



Tucson Garden Railway Society's

Time Table

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

July 2003

No Meeting in July

There will be no meeting this month. See you all at the August Meeting.

TGRS Dues were due in June

The club's fiscal year ended at the end of June and next year's dues are now past due. For those of you who don't read the boilerplate on the last page, dues are \$30 per year. You can send your dues (Make checks payable to TGRS) to Willis at:

Willis Fagg
12440 East Ave. de la Vista Verde
Tucson AZ 85749

Editor's Rants

Another successful show at the Tucson Convention Center (see article elsewhere in this issue). One sour note that does deserve mention however concerns the need to pay attention while running trains. On Thursday or early Friday morning a club member (who shall mercifully remain nameless) was running a train and got involved in a conversation. Another club member (also nameless) had raised the handicapped access drawbridge to work on some loose trackage.

You guessed it. The train, headed by the club's LGB Sumpter Valley articulated ran through the open space and dropped the 16 inches or so to the floor. It hit with enough force to break the frame and render the locomotive inoperable. Now LGB offers a lifetime warranty and will repair the locomotive. Gary thinks that since it happened at a public show they will even waive the normal \$75 repair charge.

Even if we didn't have a financial disaster we lost the use of the engine. Thanks to George Fitzner and Gary Martin as well as others who brought their equipment for the club to use, and to the growing number of club owned engines, we still had four trains running all of the time.

When you come to the shows and raise the drawbridge you should be certain that no trains are about to cross. If not, walk the few additional steps and climb over the stairs. It isn't a difficult thing to do. In this case the person who raised the bridge to do work should have notified the engineers. On the other hand the engineer should keep track of his trains. Many accidents happened when

engineers forgot to keep track of their trains. Usually they are minor. This time it wasn't.

Now for an apology. Who am I to get all preachy about how to run trains? I have had my share of collisions at club events (as many of you may have witnessed) both when I cut things a bit too close and when I failed to pay attention. I guess reformed sinners are the worst preachers but I do think it had to be said.

I THINK I KNEW THAT! #6

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.

This month I want to move out of my usual format to bring you some news. Living in Tucson and modeling in G scale is a tough combination as we have had little commercial support. That means that we have had to travel to Mesa or other towns to find hobby shops which cater to G scale or we have had to rely on mail / phone orders to get our supplies. Therefore I want to share the following news with you.

Item #1. Several months ago a rumor made the rounds that George Solovay of Innovative Train Technology, maker of digital sound modules, was going out of business. This would have been very bad news for us in G scale as his products are extremely useful both on board our trains and at track side. I spoke with him some time ago and I am happy to report that there never was any truth to the rumor. His company is going strong and he has plans to expand in the future. See his ads in Garden Railways or check out his web site.

Item #2. Arizona Train Depot is located at 755 E McKellips in Mesa and stocks a good supply of G scale trains as well as O scale trains. Steven, the owner, has long given members of Phoenix area train clubs a 10% discount on his prices, most of which are already discounted. He has now extended that offer to all members of the Tucson Garden Railway Society. If you are traveling that way take along your membership badge and visit the store. Show them your badge and ask for your 10% discount.

Item #3. Word is out that Ace Hardware on 22nd Street will be expanding their retail space. Joe Findysz, who is a member of our club, and whose family own the store has plans to put in an expanded G scale train department. The store already carries many hobby supplies and a growing stock of LGB trains and accessories. We can look forward to this new development which should make our hobby shopping a lot easier. Joe has been able to maintain his prices on LGB so that he is very competitive with the mail order folks. That makes us all winners. Now Joe, if you could just put in a coffee pot and some chairs the club members would have a place to hang out, when we are not playing trains. On second thought that might not be the best of ideas.

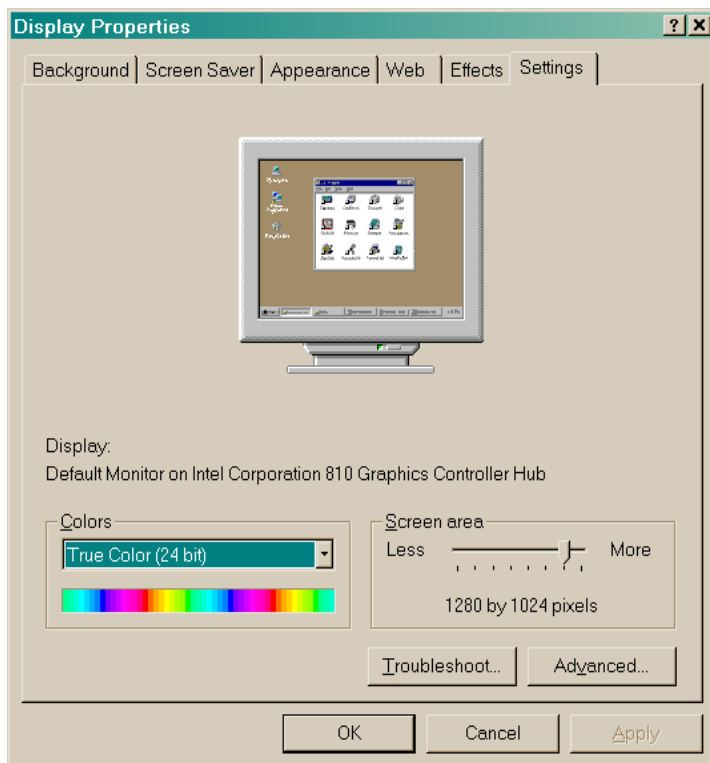
Well that's the good news that I have to share with you. Next month we will go back to your questions.

Rail Bits # 4

(A stopover at the Digital Station) by Jerry Tulino

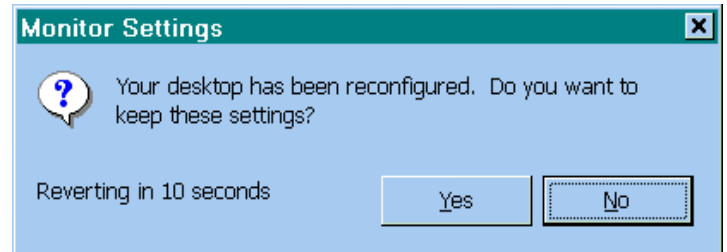
How do I change my screen resolution (and why would anyone do that?)

As described last month, the screen resolution defines the amount of information that is displayed on the screen as well as the size of the individual letters and numbers. To view or change your resolution, "right-click" on any blank area on your desktop. Select "Properties" and then click on the "Settings" tab. You will see a display similar to this...



The section entitled "Screen area" indicates the current screen resolution. Write down this setting in case you want to go back to this size later. You can move the slider 2

bar up or down to change it (limited by the capabilities of your monitor and it's controller). If you do change it, the "Apply" button will become active (allow you to click on it). When you do so, a warning message will be displayed (the wording depends on the version of Windows that you have). You can select the "OK" button and the resolution will change to the new values. A second "warning" similar to this will be displayed...



Select either the "Yes" or "No" button. Your screen will now be set to the new size. If you like it, you are done (or can experiment with other sizes if you want to). If you don't like it, just change it back to what it was when you started. NOTE – changing the resolution will result in the icons on your desktop moving in relation to the change. You can drag them back where they were when you determine the size you want to keep.

Roy's Video Car



Last month Roy Eberbach explained how he had turned a work caboose into a working video car. Above is a picture of the completed project.

COLLECTING SPECIAL CARS

By Dr. Roy Eberbach

From the very early days of our hobby manufacturers, organizations, persons, communities, and clubs have created special limited run cars to commemorate special events. Today even the N.M.R.A. has created the "Heritage Line" of scale cars offered in all scales G through Z (more about that latter).

As one who is models in HO, O Tin-plate and G scale, I have been collecting HO cars for more than 30 years, and

G scale cars for about 5 years. I do it not as an investment (although some cars have quadrupled in value) but for the fun and memories of it. Cars from conventions remind me of the fun and people connected with that event. Cars from cities, states, or special places remind me of the time spent there. Cars bearing the logo of great model railroads remind me of our history and heritage. Some of these cars will run on my railroads while others will be on display shelves, and a few will find very special places in my office. Now that I also collect G scale cars, I require a larger space for my collection.

These special cars come from a variety of sources. Over the years manufacturers have produced many such cars painted for historical events, products, teams and even comic books. The Bicentennial (1776-1976) brought many special cars and engines. USA Trains have given us Christmas and holiday cars with new Christmas cars coming out each year. Several companies produce cars for soda, automobiles and beer. There are convention cars, Queen Mary Show cars and N.M.R.A. heritage cars to name some. The oldest G scale car in my collection is from the first Cincinnati Convention in 1991 (pictured below).



Another source of cars are model railroad clubs, regions, and the national N.M.R.A. These are produced as fund raisers for the organizations. In our area The Gadston Pacific Toy Train Museum has built their new building in large part through the sale of such "O Tin-plate" cars. Cars may commemorate conventions, anniversaries, a railroad, or a model railroad. The Heritage Series From the National Model Railroad Association is a good example. These cars commemorate the great model railroads of persons who greatly contributed to our hobby and who are now dead. The line has been so successful that the N.M.R.A. has added a second line called Living Legions. These cars are produced in all major scales Z through G.

Well then where does one find these cars for sale? First, watch the ads in R.M.C., M.R. and Garden Railways. Manufacturers, and others advertise on a sometimes basis. Second, watch the club notices in the national magazines. Often there will be pictures of the special cars. When visiting railroad museums, conventions, shows, or train events, always check to see if they have special cars available. To find older cars check hobby shops which buy used trains. Also look at flea markets and regional / national train shows. One thing I always do while traveling

is to visit hobby shops in distant areas. I have found some really interesting items in retirement areas like Phoenix, Florida, and Texas. This is just one more way to enjoy our hobby and share its story with others.

Shopping Tip

Marty Hart reports that www.a-trains.com is a good web site. She reports that she found it when searching for a source of videos of the Tracks Ahead television show sponsored by Kalmbach. She mentioned that there are eight videos in all.

Freelance Locomotive Shed

EDITOR'S NOTES:

All of the prior couple of month's warnings about language differences, measurements in mm and only roughly translated, and the need to resize for most locomotives apply. So does the warning that once you try this and find out how easy it is and how much fun you can have, scratchbuilding may become addictive.

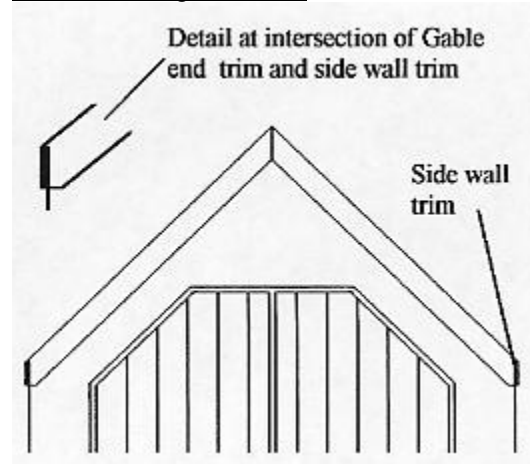
Freelance Locomotive Shed

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

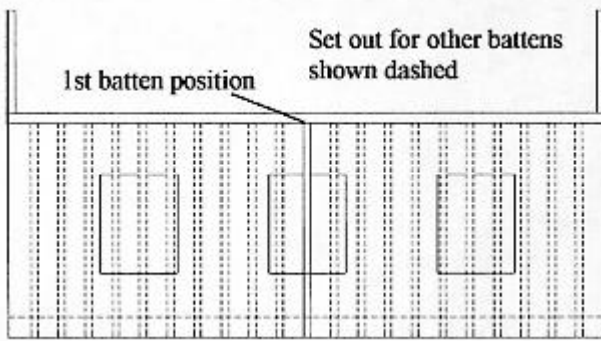
Part 3 Finishing

Wall trim and gable ends

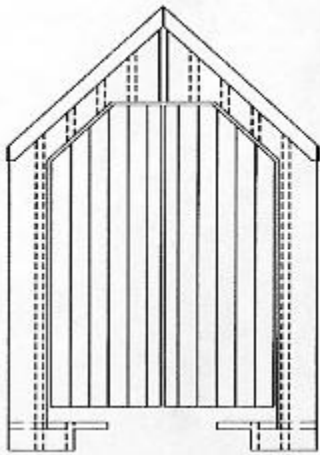


Set the balsa wood stripper to 8mm (5/16") and slice two full length strips off the 1mm (1/32") balsa sheet. Cut 4 piece of this material at 130mm (5 1/8") and then neatly cut a 45° angle on one end of each piece. Fix these pieces on the ends of the shed with the 45° ends meeting neatly at the apex and the other end sticking past the walls. The tops of these pieces should be flush with the top of the wall angle. Now cut two pieces so that they will fit in-between these along the sidewalls. When fixing the sidewall pieces keep the outside corner in line with the top edge of the gable end pieces (they should be just below the top of the side wall). The gable end pieces can now be trimmed flush with the outside of the sidewall pieces (cut them slightly long and finish flush by either sanding or use a flat mill file).

Battens



Lay the shed on its side and mark the centre of the wall, measure 2mm ($3/32$ ") each side of this centre mark and square these marks from the wall trim to the bottom of the wall. Set the balsa stripper to 4mm and slice a number of strips off the balsa sheet, using the pencil lines as a guide super glue the centre piece in place. This piece spans over a window opening and needs to be fixed accurately as it used as a guide for the others - so if this one is on an angle the others will be too. Trim it flush with the bottom of the shed and repeat for the other side. When the glue has set, place a suitable spacer (12mm ($15/32$ ") wide by 180mm ($7\ 3/32$ ") long) against the edge of this first batten and glue the second batten in place, keeping it firm against the spacer. Do alternate sides and slowly work out towards each end of the shed - check the occasional batten to make certain that it is still square.



Repeat the above procedure for the front and rear walls of the engine shed. The positions for the battens on the front of the shed will need to be squared up individually from the bottom (this is why we left the plywood under the double doors). After marking the batten positions on the front wall, trim the plywood under the doors down to the top level of the floor and carefully cut around the floor and front edge of the floor supports before fixing the battens.

Carefully trim the battens flush with the top and bottom of the openings. The top of the battens under the windows may need to be in a straight line depending upon your choice of door/windows.

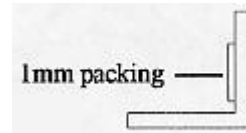
Prime the battens and paint all the exterior in the colour of your choice.

Making the door and windows

For this I suggest making two pieces of equipment (jigs)

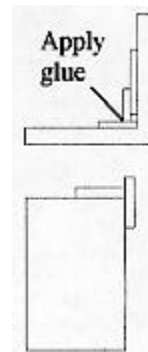
- one to aid in the making of the frame
- one to ensure that the window/door frame is assembled square.

Frame aid



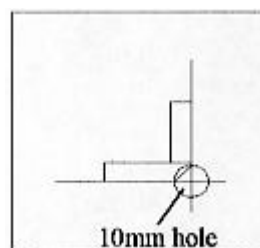
The ideal starting material is a piece of aluminium or steel angle about 100mm ($3\ 15/16$ ") long. This needs to have a square internal corner so check this as some have a slight round on the internal corner. If this is not available then glue two pieces of timber together to form an internal right angle. Glue a 1mm ($1/32$ ") packing piece to one internal leg of the angle, keeping it about 2mm ($3/32$ ") up from the other leg.

Making the frames (window)



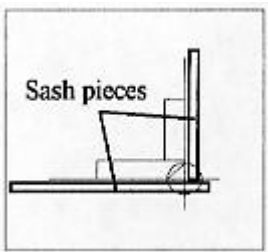
Set the balsa stripper to 5mm ($3/16$ ") and cut 14 pieces at 90mm ($3\ 17/32$ ") long for the frame sides and 14 at 50mm ($1\ 31/32$ ") long for the top and bottom. To glue these together place one piece in the aid flat down on the bottom and tight against the vertical leg. Place the other piece against the packing piece and checking that it is tight against the bottom piece apply super glue to the join line. The packer ensures that the frame is not glued to the jig as capillary attraction draws the glue into the joint. After the glue has set the protruding edge can be either sanded or filed off to form a frame that has an internal side 6mm ($1/4$ ") overall and an external facing that measures 4mm. This is easier to do if the frame member is placed over a piece of 45mm ($1\ 25/32$ ") by 20mm ($25/32$ ") piece of timber that is held in a vice.

Sashes



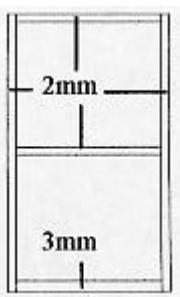
Strip 14 pieces of balsa 2mm (3/32") wide by 80mm (3 5/32") long, 14 pieces 2mm (3/32") wide by 40mm (1 9/16") long and 7 pieces 3mm (1/8") wide by 40mm (1 9/16") long. Trim the 40mm (1 9/16") pieces down to 36mm (1 13/32") making sure that the ends are square and that they are all the same length (see *article on making a sander*). If using the sander first sand on end square then measure 36mm (1 13/32") from the face of the abrasive paper, locate the paper clip 'stop' at this point, but the square end against the 'stop' and sand until the packer on the sanding block comes in contact with the material support.

Assembling aid



On a piece of flat plywood mark two lines that form an accurate 90 degree angle. At the apex of this angle drill a 10mm (13/32") hole (about 4mm (5/32") deep). Secure two pieces of straight material (about 30mm (1 3/16") long) to the ply along the inside of the set out lines, remove the sharp corner formed by these pieces. The hole and the bevel will stop capillary attraction from gluing the sash to the aid.

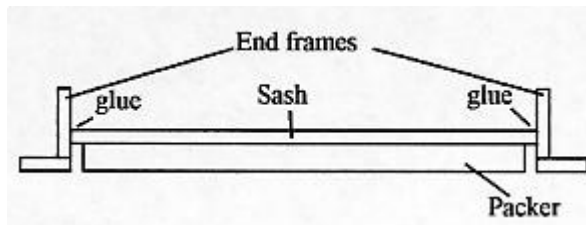
Making the sashes



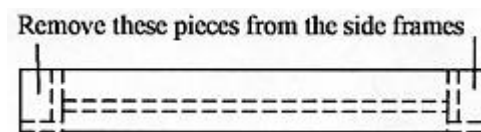
(Note if thicker material is used for the frames a new width and height must be calculated for the finished size).

Place a 80mm (3 5/32") length of balsa against one leg of the jig allowing the end to extend 5mm (3/16") past the other leg (a pencil mark for future reference is handy). Butt a 2mm (3/32") by 36mm (1 13/32") piece against this and apply a drop of glue. Use the glue sparingly as a drop goes a long way. Allow the glue to set for about 5 seconds and then repeat this process 6 more times. Measure down from the top of the 36mm (1 13/32") long piece 72mm (2 27/32") to mark the outside edge of the 3mm (1/8") bottom rail, and glue these in place. Now measure 32mm (1 1/4") up from the inside of the bottom rail, this marks the bottom of the centre rail, and use the jig to glue the centre rail in

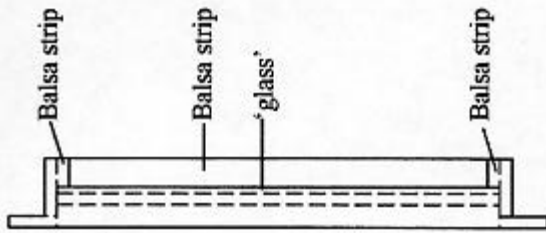
place. You should now have 7 E shaped pieces of material being 38mm (1 1/2") wide by 72mm (2 7/32") high with a 3mm (1/8") horn projecting out at the top and a 5mm (3/16") horn at the bottom. The other side can be glued on using the jig to ensure that the frame finishes square. Allow the glue to harden overnight and then sand the horns off so that the sides finish flush with the top and bottom of the frame. Note: a fine razor saw could be used to cut the horns instead of sanding.



Assembling the window



Using a flat surface as a base, place the sash down on a 2mm (3/32") packer that is slightly smaller than the size of the sash (2 pieces of 1mm (1/32") balsa will do this). Glue the 50mm (1 31/32") long frame members to each end of the sash being careful that the 4mm (5/32") facing side is down and that an even amount of overhang is on each side. Repeat this for all the sashes and when the glue is dry, sand the overhang back to the side of the sash. Now glue the side frames to both the sash and the top and bottom frame members, again keeping the overhang even at each end. Again when the glue is dry sand the overhang back to the outside line of the facing and remove that part of the side frame that is sticking up at each end. Give the frames a light sand and prime them well with either thinned oil based paint or thinned varnish, making sure that the primer soaks well into the balsa. After the primer has dried they can be finished in the colour of your choice. Before glazing the frames trim the battens above and below the window openings in the walls so that the window facing fits hard against the plywood wall. To do this it pays to number the frames and the openings so that each opening is trimmed for individual windows (this allows for slight variation in the making of the frames). Place the window into the opening until the back of the facing comes into contact with the battens, make sure that it is seated hard down at the bottom, then with a sharp craft knife mark the outside of the facing onto the batten. Remove the window, cut the battens and then check that the windows fits snugly. If all is well the window can be glazed by cutting a piece of clear plastic slightly smaller than the inside measurements of the frame and securing it in place with clear selastic, or strips of balsa could be glue to the frame to secure the 'glass' (this method will also reinforce the sash).



Door

The door is made up by starting with a solid core that measures 46mm (1 13/16") by 92mm (3 5/8"), this can either be a piece of 4mm (5/32") plywood or two pieces of balsa glued together. Make the door frame up in the same way as the window frames but with 4 pieces 50mm (1 31/32") long and 4 pieces 102mm (4 1/32") long. Assemble the door in the same manner, by placing the core on packing pieces and gluing the frame around it. Fit the door by trimming the battens, paint it and then drill a small hole so that an escutcheon pin can be used as a door handle.

Paint all the exposed ends of the battens before gluing the windows and doors in place.

I can supply the 7 windows and door cast in resin for this project at a total cost of \$20.00 including postage, this includes a brass escutcheon pin BUT does not include glazing material.

California State Railroad Museum and Sacramento Garden Railway Convention

Many club members are headed for the 19th National Garden Railway Convention in Sacramento, California which runs July 9th through the 13th. While there take some time to visit the California State Railroad Museum(CSRM) located in the "Old Sacramento" section of town. The convention will offer a free shuttle service (your convention badge is your boarding pass) for people wanting to visit the museum or see the generally spectacular Del Oro Pacific Modular layout.

The CSRM is one of the finest railroad museums in the United States. It is open 10 AM to 5 PM daily and admission is \$4. They rotate their locomotive collection so I can't promise what you will see but Central Pacific #1, the wood burning 4-4-0 is permanently on display inside the main building as is SP #4294 a huge cab forward AC-12 class articulated. Other engines are being placed in the newly renovated SP shop building. You may get to see the very rare 4-2-4 SP #1 the C.P.Huntington, the beautiful Southern Pacific E-9 in Daylight colors or the F-7 A/B set in Santa Fe warbonnet paint scheme.

In addition to the regular exhibits the CSRM has several special exhibits including "Bringing Up the Rear" an exhibit of the lit signs (drumheads) that used to identify and distinguish the rear of major passenger trains. Another

special exhibit is "Toy Trains on Parade: A Preview of the Thomas W. Sefton Collection of Toy Trains" which includes pieces from such manufacturers as Buddt L, Ives, American Flyer, Marklin, Marx and Lionel. In addition to the trains themselves there are accessories such as depots, bridges, tunnels, human figures, street lamps, crossing signals, commercial buildings and homes.

Home Show

We had a 50' by 50' foot space on the lower floor of the Tucson Convention Center for the Home Show June 13 through 15, and filled the space with our modular layout, the children's layout and scenery modules. Several new trains were on display including a very nice MOW train that Gary Martin inherited from Chris Lawson. One of the cars was a diesel power car but the sound system was so loud that Nick was moved to disconnect it before it drove us all up the proverbial wall.



Gary Martin's station at the home show. Note video camera mounted on the approaching locomotive.

There was also an impressive six car streamlined passenger train pulled by a FA/FB set in Santa Fe war bonnet colors that had been donated to the club by Gary and Al Lathrem from the trains Chris had left to them. Having found the MOW sound car too loud we all bemoaned the lack of sound from the FA/FB set. Seems like model railroaders are never happy.



Streetcar passes town scene at home show.

George Fitzner and Gary Martin brought locomotives and trains and we were able to keep the tracks busy with several long trains. I ran a battery powered train in the "wrong" direction on one loop and delighted viewers as the regular and battery powered trains dodged around one another at the sidings in the yards and in front of the towns.



A young visitor and her Mom enjoy the cog railway on the kids layout

Our raffle was won by Patty Guenther. (pictured below)



It's nice to see that she has children to enjoy it. Treasurer Willis Fagg reports that the raffle brought in \$457, netting the club \$278 after deducting the cost of the LGB starter set.

With the Dirksens gone for the summer we didn't have the park module at the end of the streetcar line but George Fitzner set up a very successful amusement park complete with music, children's laughter and flashing lights. As you

can see in the pictures Gary Martin's station and many other buildings created a very attractive town scene.

All in all it was a very successful three days. These pictures and others are posted on the club web site.

Minutes of Last Meeting

We met at the Ulmers on June 21st but President Nick Buchholz has asked that I hold the minutes of that meeting until the August news letter. The theory being that you will get the minutes and read them shortly before you are asked to approve them at the August meeting. Of course, by the time you get to see the June minutes, you may have forgotten what actually transpired at the meeting.....

LGB Tour

Marty Hart has provided us with information on the LGB Telegram Tour for 2003. The Tour called "Steam in Austria" will be September 27 through October 12. The tour costs \$4,695 per person including lodgings and air fare from Dulles airport. The price also includes 24 meals (14 breakfasts, 2 lunches and 8 dinners).

This is really a packed 15 days of touring with rides on 10 railroads including the high speed electric ICE (Inter City Express) train, 4 steam railroads (of various gauges), 3 steam cog railways, an electric cog railway and a diesel cog railway. There are at least two lake cruises and a horse carriage ride as well.

In addition the group will tour four different maintenance and restoration facilities and the LGB factory. Since the tour is sponsored by LGB you can be certain that the factory tour will be very special. If that wasn't enough the tour also includes King Ludwig's Herrinchiemsee Castle, the Deutsche Bahn Transport Museum and the Nurnberg Toy Museum.

Loyal and Marty Hart have toured with this group in the past and have been very satisfied. Loyal says that if you love to ride trains, this is the tour for you. If you are interested you should contact Bob Poole at the Naperville Travel Bureau by the end of June. His toll free number is 1-800-967-0152.

Don't be MisLED

In last month's issue we had part 1 of an article on using LEDs to replace bulbs in trains. The author is working on part 2 of the article but, unfortunately, insists things like earning a living and being able to eat on a regular basis have priority over model railroading. We older and wiser retired folk know that this is a serious error in priorities but will have to abide by the author's decision and wait until next month (we hope) for part 2.

Anonymous Submissions

The following item was submitted anonymously and is presented un-edited. I suspect you will understand why after you have read it:

Sage advice from the old model railroader:

Never EVER try to glue on window mullions after three beers.

Welcome New Members

Ibby Ulmer reports that we have three new TGRS members this month. Join me in welcoming:

- Annell Gooden,
- Don & Diane Lindberg and
- Buzz & June Weaver

Sound System Donation

The sound system that Nick used at the last meeting, which allowed all of the members to hear him, was donated to the club by Jerry Wilson. Thanks Jerry.

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

- 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
- August 18** BOD meeting at Willis Fagg's home 7:30 PM
- Sept 20** Meeting at Jay & Sallie Sanders' home 10:00 AM
- Oct 25** Meeting at Neal & Winnie Mosely's home 1:00 PM (evening showing 7:00 PM)
- Early Nov** Roundabout in Phoenix (date to come)
- Nov 15** Meeting at Ken & Mary Karrels' home 1:00 PM
- Nov-Dec** Tucson Botanic Garden holiday layout (?)
- Dec** Meeting and Holiday lunch at Roy & Mary Ann Eberbach's home

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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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