier as it is a roll-up banner.

Joe Findysz brought LGB catalogs for members to purchase at a price of \$15.00.

Mary Hart is having an "Open House" on April 25&26, for 3 schools and all club members are also welcome to come. Any help setting up would be appreciated.

Next meeting will be at Glen and Janet Mitchell's, May 17, at 10.00 A.M.

## Sign Ups and Passes

The new management at the Pima County Fair Grounds changed the rules on exhibitor passes this year and this has caused some problems for club members who didn't sign up to work specific shifts.

In the past the management issued photo passes to the people who were going to be at the fair almost every day and generic, non photo, passes for people who were only coming for one or two shifts. That allowed us to pass the generic passes to different club members and allowed every one entry to the fair grounds.

This year the management decided that they lost too many admissions with generic passes and insisted that it was to be photo passes for everyone. In addition they fought tooth and nail with Vice President Norm Ulmer over how many passes we were allowed. In the end they allowed the TGRS 56 passes.

I was working a shift when a well respected couple who are in good standing in the club, and in fact, had contributed items to the module display came in and asked Norm for passes so that they could get a refund on the ticket price they had paid. Unfortunately all of the passes had been distributed or were earmarked for people who had signed up to work future shifts and Norm had to refuse the couple.

The way to avoid this in the future is to sign up to work a specific shift so that your name will be on the list to receive a pass. Signing up will also help the officers ensure that the right number of people is at each shift. Sign up sheets are always available at the meeting prior to an event and usually at several prior meetings. If you can't sign up at the meetings call Norm (or whoever is coordinating the event) to have your name added to the list.

While the above was written with the county fair in mind, it would be a good idea to get your name on the list for the Home Show in June. Future events are always listed in the "Calendar of Events" on the last page of the your news letter.

## Open House at the Harts

Loyal and Marty Hart report that their two day open house on Friday the 25<sup>th</sup> and Saturday the 26<sup>th</sup> went very well. Club members Rick Gast, Chuck Cook, Ken Karells and Janet Mitchell helped with the set up. There were children from three schools (Spanish Trail Preschool, Tanque

Verde Lutheran Preschool and Kellond School) at the Harts to view the trains, forts, castles and figures.

If you have ever visited the Harts you know that their elevated layout has many, many whimsical characters and scenes. The kids loved the literary characters on the layout. Many cries of "Oh, look. There is ..." were heard for Harry Potter, Hagrid, Snow White, Shrek, Sleeping Beauty, etc.. Marty reports it is always a joy to see the kids enjoy the "AWNUTS" style railroad.

With students, teachers and friends there were 80 people visiting on Friday and another 46 on Saturday. Many of the people from Friday returned on Saturday with family members who were unable to visit Friday. Many of the people asked Marty if they had advertised which suggests that there is considerable public interest in the roundabouts that we had discussed.

## TGRS at the Pima County Fair

We set up the modular layout in Old Pueblo Hall and ran trains from Thursday evening April 17<sup>th</sup> through Sunday April 27<sup>th</sup>. It was a large layout, approximately 54 feet long by 48 feet wide. Vice President Norm Ulmer reports that over 46 members participated in the set up, operation and tear down of the layout. That does not include some members who did not sign up for a specific shift but who came to the fair and participated.

There had been some concern at our change in venue from Pima Hall in past years to Old Pueblo Hall this year as Old Pueblo had been fairly deserted in prior years. These fears proved to be unfounded as the fair management had arranged to have several attractions (in addition to us, of course) in the new building and there was good traffic and exposure throughout the fair.

In fact, Treasurer Willis Fagg reports that the raffle of the LGB starter set was a great success with a gross of \$1,470 being raised from donations and sale of 1,573 tickets. After deducting the cost of the starter set the club, netted over \$1,364 for the eleven days. This is better than prior year raffles at the fair and offers some consolation for members who drove long distances to help out.

While we have many buildings that appear regularly at our events, there are always new and interesting items each year. Gary Martin had a new station, with the platform heavily populated by passengers and hangers on including a trainer with a dancing bear and his "Best Buns" bake shop. George Fitzner had an impressive multi module line up with a granary and warehouse leading to a brewery leading to a large saloon leading to a rather small out house. Sort of a complete product cycle. George had improved on the kits with the installation of both internal and external lighting and a smoke unit in the brewery's tall smokestack.

President Nick Buchholz brought a large enclosed (for winter snows and cold) water tower and a partially completed kiln house for the refinery. Gary Martin also

had completed several storage tanks for the refinery and Bill Dillion and I had completed a large separation tank and cooling tubs module. All in all, the refinery, while not yet fully complete was impressive and attracted many comments. Bob Dirkson brought an impressive new desert resort and spa complete with an in ground swimming pool, lounging bathers and busy waiters with trays of cool drinks.

If I have missed any new buildings, my apologies. There were certainly many, many additions to other scenes including Winnie Mosely's new display of dragons guarding one corner of the railroad. The club wants to thank the members who loaned displays, buildings, figures and vehicles to help make the modules so attractive.

This show marked the first use of the new yard modules and the reworked "Tower of Power" (control stand). Eight new six foot modules (four on each loop) built with the new light weight method replaced the old heavy eight foot modules, the fillers and porches. In addition to lighter weight the new modules provide for two long yard tracks for each loop and use longer LGB 1600 turnouts to make operation much more reliable than the old yards.

The "Tower of Power" now incorporates an easier to read track diagram, new track power control switches and a built in dowel holder to extend the antennas for improved radio control reception. The face plate also has places to install electric switch controls for the yard tracks and for the eventual loop to loop cross over tracks. While rebuilding the control stand Gary Martin also enclosed the back making it much more attractive for viewers outside the layout. In rewiring the control stand for the new track configuration Nick Buchholz also simplified and reduced the number of connections to be made.

This display also marked the first time use of the clubs new rolling stock whose purchase the members had authorized. Many thanks to Bob Dirkson who lettered the new cars and to Gary Martin who made all of the couplers compatible (even if he did use those silly LGB hook and loop couplers). I didn't attend all days but whenever I was there we had four long trains operating on the two loops with sound equipped engines. The different speeds of the engines made for plenty of use of both the town sidings and the yard as faster trains passed slower ones.

Many days saw the club's Sumpter Valley, Gary Martin's weathered Sumpter Valley, and George Fitzner's Unitah all pulling good sized (10-12 car) freight trains while competing for track space and schedule with George's Santa Fe F units pulling a long lighted streamlined passenger train. George's European style Orient Express and a log train pulled by Gary's new 2-8-4 painted in bright green Southern Railway colors alternated with the other four trains providing even more color and interest. Later in the show Allan Lathrem's colorful circus train also ran. I know Bob Dirkson and I ran battery operated trains (his C&S Mogul, My Sleepy Hollow 2-6-6-2 articulated) in the 'wrong' direction to provide plenty of 'meets' and keep the engineers on their toes.

# TGRS Shirts and Caps

We normally order the shirts and caps with the TGRS logo in batches, as the set up charge for the embroidery makes it too expensive to order in ones and twos.

Joe Stoesser (520-577-1210) is putting together a new order to accommodate the many new members the club has gained. He invites any member, old or new to call him if interested in ordering shirts or caps with the club logo.

Club polo shirts are available with or without a pocket and club denim shirts are available with short or long sleeves. Both the shirts and the baseball caps are available in all of the usual sizes.

Call Joe for prices and a better description of each item. He will also have an order sheet at the next meeting

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 30<sup>th</sup> of each year. For new members dues are pro-rated at \$2.50 per month remaining in the year until June 30<sup>th</sup> 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

May 17	Meeting at Glen & Janet Mitchell's home – 10:00 AM
May 19	BOD meeting at Nick Buchholz's home – 7:00 PM
June 5-8	Big Train Show on the Queen Mary in Long Beach, CA
June 12	Setup at TCC for Home Show
June 13-15	American Home Show at TCC
June 21	Meeting at Norm & Ibby Ulmer's home – 10:00 AM
July 9-13	National Garden Railway Convention at the Doubletree Hotel in Sacramento, CA
August 16	Meeting at George & Kathy Fitzner's home 10:00 AM
Sept 20	Meeting at Jay & Sallie Sanders' home 1:00 PM
Oct 25	Meeting at Neal & Winnie Mosely's home 1:00 PM
Nov 15	Meeting at Ken & Mary Karrels' home 1:00 PM
Dec	Meeting and Holiday lunch at Roy & Mary Ann Eberbsch's home

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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**12356 North Mount Bigelow Road**  
**Oro Valley, AZ 85737**