



Tucson Garden Railway Society's

Time Table

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

July, 2004

Meeting This Month

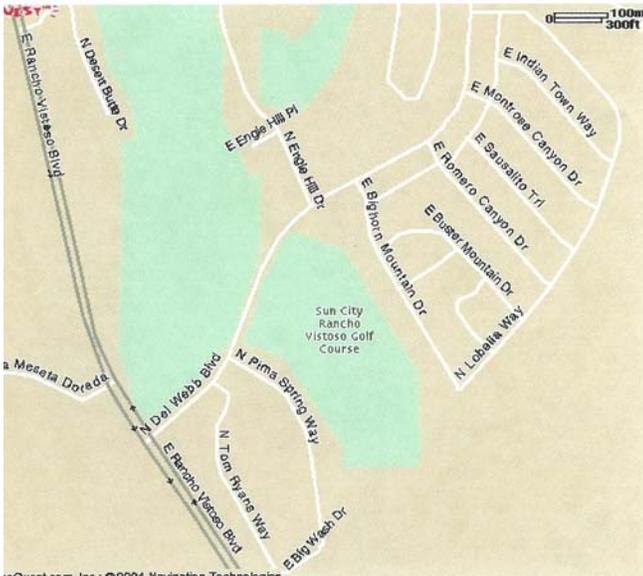
The meeting this month will be on July 17, at 9:00 AM at the home of:

Jean & Bob Hoffman
2044 E. Bighorn Mountain
Oro Valley, AZ 85737

Telephone: 825-6967

Directions

Take Oracle Road north to Rancho Vistoso Boulevard. Turn left at the light and proceed to Dell Webb Blvd. Turn right onto Dell Webb and follow it past two right turns and the golf course. The third right turn is Bighorn Mountain. Turn right and look for 2044.



The Railroad

by Jean Hoffman

The Cactus Corners and Mesquite Falls Railroad, belonging to Bob & Jean Hoffman, runs in their backyard at 2044 E. Bighorn Mountain Dr. in Oro Valley, AZ. With the Vistoso Golf Club and the Catalina Mountains as a backdrop, it winds around a three-level patio through mountains, deserts, past waterfalls and lakes over about 350 feet of track and a ten-foot scratch-built trestle. It tunnels through a four-foot high mountain into the fast-

growing town of Cactus Corners. There you will see a number of kit- and scratch-built stores, houses, a school and a church. There is also a trolley line from Cactus Corners up to the mine and the engine house and turntable. It is operated by an LBG reversing shuttle unit, while the rest of the track is ready for battery-operated remote control.

The town of Mesquite Falls is just beginning to develop as a recreational area for fishing and sailing, although the falls are sometimes treacherous for fishing.

Along the far bluffs to the west is an Indian village; There are three engines and numerous cars, which are stored indoors via a siding which leads directly into a patio room yard. The door can be closed against unwelcome visitors.

AOTEAROA

By Peggy Martin

The Maori call it Aotearoa, "the land of the long, white clouds", we call it New Zealand. This amazing country is two islands, together about the size of California. California is approaching 40 million in population, New Zealand has less than 4 million. In February, Gary and I spent 22 days in the beautiful, sparsely inhabited country.

Although our main object was not trains, we were able to visit and travel on several. We landed in Auckland, which is on the North Island and spent 8 days on this island. We rented a car and visited the Bay of Islands, Cape Reinga, Coromandel, Rotorua, and Wellington, to name a few;. Our first experience with trains was in Coromandel. In the early 1960's, a potter trying to get away from the large city of Auckland moved to Coromandel and set up a small pottery industry. The main reason he moved to this area was its fine clay. In order to bring the clay down from the mountain to his kiln he built a small narrow gauge railway. Over a period of years the railroad became a major tourist attraction and track was added in order for the trains to reach the highest peak in the area. The railway consists of about two miles of track with six switchbacks. Currently two small home built diesel locomotives pulling two open gondolas are used to carry the thousands of annual

visitors up the mountain. The trip takes about two hours and we traveled through tunnel and over bridges surrounded by beautiful lush forest. The pottery and sculptures he produces in his kilns are available throughout New Zealand. Our last stop on North Island was Wellington where we took a ferry for the South Island.



The Kingston Flyer, a 4-6-2, looks like a Bachmann 4-6-0 with a longer boiler.

The ferry docked at a charming village called Picton where we boarded a train for the three and a half hour trip to Christchurch. The diesel powered train traveled along the coast with the ocean visible most of the time and golden rolling hills on the land side. We picked up another car in Christchurch and spent 14 days on this magnificent island. Queenstown, Arrowtown, Mount Cook, Fox Glacier, Milford Sound, Doubtful Sound, river rafting and jet boat rides are a few of the sights we saw and things we did.

The Kingston Flyer was a train we visited not far from Queenstown. It had a manual turntable and the engineer loaded coal with a huge metal bucket on a small crane and pulley system.

Near Greysmouth we rode an 1880 steam train through a replica of a late 1800's mining town. Our final train trip was 135 miles from Greysmouth on the east coast back to Christchurch on the west coast. The TransAlpine Express crosses the rugged beauty of Arthur's Pass through what is known as the Southern Alps. The train traveled through many tunnels and was known for its many trestles. On our final stop in Christchurch we visited Karl Arneson, a retired teacher, with a G gauge garden railroad. We enjoyed both his layout and his hospitality.

Gary and I are both Lord of the Ring fans, so an enjoyable part of our trip was finding the places where the movies were made. We wish we had stayed for four or five more days and seen the railway station at Dunedin and gone rafting in Abel Tasman National Park.

If you are considering visiting this amazing country there are many cruises, train trips and bus trips available. I have primarily highlighted some of the train experiences

we had. Pictures do not show the overpowering beauty of this country. As my guidebook says "New Zealand is a land time forgot, and is a land difficult to forget."

PAINTING FIGURES FOR GARDEN RAILWAYS: PART 3

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.

Before we begin this month's installment, I have a few things to reiterate. First, this is my style of painting figures. You will notice that I use more than one layer of paint beside the primer coat. The reason for this is as follows: when I was painting military miniatures, they were seldom, if ever, handled after the painting process. They are usually placed on some type of base and/or placed in a protective case of some sort. On the other hand, figures used on your garden railway will be handled constantly in most cases. Therefore, they need to be protected far more without sacrificing details.

I use three brands of paint on my garden railway figures. I have chosen these paints for their quality and adaptability. These paints are as follows:

1. Humbrol Enamels by Humbrol Ltd. Marfleet, Hull, England. I have used these paints for years and consider them the very best enamel paint for figures available. One plus is that they come in 145 colors. I buy mine from Brookhurst Hobbies in Huntington Beach.
2. Testor's Enamel by The Testor's Corporation, Rockford, Illinois. These are the small 1/4 oz. bottles that have been around for a long, long time. They, too, are very good and readily available just about everywhere.
2. Delta Ceramcoat by Delta Technical Coatings, Whittier, CA. Ceramcoat is a water based acrylic that is always my finish color over the enamel. Ceramcoat also comes in over 100 colors.

O.K. let's start. I always paint the flesh areas first. Hopefully you have primed your figures by now. If you use another color beside white, paint the flesh areas white and let it dry. We are starting by painting the face because it's the most difficult and time consuming.

First comes the eyes. Most figures have discernible eye sockets. Paint the iris first. Use the color of your choice. I use a light blue for blue eyes, a light or medium brown for brown eyes, Phthalo green for green eyes, and a mixture of Phthalo green and gray for hazel eyes (this is hard to get correctly). Don't worry about the size of the irises now. You will taper in later.

Next, use your 000 brush and paint the pupil in black in

the center of the iris. This takes some practice, but you'll get it. Both irises should be in the same relative position in the whites of the eye.

Next, the basic flesh color is applied to all exposed areas. I use either Humbrol matte flesh #61 or Testor's #1170 light tan. When you paint the face edge the flesh up to the eyes so that the irises are met at the bottoms and the flesh just barely overlaps the tops (unless your figure is scared to death and "wide eyed"). Let everything dry now.

After the basic flesh color has thoroughly dried, it's time to start the shading process. I use Ceramcoat Medium Flesh for a base and then mix a small amount of Ceramcoat Red Iron Oxide for the shadows to the eye sockets, orifices of the nose and nostrils, each side of the nose, under the lower lip and the jaw line, around the hairline and ear shapes, and in the groves from the nostrils to the mouth corners.

Highlights are picked out by mixing a little white added to the Medium Flesh base. Highlight the forehead, nostril lobes, nose ridge, cheek bones, jut of the chin, and ears.

Blending the edges only of light and shadow will give form to the features. The lips are depicted by mixing a little red with your basic flesh. Make the upper lip darker than the lower. Treat hands and arms the same. A good rule of thumb is to look at yourself in the mirror and look at other people, taking notice of the small details you may have never noticed before. I also use a light application of red to the flesh and give my figures a hint of rosy cheeks. Use a dry brush technique just like applying blush make up for this action.

Now you should have all the flesh painted. Remember "less is more" and don't glop the paint on. It's better to use thinner washes than lots of paint that covers up the details.

Before completing this part, it might be worth touching on the painting of hair. Here are some color mixtures for basic hair colors:

Brown: mix burnt umber and burnt sienna to get different shades.

Blond: mix yellow ochre or raw sienna with burnt umber to get different shades.

Black: mix burnt umber with ultramarine blue.

Gray: mix burnt umber with ultramarine blue and white.

Auburn: I use red oxide brown with a little burnt umber to suit.

Different shades can be achieved by varying the mixtures and playing with it. I understand you can get a red-red by mixing a dark green with bright red. Personally, it's never worked for me, but try it. Before I stop, I highlight the hair by dry brushing a little white with the appropriate color and brush across the grain of the hair.

Next month we will paint clothing.

Controlling Switches

Most of us purchase LGB switches with electric switch machines or Aristocraft switches with a built in lever system. I have never seen anyone wire up the LGB switches in the outdoors and over time many of both the electric machines and the Aristocraft switches levers fail. There are commercial ground throw machines but they tend to be to scale and therefore very fragile or to have plastic parts that attract pack rats and suffer in our hot sun. The following article presents a simple, inexpensive way to use sturdy metal door bolts to control switches.

Squirrel-Proof Ground Throws

by Pete Eggink

The following article first appeared in the South Eastern Pennsylvania Garden Railway Society (SEPGRS)'s [Newsletter](#) and is reprinted here by permission of both the author and that publication.

A couple of years ago I installed a number of Tenmille Ground Throws. They functioned well, providing a positive lock for the switch points and very realistic (and fun) to operate.



Squirrel gnawed ground throw

But I noticed a few tooth marks on some of them, apparently from curious squirrels. There must be something really delicious about the taste of the plastic! They got worse and worse, and by the spring of 2004 there were 12 ground throws that were rendered useless! Above is a photo of a ground throw with a completely gnawed housing. Even the plastic on the handle has tooth marks.

When I brought up this issue on the Aristo Forum, I got a number of squirrel-deterrence ideas, but I was reluctant to try the various sprays, peppers, oils, BenGay, etc.

Paul Norton responded with a different idea: An inexpensive ground throw made of a barrel-bolt door latch and a homemade spring assembly that would do

the job for barely more than a dollar each! This is actually the creation of Father Fred who has named it the KayDee Patented Barrel Bolt Ground Throw Mark IV

I bought some 2-inch barrel bolts at Walmart for \$1.47 each. I was looking for a way to mount them closer to the switch, so there wasn't much room for a spring. I made a bracket to link the rotating bar's motion to the switch throwbar. I bent the bolt's frame open a bit, removed the bar, and used wire cutters and a file to change the bolt's openings into a V-shape. This would shorten the travel from 3/4 inch to 3/8 inch, so there would be no need for a spring. I drilled and tapped the bolt's end with a #43 bit and 4-40 tap, only about 1/4 inch deep, and then reassembled the unit. I made a bracket of .015 brass, drilled a hole, and attached with a K inch 4-40 bolt. I mounted it directly on the same ties I used for the Tenmille ground throws.



First new ground throw in place

Above is a picture of my first one. With a little refinement of techniques, I was able to get the modification time down to 20 minutes. Installation time varies with the location of the switch and length of its ties. I noticed it is reversible, so I could install it so that the V is closest to the operator.



Painted version of installed ground throw

Over the next few weeks, I'll make several more of these just to replace the damaged plastic ground-throws. I plan to paint them black. An idea I got from Dave Goodson is to mark the ground throw with the normal switch setting. This reminds train crews how to set the switch behind them, in order to reduce surprises for the next crew. Spray-painted black and photographed with the setting sun, the new ground throw blends right in.

I wish to thank Paul Norton and Fred Mills for discovering and sharing this idea.

Home Show

By Dick Izen

We had a successful three day display in the Tucson Convention Center at the Home Show on June 11-13. There was no raffle but we did get \$28 in donations. The space allotted was narrow so the modules were set up in a roughly 20' by 60' layout with the town and sidings on one side and the yards on the other and no straight modules between the curves. We kept two trains running on each loop most of the time providing plenty of railroad action for the spectators. The popular children's layout was outside of the modules across one end of our space.



Gary Martin's Uintah takes the siding in front of the town on the outer loop as a mogul powered freight passes on the inner loop. In the left rear is George Fitzner's grain mill model.

I would be remiss if I didn't note that, despite my editorializing about being careful with the lift bridge several months ago, I pulled the bone head stunt of the show. After carefully looking both ways for approaching trains, I raised the bridge before the last cars of the train on the bridge had passed. Luckily the three cars I derailed didn't fall to the floor and there was no serious damage. The cars were re-railled and the layout returned to normal operations in just a few minutes. I suspect it will take somewhat longer before I hear the end of the incident, however.



Next to the club's Sunkist fruit packing plant, in the industrial section, is Gary Martin's new Ice House and refrigerator car loading platform.

If there is a moral to be drawn from all of this it is that you newer club members, who have not been signing up to help at the club displays, don't need to hold back for fear of making an embarrassing faux pas. I, or another of the older members, have already made all of the dumb moves possible.



The club's mogul pulls a freight on the inner loop past George Fitzner's well detailed brewery module. The saloon to the left is also George's and is placed to facilitate consumption of the brewery's product.

All joking aside, displays like this are a great way to get some fun running trains and are also a good time to discuss new ideas for your railroad with some of the more experienced members. We would like to see more new members coming down to help out at these displays.

Bigger IS Better (when it comes to turnouts)

by Tom Weaver

The following article first appeared in the South Eastern Pennsylvania Garden Railway Society (SEPGRS)'s [Newsletter](#) and is reprinted here by permission of both the author and that publication.

For many years, our choices were limited when selecting factory-made turnouts (or switches, I'm still not sure what to call them). LGB had the R3 or 16000 series switches, which were equivalent to an 8-foot diameter curve. LGB also had the R1 or 12000 series switches, which were equivalent to a 4 foot diameter curve. Aristo-Craft (and USA Trains) originally made a switch having roughly the same geometry as the R1 switch. Then in 1997, Aristo-Craft introduced a wide radius switch, which was equivalent to a 10-foot diameter curve. Still, that corresponded to a switch with a #4 frog—very, very sharp indeed. We all yearned for wider switches.

The manufacturers listened. Last year, Aristo-Craft introduced a switch with a #6 frog. And now, LGB has introduced an R5 or 18000 series switch, which is equivalent to a 15-foot diameter curve, which I'm guesstimating has a #5 frog. Both of these wider switches are ideal for running the newer, bigger locomotives, such as USA Trains PA-PB set or Aristo-Craft's Dash-9.



Picture of wheels continuing to pick up current as they cross the new LGB large turnout frog.

As the switches get wider, the frog area gets longer (as does the entire turnout). Aristo-Craft employs a metallic frog, with a hidden micro-switch underneath to put the correct polarity on the frog, depending on which way the points are aligned. Just remember, if you enter the switch and the points are set the wrong way, there will be a short circuit when the engine reaches the frog. LGB stayed with a plastic frog, but included brass strips in the bottom of the frog area for the wheel flanges to make contact with. No dangers of shorting, and no micro-switches to misbehave. I think LGB has a winner here. (See photo above.) Too bad it's not offered in stainless steel!

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 with digital delivery will receive the full color digital version instead of the black and white version.

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 and her phone is 299-9401) and she will remove your name from the mailing labels file.

There was also a sign up sheet at the June meeting for people to indicate which method they preferred. There was considerable discussion at that meeting about problems with the Yahoo e-mail system. Several members have been unable to sign up for the Yahoo e-mail group and have given up trying.

The computer literate among the club insist that signing up on Yahoo is easy. I am clearly not among that group and suggest that if you want to sign up you contact either Nick Buchholz or Jerry Tulino for directions.

For those of you who don't want to be on Yahoo but would still like the newsletter in full color, there is a third method. I generally get the news letter out around the first of each month and Jerry Tulino usually has it posted on our club website <http://tgrs.homestead.com> within a couple of days after that. If you simply go to the website around the end of the first week of each month the news letter should be available for you to print at home.

A Suggestion for TGRS

by Jerry Tulino

I attended the monthly meeting on May 15 at the home of Herb and Terry Hoffman. Since I live in the Broadway/Kolb area, it was a long ride for me (as it was for many other "Eastside" members). Although there was a short description of the layout in the newsletter, I was amazed when I actually saw it (the drive was definitely worth it!). The part that is in the back of the house was very nice but also similar to many other members' layouts. However, the section on the side of the home was an "eye-opener". The creativity that went into the design of the ramps, tunnels, etc. on that part of the layout was exceptional. My congratulations to the Hoffman's for a truly unique and fascinating layout.

Unfortunately nobody at the meeting had a camera so we could capture the layout on "film" (digital that is). No member of TGRS who has not seen it, nor any visitor to our web site can appreciate what they have done. Also, some of us who did get to see it would like to "see" it again for ideas for our own layouts. I think the fact that we have no pictures of this outstanding layout is a shame! In the past, several club members have brought their own cameras to meetings and provided photos of

the layouts but I don't think we should require a member to be responsible for these photos.

I suggest that TGRS purchase a digital camera so that every home we visit can be photographed. We don't need a high-end camera, just one that takes "2 megapixel" photos because they are just to be put on the web site (or published in the newsletter, or used for slide presentations at shows, etc.). **This type of camera is now under \$150 and is an investment that the club should make.** We can photograph a member's layout in several ways. Give the camera to the member and let them photograph their own layout, have a Board of Directors member bring the camera to the meeting and take the pictures, or any other scenario that will insure that every member that holds a meeting has their layout photographed. We might also take the photos before the meeting so that we could publish a couple of pictures of "next month's meeting" layout in the newsletter.

EDITORS NOTE: I agree that the Hoffman's side yard was unique and spectacular and that it is a shame we don't have any pictures, but don't agree with Jerry that the club should buy photographic equipment (I think the logistics of physically getting the one camera to every meeting would become difficult.) but I thought that there was enough merit to the idea that it ought to be shared with the members.

MINUTES OF THE GENERAL MEETING - June 19, 2004

Respectfully submitted by Ellen Stoesser

The meeting was held at the home of John & Barb Madden.



Crossing rocky canyon on the Madden's pike.

Due to the absence of President Nick Buchholz, Vice President Norm Ulmer conducted the meeting. Norm thanked the Maddens for hosting and welcomed our guests. There were 48 attendees.

6 The minutes of the May meeting were approved.

Treasurer's Report:

1. Current account balance: \$1,070.67. Revenues to date for the fiscal year 2003-2004 are \$11,370.33 and expenses \$13,149.48 for a net decrease to date of \$1,779.15
2. Total expenditures for the new trailer and other trailer related expenses are \$6,921.84.
3. We had donations totaling \$28.01 at the home show last weekend.
4. Total paid memberships to date are 35 with 55 still outstanding. Several of the members paid their dues to Willis at the meeting.

The report was approved by the members.

Editor's Report:

Dick reminded everyone that there were 3 sign up sheets for members to sign. Newsletter sign up: You should sign up for the way you want to get the newsletter. You can get it off the website, by email, or snail mail. It will be in PDF file format for ease in getting it off the web. If you have changed your email recently, please send the new email to lbby. For people wanting to take it off the web site, Dick usually has the newsletter out by the first of the month and Jerry Tulino has it posted shortly thereafter.

Vice President's Events Report:

Norm said "the Home Show went fine, also having the children's layout separate worked well". Gary Martin was approached by SAHBA; they would like us to set up at their show. Gary said "he would give him Norm's name and they could contact Norm". They would need to "sweeten the pot" for us to set up at the show.

Events coming up:

Open House at Gary's, it will probably be the first weekend in November.

Home Show: January 7, 8, 9, 2005—we will be in the same spot as this year.

Toy Train Swap Meet: January 15, 2005. It will be delayed to this weekend so we can do the Home Show.

The Gats Show may not be held in 2005 because of a poor showing and animosity with the County Fair reps.

Membership:

lbby Ulmer gave all the Charter Members special name tags: Howard and Norma Banzhaf---George Fitzner---Rick and Tim Gast---Marty Hart---Jim, Elaine and Angela Miller. Pat Barns and Mary Ann Fabbri were not there. She also had the club's first notebook for members to look at.

Education:

Janet Mitchell said "that Phyllis was out of town and they had made it safely to Manitowoc. Because of conflicting schedules there will not be a workshop this fall. They will try for the first of the year"

New Venues:

Chuck Cook is the new Chairman. Lew Sleeper would like a set up at the Veterans Hospital. This information was given to the Committee.

Old Business:

The new trailer has the new logo on it and is already in use. Both trailers are loaded with room left over. We have canceled the storage unit, giving us a saving of \$50.00 a month. The old trailer will be going in for new hitch; they will also check the brakes and wiring.

Denver Side Trip:

Bob Hoffman would like anyone who would like to do this to contact him at the next meeting, so arrangements can be made with Mark and Melanie Siebert.

(Editor's note: The Siebert's operate the 7 ½ " gauge, ride on, railroad at Walsenburg Colorado, described in the last news letter)

Board Vacancy: Anyone who would like to be a board member, please contact Norm.

Marty Hart brought magazines for any member who wanted them.

There was a train tea kettle door prize which was won by George Fitzner. 13 was George's lucky number.

Jim and Madelyn Cook will host the Christmas Party. It will be held in the evening at 5:00 PM so the 12 Christmas Trees can be seen at their best. All those who want can come at 4:00 to enjoy them.

There will be a Board Meeting on July 13 at 7:00 PM. Norm has offered that it be held at his house.

The next regular meeting will be at Bob Jean Hoffman's home - 9:00 AM on July 17.

TGRS Tenth Anniversary



Cake shared for club's tenth anniversary.

This meeting marked the club's tenth anniversary and was celebrated with a cake shared among all the members present in addition to the founders special name tags and the door prize mentioned above in the minutes.

Annual Dues Time Is Here

All members are reminded that annual dues of \$30 were due as of the end of June. Since you will receive this news letter around the first of July, if you haven't paid your dues yet, you are delinquent.

As you know the club has purchased a second trailer so it is especially important that Treasurer Willis Fagg receives the dues in a timely manner. 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 July 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

- July 13** Board of Directors Meeting at lby & Norm Ulmer's home – 7:00 PM
- 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 – 10:00 AM
- Oct 16** Regular meeting at Jan & Lew Sleeper's home – 10:00 AM
- Nov 6** Open house at Peggy and Gary Martin's house 10:00 AM to 4:00 PM
- Nov 20** Regular meeting at Mary & Ken Karrels' home – 1:00 PM
- Dec 18** Xmas party & meeting at Madelyn & Jim Cook's home – RR Open 4:00 PM, Meeting begins 5:00 PM, Pot Luck Dinner 6:00 PM
- Jan 7-9** Home Show at Tucson Convention Center
- Jan 15** Toy Train Operators Swap Meet- Rodeway Center (I-10 & Grant)

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

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