



Tucson Garden Railway Society's

Time Table

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August, 2004

No Meeting This Month due to Denver Convention

The 20th Garden Railroad Convention will be held in Denver August 12th through the 15th. With many of our club members planning to attend, there will not be a club meeting this month.

Don't forget that if you are driving up to Denver, you will be passing near (more or less) both the Durango and Silverton and Cumbres and Toltec railroads. This might be a good time to ride either or both of these steam powered narrow gauge railroads. Also on the way, at Walensburg, Colorado, is the Siebert's ride on railroad. See the separate story below for driving directions.

Ride on Railroad

Bob Hoffman talked to the Sieberts (the owners of the 7 & 1/2 " gauge ride on railroad) and had sign up sheets at the meeting for club members who want to visit on either the 11th or the 15th. If you didn't sign up but want to go, please contact Bob as soon as possible to have your name added as we promised our hosts a rough count.

The railroad itself sounds very interesting with steam, diesel and even a ride on galloping goose. The Sieberts have a turn table and round house and the layout has about four miles of track including a trestle and bridge over a seven foot deep canyon and a tunnel.

The **Driving Directions** below are from I 25:

Take any exit to Route 160.

Head west of town for about 8 miles and look for a sign to Navajo Ranch.

At the sign turn right (North) onto County Road 510

Go 0.7 mile to Buffalo Drive

Turn right for 100 yards

You will see two green water tanks. The Sieberts are right across from these tanks.

G Scale Equipment Sale

Pat Barnes, one of TGRS's charter members has decided to thin her collection of G and O gauge equipment. She will host an open house sale at her garage every Saturday in September from 10 AM to 2PM. Pat lives at 3025 N. Placita Chorro.

There are too many items to list individually but generally Pat is selling a large number of A/B diesels, a number of heavyweight cars in various liveries, White Pass and Yukon diesels, passenger and freight cars and a number of European prototype locomotives and cars.

Gary Martin, who is assisting Pat with this sale will arrange for visits at times other than the open houses for people who have a serious interest in purchasing part of the collection.

Product Review- Mikados

Some months ago I complained about the lack of critical information in Garden Railways product reviews. The following is an article that first appeared in Der Gartenbahn Profi a German magazine which bills itself as an international magazine for large scale model railroaders. The article was written by Friedhelm Weidlich and translated by Hans-Joerg Mueller of Eastern Mountain Models, a Canadian shop. I first saw it in the South Eastern Pennsylvania Garden Railway Society news letter. It is reprinted here by kind permission of all of the above.

When permission came to reproduce the above article, one of the conditions was that it be reproduced "as is" with their graphics, layout, type style and size. I know some of our older members may find the type a bit small but I felt the article was good enough to reprint despite the restrictions.

Note that while the article quotes a Euro price, here in the U. S. the LGB Mikado is being offered for as little as \$950. Add the capacitors to make the sound system work properly and it is about \$1,000. The Aristo-Craft one is a little under \$400 without sound. Both of these prices are as of the ads in the June Garden Railways magazine.

Der GARTENBAHN *profi*

INTERNATIONALES MAGAZIN FÜR GROSSE MODELLBAHNEN

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Translated by: Hans-Joerg Mueller

www.easternmountainmodels.com

Mikados from Aristo-Craft and LGB

The Beauty and The Beast... Page 12

The Mikado models hit the market close together. LGB created a beauty, shortly after Aristo-Craft presented a value priced workhorse. Do these heavy steamers measure up in the running and scale department?

So far Large Scalers had seldom the choice between two makes of the same engine type. Can one really compare LGB's Mikado beauty at €1500 with an intentionally "simpler" model? An engine at a reasonable price intended to be run, with only a casual relation to a prototype? At least that's how Lewis Polk, Aristo-Craft's president likes to "position" the product, which in Germany sells for €600 and features neither sound nor a decoder.

One needs to compare. Even if the price gap is an indication of major differences, both engines are still an investment which bears some thought. Especially since our tests were eye openers: Both Mikados are compromises, which, depending on disposition one could assess kindly or with brutal honesty. The choice is up to the buyer.

A few comments regarding the prototypes: The "Mikado" is named after the Japanese emperor and the reason was the early sale of a series of 2-8-2s to Japan. The first versions of Light and Heavy Mikes date back to 1917 when USRA took over the lead role on American railroads in order to expedite and coordinate rail transport to the East coast. Much like the Reichsbahn standardized engine design in Germany after 1920, USRA attempted to reduce the types and number of different versions of steam engines to a manageable level. Baldwin delivered the first Light Mikado in July of 1918 to the B&O. 625 engines of the same type left various factories in short order. To be followed by 1266 engines going to 50 different railroad companies over the next decades. The engine used the same boiler as the USRA

Pacific - the trigger for the Aristo model, which sports the boiler of a Pacific produced in the early 90s.

Looking at pictures of different Mikados one quickly realizes that there is no such thing as "The Mikado". There are too many differences in the versions delivered to the various companies if one pays attention to details. The common denominators are the dimensions, the wheel sizes and the arrangement of the wheels. This is what we used to evaluate the models' scale factors. All other elements need to be judged with generosity and for that reason we placed more emphasis on the utility score.

Scale is Scale

Many Large Scalers know and LGB even notes it in the catalogue: "Deviating from precise scale serves well in operating models." In order to run Field railways, Meter gauge and even Standard gauge on the same 45mm track, LGB reverts to standardizing the width and the height of their products. Countless LGB fans aren't bothered by this, other Large Scalers are very upset and readily apply the "TOY" label to the products from Nürnberg - but still keep buying.

The 1:29 proportions are an attempt by the American producers, who started a bit later, to match LGB's bulk. A bad compromise considering that Standard gauge on 45mm track scales to 1:32 aka Gauge1. At 1:29 the track gauge is 10% too narrow. Hardly noticeable, considering the grossly-oversized Code 332 track. At least the American products complement each other since the newer models, despite selective length compression, are in 1:29 scale as far as width and height are concerned.

Why "Narrow Gauge Specialist" LGB decided to use 1:26/1:27 for the F7 and the Mikado is anyone's guess. The deadly result is an oversized Standard gauge

Friedhelm Weidelich

engine running on a narrow gauge chassis and neither 1:29 nor 1:32 will be proportionately even close.

Even if many LGB customers are of a different opinion: To establish a larger "scale" after the, by USA fans, widely accepted 1:29 (at least the bodies conform), just wasn't such a good idea on LGB's part.

Wrong proportions

Of course neither of the Mikados has much in common with a prototype. The LGB engine is a beauty which will catch even your neighbour's eye - he who isn't train-crazy. However the engine is too short, too high, has a tender that is puny and running gear that is in the wrong position. Especially the trailing axle, which depending on version is either just before or right at the front edge of the cab, but had to be moved back on account of the motor that sits below the fire box. The wheels on the trailing axle are between 20 to 25% undersize. The cab is too high. The boiler sits too high and doesn't project the long silhouette of the original.

The Aristo version looks better in that respect, but the running board which dips ahead of the cab, which sits too low, is a cost related legacy item from the Pacific. Twelve percent undersize on the drivers and close to 19% on the pilot wheels are ample proof that this is not a real model. There are prototypes for the Vanderbilt tender, but the details on a SP type would be different as their Mikes were usually oil fired, not coal fired.

Flaws in the detail

The LGB engine looks well detailed when compared to the competition's. Yet exactly the details have several flaws: the whistle should be pointing to the rear. The generator with its long exhaust pipe (that's where the overall height stems from!), is a typical type usually found on narrow gauge engines. Freight car trucks on the tender are

just as misplaced as the marker light imitations (in black plastic) which are mounted at a completely different location on the prototype.

At least the Aristo marker lights are lit, even if they are a bit coarse, mounted too low and have annoying printing on the cables. The piping to the stylized generator is missing like so many other details. The air pumps show their design vintage. The bell sits too low and the number boards are missing. The windows which, in contrast to the LGB engine, can be opened (sliders) are a real disappointment: the imitation wood is very coarse and there are distinct marks from the mould ejector pins.

Perfect power pick-up

One should be able to expect good power pick-up on any engine that measures in excess of 3+ft. LGB limits itself to the eight drivers and the four pick-up shoes, which provide reliable pick-up through the customary brush and spring arrangement.

Aristo-Craft uses the axles of the drivers and additionally only one wheel on each axle of the rear tender truck. There were very few stalls.

The basic question: running gear

LGB products need to negotiate the R1, that's LGB's philosophy. Which means serious compromises on a long engine like the Mikado: the technical challenge called for tricks that affect the running quality as well as the visual appearance. The drivers are divided into two groups, which are connected by a driveshaft with universal joints. The motor sits aft of the rear power unit and necessitated moving the trailing truck. The cylinders are part of the front unit and in curves they will swing left and right. The articulated power unit is a nuisance when placing the engine on the track and has an unwelcome side effect: Coming out of a curve the running gear fails to align with the axis of the track, instead the units will sit at a slight slant. This means increased friction and additional wear on the wheels, which depending on the power unit will either point left or right. As a result the engine will be offset on the track and the cylinders will peek out the side. The universal drive shaft generates an annoying pitch. The running gear has other deficiencies: if the power is cut the engine stops immediately and a longer train will invariably derail. Having a "zero coast" engine on a garden railway can certainly be rated in the KO (knock out) category. The drive design of the LGB Mikado is a compromise which very few Large Scalers expected. No one expects a Boeing 747 to land on a grass strip intended for gliders,

few customers would seriously demand that a Standard gauge engine of 3+ft negotiate field railway trackage.

Aristo-Craft states right up front that a 4ft minimum radius is required. The engine will negotiate 40" curves, but the cab (on both engines) has so much overhang in 4ft curves to look toy-like. The drive to the four axles is based on the SD-45 drive, it runs quietly, trouble free and negotiates even minor abrupt vertical changes. The shape of the gears (lots of engagement!) makes for a sturdy drive. The flywheel on the motor helps to cope with power interruptions without leading to derailments. The pulling power is more than sufficient on either engine. Twelve heavy four-axle cars posed no challenge on grades and curves.

The drawbars between engine and tender are less than perfect since both units have them mounted to the tender truck. Aristo's can be slightly shortened. LGB's combination of hook and loop coupler, coupler geometry and low tender weight will have the tender derail when backing a heavy train through a curve. The coupler mounting - a technical inheritance from HO - on the trucks is a necessity on long models to negotiate 4ft radii, but absorbing the forces of long pushed trains is not possible. It would be high time for the LS industry to come up with innovative drawbar designs that are reliable and adjustable for different radii.

Aristo-Craft manages the electrical connection between engine and tender with connectors which are easy to attach and part; the design prevents mix-ups of the cables.

On LGB's Mikado the socket is mounted under the foot plate of the tender and is hard to reach, pulling on the cable or splitting a fingernail will get it detached. Connecting is a "blind operation". This arrangement dates back to the decades old Mogul design and should have long ago been replaced with a user-friendly successor.

The sonic add-ons

The LGB engine has factory-installed sound, a definite PLUS. While standing (up to about 5V on the track) one will hear the air pump and the feed water pump. The engine starts at 5.5V. The whistle blasts and the bell can be triggered by magnets as well as using DCC. The exhaust, from the speaker mounted in the fire box, is synchronized to the rotation of the wheels, but should have twice the cadence.

The sound is disappointing in analogue operation: The sound quits immediately when polarity is reversed because LGB skimmed on the necessary capacitors - unforgivable on an item in this price

bracket. The sound-programming fails to convince: When the engine starts ahead there should be two whistle blasts as well as the bell, backing-up should trigger three whistle blasts. The warning whistle when moving forward, as well as the brake squealing, worked only intermittently on our sample. Apparently the sound generator needs substantial voltage ramps to trigger properly. The volume adjustment in the smoke box isn't userfriendly.

Including sound.....

Aristo's Mikado is sound-ready. The large tender contains a weather-proof speaker, mounted just aft of the front truck, which should generate good sound given the tender volume. The synchronization to the exhaust is missing.

.....and smoke

Both engines come with hefty smoke generators. LGB's generates a dense white smoke which exits the stack in compact fashion.

Aristo uses a fan to move the smoke up the stack and the smoke looks more realistic due to less density. A further plus is: the generator will automatically switch off when the fluid runs out.

Overall: dissimilar sisters

Choosing between the Mikado sisters from Nürnberg and Irvington is not easy. Due to the many compromises, unnecessary ones in our opinion, neither of the two can convince in a solid fashion. So it is up to the buyer, which features he prefers and which compromises he can accept.

LGB's beauty shines because of the details and the good looks which set products from Nürnberg apart. Annoying are the oversize and the incorrect scale, the shorty tender, the problematic running gear and the so-so performance of the sound unit in analogue mode. DCC users will be happier with the sound. Considering the price, we expected more.

Garden railway operators will find Aristo's beast, with its solid drive, to their liking. Distracting from a "model" are the boiler which sits too low, the sparingly applied details and the drivers that are too small. Those who want a Mikado to drag long freight trains, will go for the "Made in China" Aristo item, not least because of the price.

Regrettable is that both manufacturers missed the chance to produce a convincing, pleasing replica of a popular American freight engine. The customer has the choice between two stand-ins, which at best have some similarities to a USRA Mikado - each in a different manner.

PAINTING FIGURES FOR GARDEN RAILWAYS:PART 4

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.

In this month's installation I'm going to teach you how to paint the rest of your figure. This will include the basic coloring as well as applying shadows and highlights. Finally, I'll discuss the various fixatives you can use to further protect the figure from the elements (and yourself).

Before we start, I need to share with you my normal system of painting clothing. I call it the FROM THE INSIDE OUT system. This simply means that I paint the most underlying garment first and the next one out and so on and so forth. This way, you can slop a little paint onto the next outer garment without having to repaint it. For example: You are painting a man wearing bib overalls over a shirt. Paint the shirt first and then paint the overalls because they are on top of the shirt. The only time you have to be really careful is when you get a darker colored paint on a white colored piece of clothing. It's hard to cover the darker color with more white. Conversely, you have to be more precise when painting the next garment so as not to slop the paint the other way(i.e. the color of the bib overalls onto the shirt of the sample given above).

Let's start now:

First: Use your enamel paint of choice to paint the basic colors on the figure. All we are doing is getting the base colors now.

Second: Now we move on to our Ceramcoat acrylics. Remember what I told you in Part 2. Ceramcoat comes in over 100 colors so it should be easy to match whatever color your basic coat is. O.K. put on a thin coat of acrylic over the enamel matching the colors. Wait until the paint dries before moving on to the next step. By the way both these enamels and acrylics will dry in about 30 minutes.

Third: Add shadows. This doesn't mean mixing black with your base color. It means mixing a small amount of a darker color of the same hue to get the shadow. Before you start, look at your figures and see where the folds of the garment occur and apply the darker colors in these folds and creases. Thin the paint so it can be blended(or feathered) into base color on the edges. This will look a lot more natural than a harsh line of dark color to lighter color. After all the shadows have been delineated and blended, we can begin the highlighting step.

Fourth: Add the highlights. To add the highlights I simply add a little white to the basic color. Personally, I've started using a "dry brush" effect to do a lot, if not most, of the highlighting. This simply means I draw the brush with the lighter color over the appropriate base color to hit the tops of the folds. This takes practice, but don't despair. It will look good, trust me.

SO THOUGHTS AND LAST WORDS OF PAINTING CLOTHES: Try to use thin coats and don't use any more brush strokes than you have to. The reason for this is that the more brush strokes the rougher the texture of the clothing becomes. Also, remember that many of the same make of garment has different shades. A good example is blue jeans. Depending on the age and wear of a particular pair, they can be anything from a very light to very dark blue. This goes for a lot of other garments as well. Furthermore, this is good way to make the two, or more, of the same figures to look differently. Remember, a good paint job may not be easy at first, but the more you do it the better your techniques become. THE FINAL COAT: After the figure is completely painted, you need to protect that great job. I have used many brands and types, both spray and hand painted. The main point is to protect the figure. Here are my choices:

1. Testors Dull Coat in spray form
2. Krylon #1311 Matte Finish in spray form
3. American Accents Clear Top Coat by Rust-Oleum in spray form
4. Ceramcoat matte clear varnish in brush on form

I hope these articles have helped those of you who are contemplating painting your own figures. I realize this has been a crash course, but if you have any questions, or concerns, please contact me.

Digital Delivery Under Way

Digital delivery of the TGRS Time Table began on schedule with the June issue. Sixteen members removed their name from the mailing list and received the electronic version. The full color news letter is much more attractive than the black and white mailed version, and we have had at least four more members notify us that they want the electronic version in the future. With 20 members signed up we are saving the club \$13.80 a month which mounts up to over \$165 per year.

Won't you consider joining the people getting the news letter electronically? If you do, you will not only save the club money, you will also get the better color version of the newsletter. If you want to switch please let lbby Ulmer know at nhulmer@earthlink.net.

Build a Water Tank

Phil Creer, of Australia authored a neat article on scratch building a water tank (see following article). His Toenail Ridge Shortline can be seen on his great web site at <http://www.trainweb.org/toenailridge/indem.html>

As with all stories from down under Phil uses metric measurements but there are very few measurements given and you can easily convert them to nearby inch measurements. He also refers to a tank bottom of MDF which Phil assures me is a sort of smooth pressed wood. We could substitute plywood or plastic here.

Phil uses cedar bands for his tank bands but we might substitute solid wire with the joint representing the prototype's turn buckles. Note that the prototype used more bands and they were closer together at the bottom

than at the top of the tank. Also, Phil takes his buildings in so he doesn't bother with water proof glue but we could substitute Tite Bond II or Gorilla Glue for a waterproof structure.

The instructions in the story below are pretty much minimal as the pictures tell the story.



The Water Tank

The following is an article by Phil Creer that first appeared in Garden Rails the newsletter of the LGB-G Scale Model Railway Club of Australia and is reprinted here with permission.

Steam engines are thirsty creatures, requiring replenishment of their aqueous comestibles as frequently as hourly depending on the terrain and load demands. With the result that at virtually every stop along any particular route the iconic water tower would stand, prepared to fill the water tank in the locomotive tender either from the attached fold-down spout or via a free-standing water column.

For many years the Toenail Ridge had a water tank standing at the passing loop at the station of Selbyville but weather took its toll and it needed replacing. Documented here is the construction procedure for its replacement

The main structure of the tank is 6inch PVC sewerage pipe.



Water Tank showing interior and bottom of roof

It is clad with 1mm thick cedar, ripped down from old wall panelling on the bandsaw. The tank bands are also cedar, ripped to 0.5mm and contact cemented in place. The floor of the tank is a piece of MDF, sealed around the edges with gapsealant. MDF hates moisture so if I

ever want to put water, vodka, or 4X in it I'll have to coat the MDF with copious layers of enamel paint first.



Outside showing cladding and bands

The roof of the tank is 1mm styrene or ABS with ABS strips. Cow of a thing to get the right angles when you're cutting! The capping got pinched off a cheap toy train, it used to be a cover for the sand dome. I glued a circle of polystyrene foam on the inside so that it's a snug fit on the inside rim of the tank.



Tank frame of ripped Cedar

The tank sits on a frame also made of cedar, ripped down to 5mm square and glued with Aquadere. I don't leave my good structures out in all weathers so the water-soluble glue isn't a problem.

The upper and lower ladders both have cedar sides and Plastruct 1mm rungs which I painted black. I drilled the ladder sides in pairs so that the holes would be in alignment and the rungs are just a press-fit.



Partly Assembled ladder and parts

Began the water-column base by making a tall box from 19mm (3/4") pine, glued and nailed. Then added corner cedar strips and have begun cladding it with 1mm cedar weatherboard. There is an access door on one side. The cladding on the water column and the access door is all ripped cedar.



Base in place showing door on one side

I made tank supports from cedar ripped down to 5mm square and cross-braced it with 5 X 1mm cedar planks.



Box for water column base



Tank supports in place



Base after cladding



Cross bracing of supports

The next job is to make up the spout, spout crane, level indicator and necessary chains. Oh, must remember to put a hatch on the roof too. Will post these steps as I do them.



Brass spout soldered together

I've started the spout, using brass plumbing pipe & fittings.....the spout end was originally the same shape at both ends but I cut the tip off one end to simulate a rolled lip and have made chain support bands from copper strip.



Spout crane (center), water level gauge, and water spout with hinge

The spout crane is made from...yup, cedar again and nailed with brass brads. Also made up a water level gauge using styrene sheet and rub-on numbers. This will be framed in wood and have a sliding indicator weight added. The markings are in 1:20.3 scale feet to indicate depth of water remaining. I made a hinge for the spout using styrene tubing and welding rod and added Ozark Miniatures nut/bolt/washer castings at each end

Got some more done on the spout crane, made up a headstock for it and added a pulley, made from small dress snaps and added some large nut/bolt/washer castings to the crane uprights.



Spout Crane with headstock

The spout has been painted with metallic charcoal, as has the roof and I have glued the spout onto the crane base.



Mounted Spout

The upper ladder is now mounted as are the support chains and lifting chain on the spout.



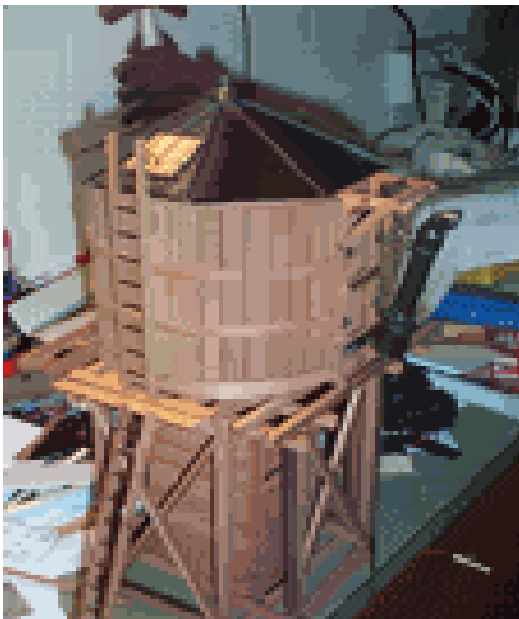
Spout rigged with chains

I've painted the roof using Metallic charcoal spray paint, but unfortunately it crazed the ABS so I'll now have to cover the roof with shingles, Also made a hatch for entry to the inside of the tank. Note that the hatch has a rope handle



Painted roof, hatch & upper ladder

The top ladder has also been fixed into place using small wooden stand-offs to clear the roof lip .



Finished product ready for installation

Minutes of the BOD Meeting

Respectfully submitted by Ellen Stoesser

June 13, 2004-7:00 P.M at Norm and Ibby Ulmer's House President Nick Buchholz presided over the meeting. Bob Dirkson is away. Pres Nick thanked the Ulmer's for hosting.

The **minutes of the May meeting** were approved as written in the newsletter.

Treasurer's Report: Willis Fagg reported a current account balance of \$1,717.06. Revenues to date for fiscal year 2004-2005 are \$240.00 and expenses \$51.80 for a net increase to date of \$188.20. Final accounting for fiscal year 2003/4 is: revenues of \$11,890.83, and expenses of \$13,716.08. We have 61 membership renewals to date, including four life members. The Treasurers report was approved by the Board.

2004-2005 Budget: Willis submitted the proposed budget to the Board Members for discussion. After

changing some of the numbers he will bring it back to the Board for final approval.

Newsletter: Dick Izen said" that approximately 20 members have opted for getting the **Timetable** electronically". A reminder will be put in the newsletter about members paying their dues or they will be dropped from the membership roster.

Events: Norm Ulmer said" Rich Hall had a meeting with the new ownership (Greg) of the San Marcos and they went over the contact page by page and an agreement will be in writing by the end of the week". When an agreement is signed a club member will lend the Club \$1,000.00 and the Club will write the check. The buffet or a sit down lunch will give us credit towards our food allocation. We will not get credit for the open bar but we do not pay the bartender. In Denver the Planning Committee will have a meeting after the Ice Cream Social.

Dates: Home Show-**January 7/8/9**----TT Swap Meet-**January 15**

Gary has not heard anything about us going to TBG this year. There was discussion if we were asked to do the Shaba Home Show, what would we need.

Membership: Ibby said "we have a very enthusiastic 8 year old club member, although the membership will be in the family name because of his age". The new membership roster will be out after September.

Mentor: Joe Duda is working with Jerry Tulino and he is getting his layout up and running.

Modules: Joe Duda is going to set up a date (October) to do legs, numbering and repairs of the modules. He will need 4 people in the beginning and 2 after that to help him. He will look into doing an overlay for his magnetic board. He will also see about a sign up sheet of what members are going to bring to the shows.

Venues: Chuck Cook and his committee are working with Lew Sleeper to see about setting up at the VA Hospital and DM Airbase. A letter will be sent to the VA listing the officer's names and asking if they would like us to come and set up. The Venues Committee will meet after the regular meeting on Saturday. Chuck is thinking of going with smaller layouts, more often.

Publicity: If anyone is in need of a Members Handbook, please contact Dick Izen.

Nick will check to see why we are not listed in **Garden Railways**.

Replacement Board Member: Jim Cook will replace Roy Eberbach as a Board Member.

Web Site Renewal discussion: A motion was made and approved to continue the TGRS website.

Digital Camera discussion: After discussion about should we buy a digital camera, a motion was made and

passed that we do not buy one. It was felt there was enough cameras at each meeting and the shows that the members could give, send, or email copies to Jerry for the web site.

Other Business: Madelyn Cook would like the Club to rent tables and chairs for the Christmas Party. She will get estimates and bring them to the Board to consider.

A motion was made and approved that Norm take the old trailer and get the necessary repairs done on it. The price range of the estimate was between \$92-95.00.

There was no date set for the next board meeting.

Minutes of the 7/17 Meeting

Respectfully submitted by Ellen Stoesser

The meeting was held at the home of Bob and Jean Hoffman.

President Nick Buchholz thanked the Hoffman's for hosting. There were 45 attendees.

The **minutes of the June meeting** were approved.

Treasurer's Report:

Willis Fagg reported:

1. A current account balance of: \$1,717.06.
2. Revenues to date for fiscal year 2004-2005 are \$240.00 and expenses \$51.80 for a net increase to date of \$188.20.
3. Final accounting for fiscal year 2003/4 is: revenues of \$11,890.83, and expenses of \$13,716.08.
4. We have 61 paid memberships to date. The report was approved by the members.

Editor's Report:

Dick Izen had "**Members Handbooks**" for members who have not picked up their book yet.

Vice President's Events Report:

Norm said "that the **New Venues Committee** is working on setting up layouts at the VA Hospital and DM Airbase". He also mentioned the possibility that Shaba might want us to set up there.

Modules:

Joe Duda would like to get a crew to repair the modules at the end of September or first of October.

Education:

Janet Mitchell will meet with Phyllis Dirksen to discuss future workshops.

New Venues:

Chuck Cook will hold a meeting with his committee after the meeting to discuss going to the VA and DM. He would like to see smaller, one day layouts. He was wondering if the trailer could be packed to accommodate this. Chuck will check with Big Brothers to see if they would like to visit a club member's layout in October. Since the Big Brother would be there, it would require less manpower.

New Board Member:

Jim Cook has replaced Roy Eberbach as a Board Member.

2008 Convention:

Club members can purchase T shirts, with the 2008 Convention logo on, to start advertising the 2008 Convention. The shirts will be priced in the \$8.00-\$10.00 range and be in a variety of sizes. What color they will be and what kind of material has not been decided. Any questions contact Joe Stoesser or Gary Martin.

Denver Side Trip:

Bob Hoffman had a sign up sheet to go see Mark and Melody Siebert stream train layout in Walsenburg Colo. There are 4 & 1/2 miles of track, tunnels, bridges, 4 steam locos, a diesel and a galloping goose. The dates are August 11 and 15 at noon. It was asked that instead of Sunday could the one tour be on Monday. Directions will be in the **Time Table**.

Denver Convention:

If you would like to get together at Denver with the rest of the TGRS Gang, contact Nick. He also has a Denver registration and banquet ticket to sell at a lower price.

Digital Images;

Jerry Tulino would like images send to him, they should be, if possible, around the lowest resolution. Jerry would like 640x480. He will place them on our website.

Web Site Renewal:

The TGRS website was renewed.

Videos:

Marty Hart gave the Club 2 boxes of videos. To check one out see Chuck Cook.

For Sale:

Pat Barnes will hold an Open House every Saturday in September to sell G and O gauge railroad equipment. These will be priced at 50% off. There are lots of odds and ends, heavyweights and shelving available. The Phoenix Club is also being invited. If you are seriously looking for something, you can contact Gary and he will take you there.

Nick also has more of Marilyn Snyder's railroad equipment. This includes trucks, tools, switches and trestles etc.

The September 18, Meeting will be held at Mike and Jane Dorgan's at 10:00 A.M. There will not be an August meeting because of the convention.

Meeting Photos

Members with photos, especially digital photos, of the meetings are asked to send copies to Jerry Tulino at lackawanna79@yahoo.com for posting on the TGRS web site.

Annual Dues Are Past Due

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 August, if you haven't paid your dues yet, you are delinquent.

It is important that Treasurer Willis Fagg receives your 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

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

- 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
 Chuck Cook.....520-888-3264
 Bob Dirkson.....520-742-9503
 Bob Hoffman.....520-825-6967
 Joe Stoesser.....520-577-1210

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