



## Tucson Garden Railway Society's

# Time Table

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

June, 2004

## Meeting This Month

The meeting this month will be on June 19 at 9:00 AM at the home of:

Barb and John Madden  
38807 S. Sand Crest Drive  
Saddlebrooke AZ, 85739

Telephone: 818-1301

## Directions

Take Oracle Road north through Oro Valley and Catalina to just after the Pinal County Line. Turn right onto Saddlebrooke Blvd, at the light.

Follow the road up over the hill to the first street on the right which is Mountainview Blvd. Turn right on Mountainview and proceed down the hill to the second street on the right, Star Crest Dr.

Go up the hill to Granite Crest Dr. and turn left at the stop sign. Go down Granite Crest Dr. to the second street on the right which is Sand Crest Drive.

Turn Right on Sand Crest and follow around to a stop sign at Valley Crest Court. At the Stop Sign turn right and the house is the second house on the left.

## The Railroad



A portion of Barb & John's layout.

The railroad is called Mountain View and was started in June of 2002. It has a view toward the Southeast and looks into the back of the Santa Catalina Mountains and Mt. Lemon.

It consist of about 300 Feet of track with various operational features, two independent loops , a reversing loop, a three foot trestle and a staging yard. The buildings and scenery are under construction.

Motive power consists of a Heartland 4-4-0 and two Bachmann 10 wheelers which all use LOCOLINC and batteries. The LGB equipment available is yet to be modified to run on batteries. The Future plan is to power the layout with two power packs and independent blocks for non battery operation.

## Enroute to Denver

Bob Dirksen reports that Mark and Melanie Siebert of Walensburg, Colorado (about 150 miles south of Denver) operate the 7 1/2" gauge Rio Grande Midland on their property.

Bob says the railroad is on eight acres of pinion and juniper and has both steam and diesel locomotives. An operating turntable provides access to the roundhouse and steaming bays.

Bob called the Sieberts and they have graciously agreed to open their railroad to TGRS members on the way to or from the Denver Convention. Bob suggests that we coordinate such visits to minimize disruption to the hosts. Interested club members should try to coordinate their visits at the June meeting.

## Pima County Fair

As most members know we ran trains on our modular layout for eleven days at the Pima County Fair. Many tired members pitched in to help with the set up, operations and tear down. Thanks to all of the members who participated.

Congratulations to David Rice of Tucson who was the winner of the LGB starter train set we raffled at the Pima County Fair. The raffle raised a gross of \$ 896.25 (no one knows where the off quarter came from) and the

train set cost \$214 so the net gain to the TGRS was \$ 682.25.

Below are a couple of photos from our set up. More are available on the club web site.



**Bob Dirksen's battery train takes the siding at the Fair.**



**Lew Sleeper has added considerable animation and detail to the children's layout**

## **Time Table Delivery**

At the April 6, BOD meeting your Board decided to try 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 who accept digital delivery will receive the full color digital version instead of the black and white version.

The Board has decided, however, that in order to implement this, members who take no action will continue to receive mailed copies. If you are willing to help the club save some money by switching to digital please let Ibby Ulmer know (her e-mail is [nulmer@earthlink.net](mailto:nulmer@earthlink.net) and her phone is 299-9401) and she will remove your name from the mailing labels (but keep it intact on the membership records).

## **Herb & Terry Hoffman's Layout**

At the May meeting we were privileged to see Herb & Terry Hoffman's Jasper Railway and enjoy the way that Herb Cleverly used track elevation and flats (both building and scenic) to fit quite a bit of track into his narrow side yard while still maintaining a realistic railroad appearance. There was a brief description in the May news letter but here is a more complete description of the:

### **JASPER RAILWAY**

The Jasper Railroad is owned and operated by Terry and Herb Hoffman. It is named in honor of our grandson, David Jasper Hoffman.

The Jasper Railway is a "G" scale Garden Railway. It consists of approximately 500 feet of active track located in a portion of the back and side yards of our home in Saddlebrooke, AZ. It has been designed to be "non-intrusive" to our neighbors and to the golf course behind our home. The Jasper Railroad is a first time effort all on a "part time" basis designed to fit around our many other activities. It is by no means finished, but rather, in a state of constant evolution.

The railroad consists of two major theme areas interconnected with track through areas of gardens. One theme area is located in the area in the rear of our home and the other theme area is located on the side of our home. The railway has been constructed in several different levels and the total change of elevation is over three feet.

The Jasper Railroad is track powered and uses the LGB "MTS" train control system. All of the locomotives are LGB with a mixture of rolling stock. The track is a combination of LGB and USA pieces purchased on competitive bid by our efficient purchasing department. The buildings are a mixture, but mostly Piko. The building fronts are custom made for the Jasper Railroad by VES Enterprises of Port Saint Lucie, FL. Special mention must go to Ed Hoffman of Dayton, NV for his engineering and labor during his visits and to Jim Wheat [our neighbor] for his "third hand" when needed.

### **JASPER CITY:**

Jasper City represents a small southwestern town in the early part of the 20<sup>th</sup> century. It sits on a small river, which has been dry for the past few months, and the once magnificent waterfalls located nearby have gone dry. Lately, high winds and dust have hit the town hard. It is struggling to survive and cope with the social and business changes underway in America. It has managed to capture and, so far, keep the railroad stop on the local narrow gage railway line in its area.

In the distance you can see a rival town that has sprung up closer to the mines and commercial ventures in the area. The Jasper City folks are counting on their

“established” facilities, churches, school and new streetcar to help them remain the “capital” of the area.

New ideas such as the streetcar to bring people from the Railroad Station to the downtown area have been put into place. A new road is being installed downtown for the rapidly expanding number of cars and trucks beginning to be seen in the area. There are plans for an electric power station before the town council. A new-fangled telephone is on order for the town. Some people are even talking about something called a “bed and breakfast” to attract people to the area.

#### **BOUND BROOK:**

Bound Brook represents a mid-sized northeastern town in the late 1950 to early 1960 time period. Bound Brook is an industrial town built on a river and serviced by the main line of a major railway. It has been there since the early 1700's and has grown from a small village to a typical industrial town of this period. It is close to the planned route of a new road scheduled to be built called an “Interstate Highway”. [The town thought that this would be a possible alternative to the sometimes “arrogant” railway that runs through the town.]

The town is built on several levels up from the river. [The prevailing social status idea being that the higher up you are the “better” you are.]

On the lowest level are some of the service areas including a new “burger shop”, a diner, a fire station and most essential, a brewery. Several businesses having some relationship or ties to the owners have been located in the town. There is an old gas station, scheduled to be replaced by a “mega gas station” located at the entrance to the new highway.

On the next level can be seen some of the businesses and factories which have been the backbone of the town for many years. Also creeping into the town are some tenements put up to house the factory workers.

On the top level are the houses of the owners and shakers of the town.

#### **GARDEN AREAS:**

As the railroad goes through the different areas, the trains appear and disappear through tunnels, plants and walls. This is to allow for the illusion of great distances and at the same time to allow us [the owners] to have a small bit of green on the side of our home. Terry is in charge of plant selection and placement. The planting and water systems [and all other “grunt” work] are the responsibility of the “other guy”.

## **Condolences**

The TGRS offers its condolences to Marty Hart on the Passing of her husband Loyal Hart on May 6. Loyal and Marty had both been founding members and officers in the TGRS. Loyal served as the club's third President and had been active in club affairs until he became too ill to

participate. In addition to Marty, Loyal is survived by a daughter, a son and four grand children.

Many club members attended the memorial service held for Loyal on May 15 at the Fellowship Bible Church on East Broadway in Tucson. Marty has asked that if you would Wish to memorialize Loyal, you make a donation, in his Memory to the Food Bank. As noted in the BOD minutes the TGRS will be making a donation in Loyal's name.

## **PAINTING FIGURES FOR GARDEN RAILWAYS: PART 2**

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.

#### **PREPARATION:**

In order to ensure a sound and enduring paint job, the surface beneath the paint must be properly prepared. The main enemies of paint are dirt and grease which includes sweaty and dirty hands.

The first thing to be done is to carefully examine the figure for flash, mold lines, and any divots or bumps. Clean them off with your Exacto knife, files, or emory board. A good casting will have very little flash or other impurities. By scraping the knife blade across the flash and mold lines they will quickly disappear. Be careful that this process isn't overdone. You don't want to cause more problems by making gouges in the figure. Any divots and gaps should be filled with Squadron putty and then smoothed and blended in. When satisfied, the figure needs to be thoroughly washed in warm water and a little dish washing soap which removes any mold release residue as well as dirt and grease. I wear those cheap latex type gloves that are purchased at Home Depot or Lowes. After rinsing, a let the figure air dry on a paper towel.

#### **PRIMING:**

Any paint that dries with a mat finish is suitable for priming. I use a flat white for most applications. This allows for more brilliant colors. Use light coats so the details are not obscured. However, metallic colors such as gold, brass, and copper are more effective over a yellow primer. Iron over gray primer and steel over a blue primer. Once the figure is primed, I let it thoroughly dry for a day or preferable two.

#### **GENERAL PAINTING HINTS AND TECHNIQUES:**

In order to properly paint a miniature figure you need to be able to see it so use plenty of light. Since the figures will generally be viewed outdoors, you should periodically take it outside and see if it looks right in direct sunlight. These figures are small and even though there are folds and creases that should show up under harsh light(sun or man made) they don't. All figures need to have shading and highlights painted onto the figure.

Pick a light direction and stick to it. I normally paint as if the light direction is coming over my right shoulder.

While we are at it, use a standard routine every time you do any painting. Don't deviate from it and you won't forget things. I use a book on painting military miniatures that I've had for some 35 years. Even though I know my routine, I still check the book every time I paint.

In order to paint the figure without handling it I drill a small hold in the bottom of the foot and install a brass or steel wire about 2-3 inches long. You can either use a base such as a dowel for a handle or forceps like I use. If you use a dowel it can be set down when you're done or need to take a break. I just hang mine upside down on appropriate placed nails. Either way a handle gives a great amount of flexibility while you're painting. You will be amazed at the contortions needed to move the figure around to get all the paint in the correct places. I would suggest you wear those cheap gloves you bought throughout your painting experience or at least until you can paint without touching the figure.

Also, use those optivisors or whatever magnifying apparatus you have. It doesn't matter if you have super 20/20 vision, you will still miss things without them.

In PART 3 we will paint the figure from head to toe.

## Looking For a Prototype?

From time to time modelers look around for a prototype to model. Here is an interesting rail car from Australia's New South Wales Railways (courtesy of Greg Hunter who lives in a Sydney suburb.



Of course there are plenty of US doodlebugs to model but I just thought this was a neat looking prototype. Greg tells me that the operator was in a "telephone booth" cab in the front center so rail fans could get a front row seat on either side.

## Whoops!

By Bob Dirksen

Railroading, a dangerous occupation at best, could be made more dangerous when workmen were careless, as detailed in the following story.

Much ore was loaded and much switching was done in the Pandora yard. The following incident is representative of a common problem there--ice on the rail. An engine was stuck. Barney Cornelius, the hog head, kept rocking it back and forth trying to get it to move one way or the other but could get no results. Meanwhile the fireman had gotten down and crawled up on a pile of lumber. Finally the engineer, after leaving the throttle open and the reversing lever in the forward position, got down and crawled up on another pile of lumber. The conductor and one brake man were standing on the ground while the other brake man was in a gondola just back of the engine. Unnoticed by anybody the wheels wore the ice down and the locomotive started with a bang. All four men began yelling and motioning to this second brake man to do something about stopping the runaway. He clambered over the tender and down into the cab; then he shut off the throttle and applied the brakes. The critter stopped.

Josie Moore Crum in The Rio Grande Southern Railroad, quoted by Brian Solomon in Trains of the Old West, Metro Books, 1997

One assumes that Barney and the rest of the crew had already retired when Josie chronicled their little mishap.

## Minutes of BOD Meeting

Respectfully submitted by Ellen Stoesser

May 11, 2004-7:00 P.M. at Norm and Ibby Ulmer's House

President Nick Buchholz presided over the meeting with all officers and board member-at-large attending. There were other members at the meeting. Pres. Nick. thanked the Ulmer's for hosting.

The April minutes were corrected to show that \$1000.00 was paid to the San Marcos Resort by Rich Hall instead of \$2000.00 by ABTO.

**Treasurer's Report:** Willis Fagg reported a current account balance of \$4,109.98. Revenues to date for fiscal year 2003-2004 are \$10,332.32 and expenses \$9,072.98 for a net increase to date of \$1,260.16. Gross revenue for the County Fair was \$896.25 with the prize costing \$214.00 for a net gain of \$682.25. Current account balance includes deposit payment for the new trailer and liability insurance payment. The balance on the trailer is estimated at \$3,310, which includes painting of the club name and logo.

**Newsletter:** Dick Izen would like pictures or articles for the newsletter.

**Old Events:** Norm Ulmer reported on the County Fair. He would like to have shift foremen instead of a day chairman, the next time we do the fair. Next time there will be name badges-3 per day-and any number of passes so we can in and get set up on time to open at 10:00. Dick noted that the raffle money was down and there were no new members from this fair.

**New Events:** Norm will have sign up sheets for the June Home Show and the Toy Train Show at the May Meeting. For the Home Show we will be in the SE corner of the basement with a 20'x80' layout. Set up hours on Wednesday (9<sup>th</sup>) start at 10:00. We will finish up on Thursday (10<sup>th</sup>). The show itself will be on Friday (11<sup>th</sup>) 12-7:00--Saturday (12<sup>th</sup>) 10-7:00—Sunday (13<sup>th</sup>) 10:00-5:00. The Toy Train Show will be on June 5<sup>th</sup> at the Rodeway Inn.

**Membership:** Iby Ulmer made up badges for the Charter Members which were to be given out at the 10<sup>th</sup> Anniversary meeting in May. This will be post-poned until the June meeting, due to the death of Loyal Hart. She also reported that the slide show, that was used for the fair, was great.

**Mentor:** Joe Stoesser gave Jerry Tulino's name to Joe Duda to help him get his railroad started.

**Web Site Space Discussion:** Nick gave Jerry several ideas for the web site to implement when he wants to, pictures all the same size, dropping off old issues of the newsletter, etc.

**Other Business:** Bob Dirkson reported that there is a 71/2 gauge railroad that anyone going to the Denver Convention can go and visit as a group. It is 140 miles south of Denver and 20 miles west. Dick will have the name and number in the newsletter.

There was a motion passed to donate \$100.00 to the Community Food Bank in Loyal Hart's name for his leadership abilities and contributions he made to the club. Marty Hart was given a lifetime membership to the club.

Dottie Fagg has made covers for the cross bucks. We will check on using them for the home show. Willis's issue on insurance was tabled until a later meeting.

**2008 Convention Discussion:** The logo which Dean Newman submitted for the convention was adopted. Nick helped on the logo.

**Answers to questions about the 2008 Convention.**

1 **How is the \$7:00 resort fee recognized by San Marcos?** This is a standard fee and applies to the amenities listed in the contract. This is added to each night you are registered. It will not be used against the 1025 rooms or the \$111,725 anticipated revenue.

- 2 **Is the 10% Hospitality Performance network added to our bill or are paying for it?** No the money is paid by the hotel to the Network.
- 3 **What are the liability insurance requirements as determined by the hotel?** We do not need liability insurance.
- 4 **What is the resolution of a legal agreement between Tucson and ABTO?** Written amendments are being asked for.
- 5 **Is the San Marcos for sale?** At the present time there is a husband/wife operation trying to get a group of investors together to purchase it. This may or may not happen.
6. **What about the payment of the second \$1,000?** We will pay the payment later if needed, this applies to the bill. It will be credited to the master account if we met requirements.
7. **How is the \$10,000 accounted for by the hotel or in this case the \$1000?** This will be a credit towards our final revenue numbers.
8. **Is the club responsible for handling expenses of members attending board meetings, etc?** TGRS Board members are paying their expenses (gas-lunch).
9. **How come the hotel has 290 rooms and is only holding 275 for us?** They can not because of guests already there and the renovation of rooms.
- 10 **How is comp rooms handled?** We get 1 comp room night for every 50 room nights.
- 11 **What about charging more for rooms with the rebate coming to us?** The hotel advised this was a bad idea. If we want more it is better to charge it through registrations. The room rate is approximately \$130.00 --\$109.00 + taxes+\$7.00 fee.
12. **How does the attrition clause work?** This is agreed to by the hotel, leaving us responsible for 10% less then the figures in the contract.
13. **Can we add more meal events to help meet the costs for food and beverage?** We could add box lunch, breakfast buffet, farewell bunch, cocktail reception heavy on the appetizers. The chances on us reaching our goal are extremely low. All events need to be group sponsored to use toward our goal.
- 14 **What about the statement about approved credit?** They have never checked on a client's credit and don't plan on doing it to us.
- 15 **Will we get credit for any charges a guest makes to his room?** No. People playing golf, using the spa, Starbucks will not be credited.

**16 How many layouts will be open in Phoenix?** We have a list of 30 layouts

### **2008 Joint Venture Agreement**

The agreement was drawn up by 2 lawyers and rechecked by an Arizona lawyer to see if it agreed to the laws of AZ. and then it was checked by Jay Sanders. This will be a joint venture agreement between ABTO and TGRS. to sponsor a national convention in the year 2008 for Garden Railroad collectors.

**Finances:** Since rich Hall of ABTO paid the first \$1000., should TGRS or an individual pay the next \$1000? When we get an agreement we will need to get a line of credit, secured and underwritten by members in the club.

ADOBE Mountain will be treated as a vendor. They will host the BBQ and the live steam train. We will charge enough to break even or make a few bucks. We may want to provide a bus tour for this.

No Venturer is to get compensation for his services.

We do not need to worry about sales tax because both clubs are 501©7 not-for-profit corporations.

**Management:** If the officers can not reach an agreement because of the make of the board-2 Presidents-2 Treasurers-2 Registrars-2 Program Chairmen, they will need to hammer out a compromise.

Nick would like Norm to have Board approval before signing agreement.

Norm will not sign until and questions and answers are in writing, now they are only verbal. Written amendments need to be added to the agreement. Need written notice about the written agreement if the owners change. A clause needs to be added ( seller should ask) if they will be honored.

### **More Discussion:**

Could we have a layout open for pre and post convention for people passing through? We would need some one to look into room rates and they could be put on a web site. Then we would not be handing the money. The open tour could be for anyone.

We are now a 501©7 should, we go to a 501©3 to protect our interests?

We need to check our tax free status to see if we can earn \$35,000 or over.

Should we hire a non-profit lawyer?

Gary Martin: If we do not want to join with ABTO, should we open our layouts and keep the Committee involved to know what is going on? Just give man-power-no money and receive none.

Roy Eberbach stated examples of contracts not being

honored through change of owners and management. He also stated worries about members burning out and taking years to recover. Can we protect members by more members sharing the work load?

A motion was made to present to the membership. That the Board recommends that the club should proceed with a joint venture with ABTO, to put on a 2008 Garden Railroads Convention. It was approved by the board with Roy Eberbach as the dissenting vote.

No date has been set for the next board meeting.

### **EDITOR'S NOTE**

I know the indentations in the above minutes are not even and equal. This is not due to Ellen's submission but is due to the editor's inability to figure out how to make Micro Soft Word behave.

## **MINUTES OF THE GENERAL MEETING**

Respectfully submitted by Ibbey Ulmer, acting Secretary

The meeting was called to order at 1:30 p.m. on Saturday, May 15, 2004 at the home of Herb and Terry Hoffman. President, Nick Buchholz thanked the Hoffmans for hosting the meeting.

Announcement was made of the death of charter member and third club president, Loyal Hart. The services were at 11:00 in the morning before the meeting. Many members attended the services. It was Loyal's wish that, in lieu of flowers, donations be made to the Community Food Bank. The board voted to donate \$100.00 from the club in Loyal's name. Because of Loyal's passing, we have postponed the 10<sup>th</sup> anniversary celebration to the June meeting.

Doug Farber from Operation Life Saver was introduced as our guest and he said that two of our members, Lee Willetts and Byron Skinner, are now members of Operation Life Saver and have been trained to speak on railroad safety. Byron presented the program after the meeting.

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

**The treasurer's report** was accepted by the membership. The current balance is \$4,129.98. Revenues to date for fiscal year 2003-2004 are \$10,452.32 and expenses \$9,172.98 for a net increase of 1,260.16. Gross revenue from the county fair raffle was \$896.25. Prize expense was \$214.00 for a net gain of 682.25. Current account balance includes deposit payment for the new trailer and liability insurance payment. The balance due on the trailer is estimated at \$3,310, which includes painting of the club name and logo. The treasurer, Willis Fagg, announced that the \$30 annual dues will be due in June

and that he is accepting advance payments. This will help to refill the coffers and meet the above obligation.

**The newsletter** editor, Dick Izen, announced that he needs material for the upcoming newsletter and asked members to contribute articles they think would be of interest.

**Vice President**, Norm Ulmer, reported that the Pima County Fair was mildly successful. He mentioned that in the future, scheduling would be adjusted so that there would be shift chairmen rather than day chairmen so that no one has to be there for such long hours.

The next event will be the Toy Train Operators Swap Meet on June 5<sup>th</sup> at the Roadway Inn at I-10 and Grant Rd. Set up will be at 7:00 a.m. and the meet will be over at 3:00. He passed out a sign up sheet. The American Home Show will be held June 11 through 13 at the TCC. We have been assigned an area 20' by 80' in southeast corner of the basement. Set up will be Wednesday afternoon, June 10. He requested that we have at least 12 members for set up and passed a sign up sheet for that event.

In the absents of the **Module Chairman**, Joe Duda, Nick announced that most of the repair work on the modules was done at the fair, with new legs installed for easier set up and take down.

**Education Chairman**, Janet Mitchell referred to the slide show that Phyllis put together and showed at the Fair and all agreed that it was very well done and is a good addition to the material we present to the public. There is a workshop being planned for the fall, but no details are available as yet.

Roy Eberbach, chairman of the **New Venues Committee** announced that his committee would meet after the general meeting.

The membership approved a motion to make Marty Hart a life member of the club.

**Announcements:** The new trailer is on order. It is slightly larger than the one we have and will be available approximately the first of June. As soon as the club property is moved into it, we will no longer need to rent the storage unit we now use.

Bob Dirksen, **Tour Committee** chairman, requested volunteers for the tour to be held next spring.

Nick then turned the meeting over to Norm Ulmer to report on the progress of the **2008 National Convention Plans**.

Norm gave an update on progress the Convention Planning Committee has made to date. Many of the questions we had about objectionable terms in the original Hotel Contract have been satisfactorily answered, and will be stated in writing as an amendment to the Contract. He further stated that an

acceptable form of Joint Venture Agreement had been drawn and awaited our signature. A discussion of the pros and cons of hosting a convention followed, including the need for volunteers, both showing garden layouts and working the booths (Registration, Company Store, Vendor rooms, etc.). Following the discussion, Norm made a motion that the members authorize him to sign the joint venture agreement on behalf of the Society, PROVIDING the anticipated amendment to the Hotel Contract was received. The motion was seconded, and passed by a vote of 48 to 3.

Roy Eberbach tendered his resignation from the Board of Directors and from the New Venues Committee.

The next meeting will be June 19 at 9:00 a.m. at the home of Barb and John Madden.

## Computers

With more and more sophisticated computer control available for our railroads it seems increasingly important for model railroaders to understand more about computers. Accordingly I thought the following would be of interest. The French, who seem to care a great deal about such things, have been debating whether a computer is Masculine (le' computer) or Feminine (la' computer).

The men on the committee thought it was feminine because:

1. No one but their creator understands their internal logic.
2. The native language they use to communicate with each other is incomprehensible to everyone else.
3. Even the smallest errors are stored in long term memory for later retrieval.
4. As soon as you make a commitment to one you find yourself spending half your pay on accessories.

The women on the committee, however, insist that it is masculine because:

1. In order to get their attention you have to turn them on.
2. They have a lot of data but essentially are clueless.
3. They are supposed to help you solve your problems but half the time THEY are the problem.
4. As soon as you commit yourself to one, you realize that if you had waited a little longer, you could have had a better model.

# Annual Dues Time Is Here

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 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 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 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 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

June 5 Toy Train Operators Swap Meet –Rodeway Inn (I-10 & Grant) Set Up 7AM Run 10-3PM  
 June 9-10 Set up for Home Show begins noon Wednesday 6/9  
 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  
 Dec ? Xmas Lunch & meeting at Madelyn & Jim Cook’s home – Time & Date TBD

## 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**