



## Tucson Garden Railway Society's

# Time Table

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

January 2004

## No January Meeting Many Upcoming Activities

### American Home Show

We will be setting up the modular layout at the American Home Show beginning at 1:00 PM on Wednesday, January 7<sup>th</sup> and continue at 9:00 AM on Thursday, the 8<sup>th</sup>. The show itself will run noon to 7:00 PM on Friday, the 9<sup>th</sup>, 10:00 AM to 7:00 PM on Saturday, the 10<sup>th</sup> and 10:00 AM to 5:00 PM on Sunday, the 11<sup>th</sup>, when we will tear down.

### Toy Train Operators Swap Meet

This will be at the Rodeway Inn's exhibit building near Grant and I-10. At this show, the children's layout will be used without the modules. Set up will be at 6:00 AM on Saturday, January 17<sup>th</sup> which is also the day of the show. The show itself opens at 9:00 AM and will run to 3:00 PM, when we will tear down.

### Public Open House

Saturday and Sunday, January 24<sup>th</sup> and 25<sup>th</sup> are the dates for the public open house which will offer eight different layouts from noon to 4:00 PM each day. As you already know this is a new sort of fund raising event for the club. See Roy's article for more details. TGRS members with questions should contact Roy at 531-1087, his home phone. This is different from the numbers on the poster which leads to a recorded message explaining where tickets may be purchased.

### Great American Train Show

Set up for this event will begin at 8:00 AM on Friday, February 6<sup>th</sup> at the Pima County Fairgrounds. The show itself will be on Saturday and Sunday February 7<sup>th</sup> and 8<sup>th</sup>, from 11:00 AM to 5:00 PM each day.

## T.G.R.S. FUND RAISER

By Roy Eberbach

Our Tucson Garden Railway Tour is coming along well. We have selected eight garden railways which will make up the tour. Folks have volunteered to help sell tickets and work at the layouts on the weekend of January 24 / 25. We have been selling tickets at the layout at the T.B.G. Each family who was present at the December meeting was given a ticket packet with 10 tickets and instructions. If you did not get your packet or need more tickets call Roy Eberbach at 531-1087.

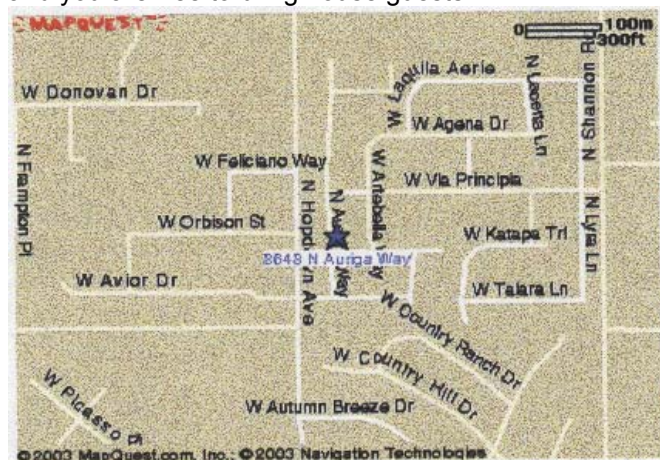
In January we will be putting up posters and flyers at any and all places that will accept them. That's where you can help. There are posters in your packet. If possible put one up at work, church or places where you shop. Give the yellow flyers to your friends and neighbors and spread the good word. Please do not give out any of the maps except with the sale of a ticket. This is for security reasons. Please refer to your instruction sheet included in the packet.

During early January I will be calling you to ask you to work at layouts on the Railway Tour Weekend. We will need people to punch tickets at each stop, sell raffle tickets for the starter train set and support the host and hostess at each layout. The work hours will be from 11:30 a.m. till 4:30 p.m. on Saturday and on Sunday. If you can be there both days great. If you can serve only one day that's good too. All workers and hosts will receive written instructions in early January.

Please remember this event will only be a success with your efforts and help. People love to see our trains in action. You will be doing them a favor to tell them about this event. Spread the word in any way you can.

## January 1 Open House

Phyllis and Bob Dirkson invite all members to an open house on Thursday, January 1<sup>st</sup> from 1:00 PM to 5:00 PM at their home 8648 N. Auriga Way. No RSVP is required and you are free to bring house guests.



I think that the simplest way to get there is to take Shannon Road to Via Principia to Auriga Way. Bob and Phyllis, who know better than I, suggest you come from

Shannon west across Club Drive to Hopdown. Then take Hopdown north to Avior and Avior east to Auriga. If you get lost the Dirkson's phone number is 742-9503.

## Stub Switches

By Mark Edwards, of Ramona, CA

The following article first appeared in the San Diego Garden Railway News and is reprinted here with the permission of both the author and that news letter.

Most garden railroaders that model using sectional track are familiar with point or split switch turnouts. These mechanisms allow the movement of rolling stock from one set of tracks to another via an opposable pair of tapered points which guide the wheels in the desired direction. Although split turnouts are used on almost all modern prototypical railroads, it not surprising that other designs were developed and utilized.



The unspiked switch rails (bottom of photo) of a stub switch are held in gauge by a metal rod (head rod), seen crossing the center of the image. Moving across metal slide plates, these rails are aligned with the lead rails of the desired route of travel (Mark S. Edwards, photo).

During the early history of railroad construction, the stub switch turnout was commonly used. The stub switch was durable and simple in design, but was vulnerable from several disadvantages compared to the split switch turnout. Stub switches required frequent servicing and adjustment, and would derail equipment passing through it from frog towards switch rails when set in the wrong position. The American Railway Engineering Association was formed in 1899, by this time stub switch turnouts were no longer being constructed.

The stub switch rails are actually unspiked ends of the straight stock rails, held together and literally flexed from one route to the other (this is the origin of the term "bending the rails"). The turnout is a simple circular curve from the beginning of the switch rails through the frog point.

Of course, there were different modifications of the stub switch, including two- and three-way versions. A modern re-creation of the three-way stub switch can be found in

the narrow gauge yard at the Orange Empire Railway Museum in Perris, CA.



This perspective shows the three-way stub switch as approached from the narrow gauge engine barn and yard. The switch stand (red target) controls the direction of the switch rails. A split switch follows the stub switch, with access to another siding (far right) (Mark S. Edwards, photo).

The only preserved three-way narrow gauge stub switches in the United States are thought to be on the East Broad Top Railroad in Pennsylvania (ca. 1910), which is still traversed weekly by EBT locomotives; and a Rio Grande Southern switch at the Colorado Railroad Museum may be the only ones in America.

For those modeling logging operations, or early steam railroads, including stub turnout(s) would be a unique detail not seen on most layouts that use sectional track components.

Several articles and web references are available for those interesting in building your own stub turnouts, or perhaps a trip to the Orange Empire Railway Museum would provide enough inspiration. Let us know if you already have, or include in the future, one of these functional turnouts on your garden railway.

### References

Martin Fischer. 2000. Building a Stub Turnout. <http://narrowgauge.railfan.net/stub.html>

William J. Bussaca. 1991. Motorized Stub Turnouts in Sn3. Narrow Gauge And Shortline Gazette, July/August.

Carl Caiati. 1991. Modeling a stub switch. Model Railroader, January.

## Editor's Rant

I would like to share some observations on the product reviews in Garden Railways (GR) magazine. Now don't misunderstand. I think GR is a great magazine with all sorts of useful articles and information. It seems to me, however, that the recent product reviews are slanted more towards avoiding giving offense to the advertisers than to helping the subscribers.

Several months ago GR published an editorial in which they said that if a product review was generally going to be negative they saw no purpose in publishing it. Instead they would advise the manufacturer and work with them to improve the product. I told GR that I didn't agree that a negative review would serve no purpose. If nothing else it warns readers of defects in products which we might otherwise purchase.

OK, so I don't agree. It is Kalmbach's magazine and they get to set the philosophy. At least they told us what they are doing and we do have the pros and cons on each product to help us evaluate them, right? Not really. Although GR prints cons in each review, they limit the cons to a narrow range. This has never been set out in GR and is, in my opinion, misleading.

As an example, GR reviewed the RCS remote control system and found no cons. I wrote the GR editor a note saying that I thought there were at least three things that anyone familiar with remote control systems would consider as cons. There is the fact that the RCS system, as tested, requires a separate transmitter for each locomotive (both Aristocraft and Locolinc allow you to control multiple trains from a single transmitter). Then there is the fact that the footprint (size) of the components was larger than other (Aristocraft and Locolinc) remote control systems available on the market, which can create installation problems. Finally there is the fact that both of the other systems are available at lower prices than RCS.

He very politely responded that since RCS worked as advertised, they found no negatives and that GR did not, as a matter of policy, compare different manufacturer's products in the reviews.

As with any other policy, it is their magazine and they can publish whatever they wish. This lack of comparison to whatever else is on the market, however, has never been stated. Since GR regularly compares models to the prototype and comments on pulling power and speed range of locomotives, a reader might be led to think that products are judged against what is considered normal performance in the hobby, not simply compared to their advertisements.

There is also some evidence that the reviews are light on the product's cons. GR reviewed USA Trains new PA and

PB diesels in the December 2003 issue, for example, but did not report the problems with power pickup discussed in Ken Martin's article (below).

GR remains a great and useful magazine. If, however, you are considering purchasing something they have reviewed, I suggest that you check around with others in the hobby to find out if there are significant undisclosed negatives.

## USA PA-PB SLIDER PROBLEMS

By Ken Martin

The following article first appeared in the Bay Area Garden Railway Society's Trellis & Trestle and is reprinted here with the permission of both the author and that news letter.

I recently acquired a USA Trains Alco PA-PB locomotive set. As is to be expected of USA Trains current products, these are beautiful and of excellent quality. In addition, their operation is near perfect.

On their initial run they started off smoothly and ran flawlessly – until they came to the first switch. When the rear trucks passed over the switch, the engines literally jumped into the air and derailed!

After a few quick checks to determine the problem, it became obvious that the pickup sliders were dropping into the switch frogs and catching. I also noted that this only happened when the locomotives crossed the switch from the back, i. e. when the locomotive was traveling in the same direction that the switch points are pointing. Also, there was no discrimination. This action took place on both LGB 1600 and Aristocraft 1800 switches.

The trucks on these engines have sliders between the driving wheels. I am not a fan of sliders. I feel that they, in effect, are a statement that the manufacturer doesn't have faith in the design of his wheel pickup system. Not only that, but they seem to wear out very rapidly and, in many cases, are kind of ugly.

The sliders on the PA-PB appear to be shorter than average, which may be the basic cause of the problem. My first thought was to simply remove them. Each truck has six driving wheels, all of which drive but only four wheels pick up power, which should be sufficient for good operation – or so I thought. To check this out, I wedged the sliders in their highest up so they would not contact the track. The engines ran fine except at low speeds over switches, where they would stall. It dawned on me that two of the pickup wheels on each truck had traction tires. That made them almost ineffective as power pickups, leaving only two wheels per truck picking up power. Apparently that isn't enough.

My next thought was to lessen the downforce on the sliders. I did this by bending them upwards so they did not press on the track so hard or drop down quite so low when passing over the switch frogs. In order to make them uniform, I put a straightedge across the treads of the wheels ahead of and behind each slider. I then bent the

sliders so that each one deflected only about .005" when the straightedge contacted them and the wheel treads. I also tried to keep the straightedge approximately in the center of the wheel tread while measuring the deflection.

After this adjustment, the operational test went just fine. The jumping and derailing were eliminated but the sliders still made a horrible ugly noise when passing over switches. Oh, well, I guess you can't have everything.

In my opinion, the real solution to this problem is to remove the sliders altogether and add power pickups to the other two wheels on each truck. I intend to pursue this further. If I come up with anything useful, I'll let you know. Stay tuned.

## I THINK I KNEW THAT! #12

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.

### #12-1 You use Mini-scenes on your railway. Why?

Early on in this great experiment with Garden Railroading, I decided that details made a model railway much more interesting. I found out the hard way that I could not leave detail pieces outside on our railway. First there was the sun which destroyed the surface of the pieces and then there were the dreaded PACK RATS. While we are constantly at war with them they seem to always be with us and they love model people, animals and anything else that is small and interestingly shaped. The result is as some of you have found out "things just vanish". When you clean out a pack rat nest it is amazing the things that you find. Therefore I have tried to make sure that any detail parts which must be left outside are attached firmly to whatever they are part of. As for people, animals, vehicles, street details and the like I have taken to building mini-scenes which can be stored inside and placed on the layout before shows. This makes for a lot of work but so far it seems to be worth it.

### #12-2 How do you build your Mini-scenes?

First I try to find a place where the mini scene will be located. Then I cut a base out of styrene, Plexiglas or Rhino board to fit the space. The larger the space the heavier the base material. Next I compose the scene in much the same way a photographer composes a picture. Lastly I gather the details which will make the scene. A simple scene such as people waiting on a platform for the train involves picking individuals of the same scale (1 to 20.3, 1 to 22.5, etc.) Different size people can be used depending upon whether the scene is close to the viewer or further away. That's called forced perspective. Then add station details like a luggage cart, newspaper stand or Coke machine. Compose your scene and carefully glue everything down. A more complex scene such as an armored car robbery was made up of three separate mini-scenes. First there was the armored car and guards, second there are villains and last there are the police.

Each is made up so that it can be used in a different context or by itself.

### #12-3. Where do you get ideas for the Mini-scenes?

Some of these scenes are generic like people waiting for the trolley or eating at a snack bar. Others come from memory, newspaper photos, books, movies and our imagination. Being a super hero fan in my youth I have placed Bat Man and Robin complete with Batmobile in a mini scene. If you are old enough you might remember Marilyn Monroe in a photo with her skirt blowing high. It was quite something for the time. Well there is a mini-scene with photographer and Marilyn posed for the shot. There was a movie called Bullet with Steve McQueen. There he is with his car from the movie and a group of admiring fans looking on. How about a group of yard workers breaking for lunch, the village smithy shoeing a horse, a funeral in you local cemetery or a wedding at your local church. I know one model railroader who had strikers walking a picket line outside the rail yards. The list goes on and on.

## The Influence of Tractive Effort

By George Schreyer, [www.girr.org](http://www.girr.org)

The following article first appeared in the San Diego Garden Railway News and is reprinted here with the permission of both the author and that news letter.

Tractive effort is the force that a locomotive can apply to pull a train. Real locos pull from a few thousand pounds to several hundred thousand pounds depending on the locomotive design and its weight.

Tractive effort can be measured with special test cars, but the usual method was to simply measure the weight on the locomotive's driving wheels on a special scale and to divide by four. This worked well for steam locomotives and older diesel locomotives. Newer diesels with sophisticated traction control systems can exert up to 40% of their weight in tractive effort under ideal conditions.

Model locomotives work in much the same way. Provided that the motor can handle it, a heavier loco will output a lighter one. With some models, the actual sliding friction of the wheel to rail can be modified with a rubber or plastic traction tire. Some Lionel "O" scale locos have a feature called MagnaTraction where the wheels themselves were magnetic and adhered to the steel rail better that weight alone would allow.

There are two methods commonly used to improve the tractive effort of large scale locos by increasing the traction. These methods are traction tires and/or additional weight.

Most large scale locos have more motor power than they can use so that, with some care, the traction and therefore tractive effort can be improved beyond the box stock condition at a small risk to the loco. More traction allows a loco to pull a longer train without wheel slippage. At first

blush, this would appear to be good, but there can be a serious darkside to improvements in traction. Some locos won't tolerate increases in traction at all.

A loco that is "improved" to increase traction can be made to work harder before the wheels slip. Wheel slippage is a protective mechanism for the loco. If the weakest link is the wheel to track connection, the load on the motors and gears can only rise so high before the wheels slip and limit the load. This is an obvious condition that the operator can then remedy by reducing the load.

If wheel slip is prevented or delayed, the loco will work harder before its self protection mechanism (wheel slippage) occurs. As the loco works harder, the motors will draw more power and run hotter. The load on the gears will be higher and gear wear will increase. These increased stresses will tend to decrease the life of the loco. These increased stresses may not be immediately obvious to the operator and the loco may become physically damaged before the operator realizes that irreversible damage has occurred.

In some cases, the reduction in life can be dramatic and immediate. If the loco was lightly built, like a Bachmann Big Hauler, additional force may push it right over the edge and strip out the gear train virtually instantly.

Some locos are a little light on motor power in relation to their traction. The Aristo Pacific is one such example. Increases in weight can increase the traction sufficiently so that the motor will actually lug and maybe even stall under load. This will cause the motor current to increase dramatically and can result in very rapid motor failure.

If the improvement was gained by adding weight, the forces on the axle bearings will be higher all the time and the bearings will wear faster. If the loco is equipped with ball bearings, bearing wear is not as serious a problem. In any case, proper lubrication is critical for an "uprated" loco.

## Concrete Building Flats

By Dottie Fagg



Four buildings in place on the Fagg's Catalina and Rincon Saddle Railroad.

Our railroad is in a very narrow space behind our pool. We do not have much room for a town, but do have space along the wall for building facades. After attending the seminars on casting concrete buildings at the Sacramento convention, I decided that I could create the buildings we wanted. I purchased several different casting masters in order to have a variety of building types. For fun, I decided to start with buildings depicting the hobbies and interests of our kids and kids-in-law, and so built Andy's Magic Store, Maryann's Pet Store, Ken's Bicycle Shop, and Amy's Flower Shop (still under construction). I also built a Heart Rock Café just for fun.



Maryann's Pet Store



Andy's Magic Shop, note window display.

I started each building by casting the sides 2" wide with 1/2" wire mesh bent at a 90° angle for casting onto the building front. Once the sides were set up, I cast them onto the building front, placing windows and doors where I wanted them. For each building I cast a base as wide as the building and 4" deep. In this way the buildings can be lined up with a continuous boardwalk in front. For the 1 story buildings, I also cast a roof per instructions in Mary and Tom Lavelly's book "How to Model in Stone & Cement."



**Ken's Bicycle Store**

For store windows where I wanted to display merchandise, I made the window the size of a 3"x4 1/2" plastic box. By removing the lid, I could use the dividers as shelves in the window. I glued the objects I wanted in the window to the box, then glued the box to the back of the window.

## Minutes of the Last Meeting:

Respectfully submitted by Ellen Stoesser

### HOLIDAY LUNCH AND GIFT EXCHANGE

Meeting-December 13, 2003

This was held at Roy and Mary Ann Eberbach's and 60 people attended. Pres. Nick Buchholz called the meeting to order and thanked the Eberbach's for hosting.

### Treasurer's Report:

Willis Fagg reported our current account balance was \$3,292.38. Revenues to date for the fiscal year 2003-2004 are \$3006.00 and expenses \$3067.73 for a net decrease to date of \$61.73.

2. Revenues to date for the Home Tour at the TBG are \$80.00.

3. There are current outstanding expenses of approximately \$500.00.

4. We currently have 80 paid memberships.

### Editor's Report;

Dick Izen needs articles and pictures for the newsletter.

### Vice President's Report:

Norm Ulmer had sign-up sheets for the next 3 events:

1. American Home Show---1/9-1/11.
2. Toy Train Operator's Swap Meet---1/17 We will have a table to sell tickets for our January 24/25 Round-a-Bout.
3. Gats Show-2/6-2/8 They will give us \$200.00 for being there at the show.

### Membership Committee:

Ibby Ulmer had badges for the new members.

Nick asked for members to host meetings. Contact Ellen if you would like to host a meeting.

### New Venues:

Roy Eberbach reported on our Round-a-Bout. Members were given a packet by Jay Sanders with information and tickets to sell for our January Round-a-Bout. Roy gave us these instructions:

1. Do not give out a map unless a ticket is sold.
2. Put your name and phone number on the poster.
3. Hosts should lock their houses and do not allow use of their bathrooms, as it is stated in the information packet there are no bathrooms available.

Roy will call people about assignments later. If you need more information or packets please call Roy.

### Education Committee:

Janet Mitchell reported that the Green Valley Garden Club would like to have a presentation given for their members.

She also would like to know if our members would like another workshop and to please think of a date.

Willis would like the members to put their flyers at their favorite restaurant or a business that you patronize.

Norm talked on the revised-by-laws. Under the section, Officers, the proposed wording is, the board will fill the appropriate BOD vacancies which occur between elections. The reason for this change was we were in need of a 9<sup>th</sup> member. The new wording was approved by the members. Bob Dirkson will become the 9<sup>th</sup> member.

**Shirts:** Joe Stoesser was selling shirts at the meeting.

Bob and Phyllis will hold an Open House on 1/1/04 from 1-5 P.M. There is no street parking, please park by the pool. Their address is 8648 N. Aura Way.

The meeting was adjourned so the fun could begin.

There is no January meeting.

## TGRS Board Meeting

Respectfully Submitted Ellen Stoesser

Dec. 16, 2003-7:00 P.M.

Location: Norm & Ibbey Ulmer's  
President Nick Buchholz presided over the meeting with all officers and members-at-large attending. Pres. Nick called the meeting to order.

The October 27, 2003 minutes were read and approved. The Board voted not to have the minutes of future Board Meetings read aloud as they are being printed in the Time Table.

#### **Treasurer's Report:**

Willis Fagg reported a current account balance of \$3292.38. Revenues to date for fiscal year 2003-2004 are \$3006.00 and expenses \$3067.73 for a net decrease of \$61.73. We have current outstanding expenses of approximately \$500.00. \$30.00 more has been collected for the Home Tour, making a total of \$110.00. \$282.50 was collected from the sale of hats and shirts.

A motion was passed to reimburse Norm Ulmer and Joe Duda for using their vans to go to the Phoenix Round-a-Bout. We made a profit of approximately \$300.00 from the Round-a-Bout.

#### **Newsletter:**

Dick Izen gave the Board information about our proposed newcomer handbook. It will be an 8 ½ by 11 folder which will not be bound or stapled. It will have 14 pages with a cover sheet. It will contain the roster, by-laws, and current officer's names.

#### **Events:**

Norm Ulmer said "sign-up sheets for the Swap Meet were fine, the Gats Show was good, but the Home Show needs people to volunteer to work".

Problems at the TBG were: the track was too close to people; children were trying to catch the lights and more TBG volunteers were needed to run the trains. Our cost for TBG was \$356.00, this included the starter set for the raffle which will be raffled off on 12/22/2003.

There will not be a Children's Layout at the Home Show because there is not enough room with a 20x40 space.

Willis will buy 100 rail clamps at Upland's for future use.

#### **Mentors Program:**

Joe Duda will be a Mentor for Bryon Kantarges.

#### **Modules Program:**

Joe Duda will call Gary to see about a work party to check the trailer before the Home Show. The trailer is going to be stored at Jim and Madelyn Cook's house if it will fit..

#### **New Venues:**

Roy Eberbach has extra packages and he will be calling in January about work assignments. Joe Findysz would like people selling tickets for our Home Tour right now as there is a lot of store traffic now. The Board approved \$100.00 for the TGRS Round-a-Bout Raffle for tickets, 8 cans, and photos (we would like them to be 11x17 if possible). The train would be photographed out of the box to be seen at

its best. Expenses so far, \$260.00 for Alpha Graphics, \$65.00 for paper and ink cartridges.

#### **Publicity:**

The write-up on the TGRS Round-a-Bout will go in the paper after Christmas.

#### **Permanent Layout Committee:**

Jerry Tulino reported to the Board on the findings of the Permanent Layout Committee. A Master Plan for TBG has not been evaluated yet and the TBG reps. could not commit to a layout for another 1-2 years. A permanent layout would be a major undertaking which would require large amounts of time and money and inevitably change the nature of TGRS. Could our goals be achieved by other means?

1. Workshop for the public
2. Small displays at Park Place or the other malls
3. Find a partner to provide space and equipment
4. Small displays at the Train Depot, craft shows, Library

It was decided that the Education Committee, Permanent Layout Committee, and New Venues would work together to provide education. A motion was passed to not actively seek a permanent layout but be open to one if it should arise.

#### **Officers Requests:**

Willis Fagg is still checking about insurance coverage for Officers and our trailer. Steve Dunlap will provide a formal quote on the trailer. The contents of the trailer are not insured. The problem is insurance is usually for small business and not clubs. Steve suggested we check with other clubs. Willis will continue to research and return with recommendations to the Board

Roy asked "what happened to our idea of having 3 Round-a-Bouts a year for the smaller layouts"? We would have the meeting at the larger layout then move to the smaller ones. Nick will work on this.

Norm told us that Rich Hall is going to do another trip next year to the UK, London and Edinburgh. For more information, call Norm.

Willis is still checking on storage units. He is checking the benefits of different storage sheds. We could use double the space.

#### **2008 Convention:**

Items discussed

1. Wording in the contract
2. What each club would do
3. Estimation of revenues and expenses
4. Should there be a line of credit ?
5. Vendor would all be in one spot
6. Clinics were yet to be discussed
7. When would the vendors be open?
8. Layouts in Tucson be open for 2 days and how many could the people see in 2 days?

The next Board Meeting will be February 10, 2004 at 7 PM at Nick Buchholz's home.

# Rail Bits # 10

(A stopover at the Digital Station)

by Jerry Tulino

## The end of the Line

In the December article I asked for feedback on the previous 8 articles. Although I did not expect an overwhelming response, I did expect more than 1 (which is all that I received). I have to consider the lack of interest as a lack of interest. Therefore this is the "End of the Line" for Rail Bits. No hard feelings, just a realization that there are other subjects that the members would rather see covered in the newsletter.

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 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

### **NO MEETING IN JANUARY**

- Jan 7-8 Set up for Home Show beginning at 1:00 PM on the 7<sup>th</sup>, Tucson Convention Center  
Jan 9-11 American Home Show, noon to 7:00 PM Friday, 10:00 AM to 7:00 PM Saturday and 10:00 AM to 5:00 PM on Sunday  
Jan 17 Children's Layout at Toy Train Operators Swap Meet. Rodeway Inn I-10 and Grant, Set up 6:00 AM, Event opens 9:00 AM  
Jan 24-25 TGRS Fund Raiser - Public Open House / Roundabout - Noon to 4:00 PM each day  
Feb 6 Set Up for Great American Train Show, Pima County Fairgrounds  
Feb 7-8 Great American Train Show (GATS)  
Feb 10 BOD meeting at Nick Buchholz's home, 7:00 PM  
Feb 14 Regular meeting at Sallie and Jay Sander's home 1:00 PM

### **TGRS Officers and Board of Directors**

<b>President:</b> .....Nick Buchholz.... 520-744-4932	<b>At Large Board Members</b>
<b>V-President:</b> ..... Norm Ulmer.....520-299-9401	Bob Dirkson.....520-742-9503
<b>Secretary:</b> .....Ellen Stoesser.....520-577-1210	Roy Eberbach.....520-531-1087
<b>Treasurer:</b> .....Willis Fagg.....520-760-0147	Bob Hoffman.....520-825-6967
<b>Editor:</b> .....Dick Izen..... 520-498-4634	Joe Stoesser.....520-577-1210

**Tucson Garden Railway Society**  
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