



Tucson Garden Railway Society's

Time Table

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

May, 2004

Meeting This Month

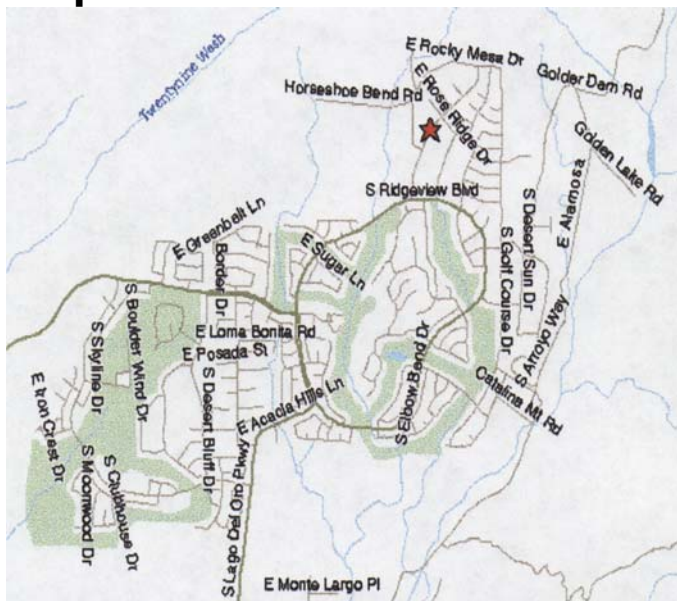
This month's meeting will be on Saturday, May 15, at 1:00 PM at the home of:

Herb & Terry Hoffman
 36395 S. Wind Crest Drive
 Saddlebrooke, AZ 85739

Telephone 825-6686

Bob & Phyllis Dirkson report that this will be the club's 10th Anniversary meeting and that there will be suitable recognition and celebration at the meeting.

Map & Directions



Take Oracle Road north through Oro Valley and Catalina to just into Pinal County. TURN RIGHT at the traffic light at the entrance to Saddlebrooke. Follow this road [Saddlebrooke Blvd.] over the ridge and into Saddlebrooke. You will pass the shopping center and fire station on your right. When you get to the stop sign at the intersection of Saddlebrooke Blvd. and Ridgeview Circle [approximately 3.0 miles], TURN LEFT onto Ridgeview Circle. The seventh left turn [approx. 0.8 miles] is Wind Crest Drive. TURN LEFT! [Note: if you come to a Stop sign, you have gone one block to far!]. Our house is approximately 0.25 miles up Wind Crest Drive on the right side. **PLEASE REMEMBER TO BRING CHAIRS.**

The Railroad

This railroad is a first effort. Some portions are still under construction. It features a 1910's AZ type area and a 1950's eastern type town. There is approximately 500 feet of mainline track encompassing a change in elevation of 3.5 feet. It has been built in a small area in one half of our backyard and on the one side of our house. It uses the LGB MTS controls for the locomotives.

New Trailer

By Norm Ulmer

Here it is, the first of May, and our new trailer is on it's way!! It is a Carson, like the one we presently own, but it is 2 feet longer, a foot wider, and, for those of us who didn't stop growing in time, it's a foot higher. The interior is fully lined with plywood on the walls, and it will have a system that permits anchoring loads to an imbedded track at any point along the side of the trailer. This should prove to be very flexible and beneficial in loading our modules. The trailer is outfitted with electric brakes, on both axes. We will be equipping a pick-up with an electric brake controller, thus we will have three or four vehicles available to pull this trailer when needed. The very good news is that the total cost of the trailer and brake controller will be under \$6500.00. Look for the trailer on or about the first of June, and then we can get rid of the storage locker at Speedway and Kolb, thus saving the Society about \$50 a month. Now, how about a couple of big decals--?

Upcoming Club Shows

Vice President Norm Ulmer has announced that there will be a Gadsden-Pacific Toy Train Operators Museum (TTOM) swap meet on June 5. We will operate the children's layout. It will be held at the Rodeway Inn at I-10 and Grant.

The American Home Show at the Tucson Convention Center will be June 11 through 13 and will require both the modular and kids layouts.

Norm should have sign up sheets and more specific information on times at the May meeting.

Western Regional Garden Railway Meet

The San Diego Garden Railway Society is sponsoring a regional meet July 7 through 10. There will be over 40 layouts open on the drive yourself tour, including some brand new ones as well as several that have been redesigned. Some of the railroad will be operating in the evening for night viewing and LGB of America will be open for tours of their facilities. The last day will be a full day at San Diego's Wild Animal Park and will include a western barbecue, a raffle and a private animal show. In addition to unlimited rides on the Wagasa Bush Line monorail, the line's maintenance barns will be open for attendees.

Registration is \$60 per adult and \$40 for kids 5 through 11. For registration, hotel information and further information check out the SDGRS web site at www.SDGRS.com or call SDGRS President Tom Rey at 858-279-2493 or write him at reload@san.rr.com.

Snyder Clean Up & Sale

On Saturday, April 3, a group of us (Nick Buchholz, Norm Ulmer, Glen Mitchell, Fred Wray and Dick Izen) drove to Marilyn Snyder's to tear out the railway that Lou, her late husband, had built. At Marilyn's request we removed all track, structures, and rolling stock and raked the yard to restore it to its original appearance.

The club received a very nice thank you note from Marilyn. Nick is holding the material we removed and will try to sell it at a reduced price to provide Marilyn with some additional funds. He circulated the list of available items separately and brought many of them to the Pima County fair for prospective buyers to examine.

Time Table goes Digital

At the April 6, BOD meeting (see minutes elsewhere in this news letter) your Board decided to reduce costs by delivering Time Table, our news letter, digitally. This will reduce the club's costs of copying and mailing the news letter. In addition it means that members will receive the full color digital version instead of the black and white version.

The change over to digital delivery is scheduled to begin with the new fiscal year. The July issue will be the first issue sent via e-mail. Any member who does **NOT** want to receive his or her copy via e-mail, must notify Ibby Ulmer, during May or June. Those people will continue to receive a B&W copy via the postal system.

Garden Rail Fans – Riding the Rails in Germany

By Ibby Ulmer

On March 17 Jane and Mike Dorgan, Peggy and Gary Martin, Norm and I met four couples from the Phoenix

area ABTO club at Sky Harbor Airport to begin our tour. We flew to Denver and there took a Lufthansa 747 to Frankfurt. We were met by our guide, Wolfgang Herrman, and walked a short distance to the Bahnhof (train station) and boarded the train for Nurnberg.

We were in the Nurnberg area for three days and nights. On the first day we visited the LGB factory and were able to see their interesting displays but were disappointed that we could not see the operation of the factory because they were in the process of revamping the operation and were not under production.



LGB's Christmas layout was still on display in March. Or are they early for this year?

That afternoon we went to the home of a gentleman named Grund, who has a wonderful outdoor layout. It includes many features and is digitally controlled. We purchased a videotape of his layout, which we have added to the club "circulating library."



A portion of Herr Grund's impressive layout

From there, we went to the stadium in Nurnberg where Adolph Hitler reviewed all of his new Wehrmacht troops as they finished their training and were preparing to deploy to one of the war fronts. That evening we visited the Furth Model Railroad Club where they served us dinner of, what else, sauerkraut and sausage. The club has a permanent N gauge layout as well as modules that can be taken to display.

The next day we rode the ICE (Inter City Electric) train to Wirsberg where we visited the Deutsches Dampflok (steam locomotive) Museum and were able to see many historical locomotives. The train system in Germany and throughout Europe is clean, efficient and well run. We were able to sit behind the glassed in compartment where the engineer controlled the high-speed train,

occasionally reaching speeds of 145kph while we were on board..

On the following day we visited the Verkehrsmuseum in Nurnberg. Our guide was a Mr. Schwerin, the retired director of this museum and the retired locomotive chief of North Bavaria. We had lunch at the restaurant there in the Museum. That afternoon we boarded the train for Munchen (we call it Munich.) and spent the next three nights there.

The next morning we went back to the train station and took the train to Garmisch where we transferred to the Bayerische Zugspitzbahn railway. The last three miles of this cog railway is through a tunnel. At that point we transferred to a cable car which took us to the top of the Zugspitz, which is the highest point in Germany (about 9300 feet) and is on the border with Austria.



The Zugspitz looks much more impressive than Mount Lemmon even though both mountains are about the same height.

If we had wanted we could have walked a short distance and descended into Austria. We had lunch up there in a glassed in restaurant where we could see the mountains and the snow. Unfortunately we could not see as much as we hoped because we were in the clouds. There is skiing there all year round.

The following day four of us went to see Neuschwanstein and Linterhof castles. These were built by "Crazy" King Ludwig and are supposed to be models for Disney castles. It snowed all day and all we could see of Neuschwanstein from the outside was the part of the wall just in front of us as we entered. It was worth the climb, and I do mean climb, up there, however. The rest of the group went to a locomotive factory in Munich, which they said was very interesting. For more details of that you'll have to ask the Dorgans or the Martins.

Next morning we got back on a train and traveled to Berchtesgaden where we spent the next two nights. Our hotel there was the Vier Jahreszeiten (Four Seasons), a wonderful small hotel. Berchtesgaden is a delightful little alpine town just below Ubersalzberg., the area where the Nazis had their southern headquarters. The following morning we toured the area where Hitler and his

henchmen had homes with underground bunkers and connecting tunnels. We went down into one of these bunkers, 261 feet below the surface. Again, it snowed all day. We then went on into Salzburg where we saw places that were in the film THE SOUND OF MUSIC and learned about the film and the real Von Trapp family. We arrived in the chapel of the convent just as the nuns were singing their noon prayers. We rode up to the ancient castle and fortification overlooking the city on a funicular railway and then had lunch, did some shopping and returned to Berchtesgaden.



The main Nurnberg Railroad Station (cloudy day).

The following day we returned to Nurnberg, did some final shopping, had a farewell dinner, what else, sausage and sauerkraut , and left the next morning for Frankfort and the long trip back to Phoenix, via Denver.

PAINTING FIGURES FOR GARDEN RAILWAYS: PART 1

By Tom Rey

The following article first appeared in the [San Diego Garden Railway News](#) and is reprinted here by permission of both the author and that publication.

INTRODUCTION:

Prior to my entering the world of garden railroading I collected military miniatures. Part of this hobby is the painting of said miniatures. I began at a very young age and my first renderings were pretty horrendous. However, as time went by my offerings got better and better and I've learned a lot of different techniques over the years. By the time the historic military miniature hobby was beginning to go in the dumper, I'd managed to get more than my fair share on blue ribbons for my figures that I'd entered in contests. For those of you who would like to populate your garden with figures that are not just "out of the box" we will go on a journey that will give you the ability to create something that will be unique to your garden railroad.

It is the ability to uniquely paint a miniature figure that can really allow you to express your own individuality. Most of us already do that with our locomotives, rolling stock, and buildings. There is no reason whatsoever that you can't populate your railroad with little people that no one else has just by either painting previously unpainted figures or re-painting factory painted ones. One thing to

remember, though! If you buy a figure that already has an outstanding paint job, don't change it just for the sake of change. Remember, don't move the same dirt pile twice.

PAINTING MATERIALS:

Since painting is such an important factor in establishing a miniature figure as a convincing representation as a real person, we need first to examine the types of paint and tools available.

Broadly speaking, there are two types of paint: oil based and water based. I include hobby enamels and lacquer based paint as oil based. For our purposes, hobby acrylics and other water based paints fall into the other category. I've used both and personally would prefer to use artists oil paints for all my painting. However, oils take a long, long time to dry and, in that respect, are not convenient to the average hobbyist.

Whatever type of paint you use, buy the very best brushes you can. A good brush, if treated properly will last for years. I use red sable brushes from size 0000 to 2. Mostly I use 3 brushes from 000 to 1. NOTE: brushes are classed from 0000(smallest) to 5 or 6(largest). The important thing to remember is that your brushes should hold a point and be well taken care of.

Other things that you will need are a supply of cleaning rags or soft paper towels (Starbucks napkins work great), paint thinner, water, something to hold the figure while painting and a magnifier of some type (like an Optivisor). As I go through the lessons I will explain the uses of these materials when I explain when and how to use them.

DETAILING MATERIALS AND TOOLS:

Depending on the quality of figure it will contain a certain amount of "flash". This is excess material left over from the molding process. Generally, all that is needed is a good Exacto knife with a number 11 blade. Other tools I use are Swiss files, Emory boards, and a filler such as Squadron putty. As time goes by you will find there are other tools you can use in addition to those already mentioned. Again, all explain the uses of each as we go along.

In Part 2 I will cover Preparation, Priming, and Painting flesh areas.

I THINK I KNEW THAT! #16

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.

#16-1. What are Stationary Rollers and why do you use them?

Stationary Rollers (available under different (trade names) are metal platforms which contain two sets of wheels and set on top of our G gauge track. You place one of the roller platforms under each powered driver on

a loco. If you have a 2-4-2 steamer you will use only two rollers. If you have a diesel with 4 wheel sets powered then you need four rollers. Place the rollers on the track and then the loco on the rollers and apply power. The loco runs in place and you can see how well it operates. Some people use the rollers on their layout but most place a test track (3 to 4 feet long) on their work bench and then use the rollers there. The rollers are good for testing a loco but they are also good for breaking in a loco. When we get a new engine it should be run at varying speeds in both directions for at least a half hour. This is the time to check the lights, the smoke unit and the sound system as well as the motor. Running the loco in this way enables the drive train to work into place and work out any rough edges. Stationary Rollers are available from many sources including 22nd Street Ace. They come in sets of four and the largest loco that you own determines the number of sets that you will need.

#16-2. What are micro brushes?

Micro Brushes are very small disposable brushes designed for the hobby. They come in several very small sizes which enable us to paint fine details on our models. For example, painting gauges and piping on locos, eyebrows and lips on model people and doorknobs and downspouts on buildings just to name a few items. These brushes have necks which can be bent so that it is easier to paint in hard to reach places. Best of all they are disposable brushes so there is no clean up and they are inexpensive. Yes, they can be cleaned and used again and again. They come in packages of 10 and can be found at hobby shops and at Micro Mark Mail Order.

#16-3. Alas, farewell, so long and almost good-bye.

This is column number 16 in this series and it will be the last. I have enjoyed doing this piece each month and I want to thank each and every one of you for your support and interest in my work. Your questions asked at club meetings as well as at visits to my home have helped a lot. I want to especially thank Dick Izen who has been a most caring and supportive editor. He has a good handle on what our club newsletter should include and what will be helpful to our members. Thank you Dick and thank you all. I said that this will be good-bye almost. I have several articles kicking around my computer which I promised to Dick. If they ever get finished I will send them along. Meanwhile I will enjoy seeing you all at meetings of our club.

Minutes of BOD Meeting

Respectfully submitted by Ellen Stoesser

April 6, 2004, 7:00 P.M. at Norm and Ibbey Ulmer's House
President Nick Buchholz presided over the meeting with all officers and board members –at-large attending. There were several other members at the meeting. Pres Nick thanked the Ulmer's for hosting.

The February minutes were approved as written in the newsletter.

Treasurer's Report: Willis Fagg reported a current account balance of \$6,733.28. Revenues to date for the fiscal year 2003-2004 are \$8,961.85 and expenses \$5,078.39 for a net increase to date of \$3,883.46. We have 89 paid memberships. The Treasurer's report was approved. Willis also submitted a cash flow forecast.

Willis would like an article in the Time Table soliciting people to get the Time Table off the web or have it e-mailed to them. There will be more discussion on this and how to make it work.

When it is time to pay our June dues he would like them paid as soon as possible, if you would like to pay for 2 years that would be all right.

Newsletter: Dick Izen would like some more articles about what you are making or what you have seen that you would like to share with the club.

Events: Norm Ulmer reported on the Pima County Fair. He is in need of more volunteers to work some shifts. Several people at the meeting signed up to work some of the shifts. Old Pueblo Hall will open at 6:00 P.M. for people to view the trains and other exhibits. If you are signed up to work the fair you need to get your badge during setup, the 2nd or 3rd day would be a better day to do this.

Norm is still waiting to get the dates of the June Home Show. There will also be a swap meet in early June.

EAGLEWINGS will have an Open House on 4/17/04 and 4/18/04. For more information the website is: www.eaglewingsironcraft.com or call Dan Hoag at (602) 276-8101.

Education: Phyllis Dirkson still needs a workable TV for her presentation at the fair. She also might be able to just use still pictures.

Venues: Roy Eberbach would like to have a short committee meeting after the meeting.

Modules: Joe Duda has equipment for numbering modules but needs a numbering gun. The modules and rack may be colored coded for ease of set up and tear down. The legs for the modules are being made. The modules all need to be the same height; maybe the legs could be altered. The holes for the telephone poles will be redrilled.

Trailer Requirements and Selections: Norm and Joe Duda have looked at different kinds of trailers and are going back to recheck them again. A trailer that is 18' clear inside and 7 1/2' clear height would fill our needs. They do not come with hydraulic brakes. It should come with or have e-track installed and a 2 inch ball would be more efficient. There was also discussion about when to order the trailer to save storage fees and work financially better for the club. Lew Sleeper had concerns about where the Children's Layout would be placed in the trailer.

Other Business: Marilyn Snyder contacted Nick about removing and helping her sell the railroad equipment. Members of the club helped remove it for her. The club purchased some of the equipment. Nick wanted to purchase more but it was decided not to and save the money for the trailer. Nick will e-mail a list to members, to let them know what is available to buy.

Round-a-Bout: Roy and his committee bought to the board recommendations and comments concerning the recent Round-a-Bout.

Weather- January is the coldest and rainiest month outside the monsoon season. We could contact the Chamber of Commerce for weather and events going on.

Sites- If we use a nursery as a site to sell tickets should we man it? Trailer courts should be given more of our attention. Should we have a location where people can come and buy tickets?

Advertising- Newspaper and word of mouth were our best sellers. Advertising in the paper, should it be 2 weeks ahead? Should we have a budget for advertising and should it come from this year's profit?

Other- Do we need different color coded tickets for single and family tickets? Do we need as much information next year? Should we use head count clicker? Do we need parking director and do we assume liability if we do? Should it be 2 Saturdays and extend the hours? Signs need to be larger. Do we need a stand by group of people to work for the no-shows? Could relatives of the host layouts help? We need to mix the experienced with the not so experienced.

2008 National Convention: There was much discussion on the convention and the contract. Hospitably Resources negotiated the contract with Rich Hall for the rooms and the food and beverage and also the conference rooms for the vendors. If the contract becomes in default, the damages could be in the 6 figures. The board members who are on the committee said again "that the club would not be committed to help financially until a general meeting with discussion was held" If the contract is not to our liking we could just do layouts. While most conventions either break even or make money there is always a risk. One problem maybe, there is a lot of regional convention popping up. The committee is checking into whether the fees are included or not. Deposits of 5-\$1,000 and 1 \$5,000 payment are needed to be made with 2 already made by ABTO. The hotel has lots of rooms for vendors who would pay \$250-300.00 to be there. We are waiting to start working on setting up a website, bank accounts, tickets, stationary, brochures, advertising and pens, and souvenirs. San Diego will give us a guide line book.

The Denver Convention Website has a Rail Tour before and after the convention. Dates are August 6-11 & August 16-21. There will be a mini-convention in San Diego in July.

Insurance for Trailer: Willis reported that the club's liability insurance went up from \$301.00 to \$504.00. He will check with State Farm about their coverage rates.

There was no date set for the next board meeting.

Annual Dues Time Nears

All members are reminded that annual dues of \$30 are due as of the end of June. At the March general meeting, the membership approved moving forward with the purchase of a second trailer. Treasurer Willis Fagg reports that, to accomplish that, our cash flow will be somewhat taxed over the next few months. Getting your annual dues in on time or early will help us achieve that goal. Checks should be made out to either Tucson Garden Railway Society or simply TGRS and may be mailed to:

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

Or, bring it to either the May or the June 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 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:

lby Ulmer
4935 N. Craycroft Road
Tucson, AZ 85718

Calendar of Events

May 15	Regular meeting (10th Anniversary) at Herb & Terry Hoffman's home - 1:00 PM
June 5	Toy Train Operators swap meet, Rodeway Inn I-10 & Grant
June 11-13	American Home Show – Tucson Convention Center
June 19	Regular meeting at Barb & John Madden's home – 9:00 AM
July 7-10	Western Regional Garden Railway Meet – San Diego
July 17	Regular meeting at Jean & Bob Hoffman's home – 9:00 AM
Aug 12-15	National Garden Railway Convention – Denver
Sept 18	Regular meeting at Jane & Mike Dorgan's home – time TBD
Oct 16	Regular meeting at Jan & Lew Sleeper's home – 10:00 AM
Nov 20	Regular meeting at Mary & Ken Karrels' home – 1:00 PM

TGRS Officers and Board of Directors

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

At Large Board Members
 Bob Dirkson.....520-742-9503
 Roy Eberbach.....520-531-1087
 Bob Hoffman.....520-825-6967
 Joe Stoesser.....520-577-1210

Tucson Garden Railway Society
12356 North Mount Bigelow Road
Oro Valley, AZ 85737