



Tucson Garden Railway Society's

Time Table

Society web site: <http://tgrs.homestead.com>

Editor e-mail: dizen@aol.com

December, 2004

Meeting This Month

This month's meeting will be our annual combined meeting and holiday party. It will begin around 4 PM with trains running, the meeting itself will be around 5 PM and the party and dinner will begin around 6PM. As previously announced this will all be on December 18th, at the home of:

Madelyn & Jim Cook
10420 East Fort Lowell
Tucson, AZ 85749

Telephone 520-760-2325

Driving Directions



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Map to Cook's home

Fort Lowell does not run all the way out to the Cook's home so take one of the major east-west streets to Houghton Road. Go north on Houghton to East Fort Lowell (about one mile north of Tanque Verde). Turn right (east) on Fort Lowell and the Cooks are the second mailbox on the right (south) side of the road. Go through the gate and follow the driveway to the left for parking. If you are handicapped and need a close in spot, park on the right of the house entrance. There is plenty of parking space.

The Caliche & Saguaro Railroad

Hopefully the Holiday at our house will keep you busy and entertained.



Still wearing the name of prior owner Colorado & Southern and the well known "bear trap" spark arrester, the Caliche & Saguaro's number 4 rounds a curve on the Cook's Layout.



Some of the many buildings on the Caliche & Saguaro

The railroad, named the "Caliche & Saguaro" has changed from two very flat lines and now

includes three waterfalls, four bridges, lots of rock work and four lines plus a trolley. We have two towns and about fifty buildings, some scratch built and kit-bashed.



Number 4 approaches bridge



Another view of some of the buildings

Other Party Attractions

By Jim Cook

Our home still celebrates Christmas with 12 or more trees. It is like a treasure hunt as you wander from room to casita and back.

Our miniatures are in two rooms and are done in three scales- inch to the foot, 1/2" to the foot and 1/4" to the foot. Most have been featured by magazines and newspapers over the past 30 years. Madelyn was elected to the Academy of Honor for Miniaturists and her work has been

displayed at Disneyland, National Geographic Museum and several other museums and National Shows.

Although your dinner will be served in a garage, for a garage it will be quite festive

EDITOR'S NOTE: If you haven't yet talked to Madelyn about how many are attending and what dishes you are bringing please call her immediately. It is no joke trying to get this party organized and ensuring that we have enough food and a place setting for each attendee. The Cook's phone number is 520-760-2325

TGRS Gift Exchange :

After the meeting and dinner, we will hold our annual holiday grab bag and gift exchange.

Each member who wishes to participate should bring a wrapped, railroad related gift that cost less than \$10. While most members have great fun with this part of the program, you do not have to participate in the gift exchange to attend the meeting or enjoy the dinner.

You turn your wrapped gift into the grab bag (generally a table) and take a numbered ticket.

After dinner and the business meeting, Nick or some other moderator will call the numbers. When your number is called you go to the table and select a wrapped package.

Now the fun begins. You may now open your package and show it to the other members OR you may exchange your gift for any other gift that has already been unwrapped. In that case you give your wrapped package to the person who had the item you just took.

That person may now unwrap the gift or exchange with a third person (but not with the person who had just exchanged with him/her).

The wrapped gift can go from person to person ad infinitum until someone unwraps it.

Once unwrapped gifts must be left visible and on display (generally on top of the dinner table) so someone else can exchange their wrapped package for it.

Because some gifts become very popular and can be passed from hand to hand for a very long time, we have set a limit of two exchanges per unwrapped gift (e.g. three owners, the person who first unwrapped it, the person who first exchanged for it and then the third and final owner).

After a gift has been exchanged twice, it is no longer in play and may be removed from display.

A Tucson Christmas Carol

The following, which has been published in the Daily Star, has nothing to do with trains in any scale but is (peripherally) related to the TGRS in that it was written by our own Dottie Fagg. It is to be sung to the tune of "Oh Christmas Tree."

Oh, Desert Broom, oh desert broom, how fuzzy are your flowers.

They're in the air, they're everywhere! I cough and sneeze for hours.

My eyes they weep. My nose it runs. Your drifts of white are not much fun.

Oh, Desert Broom, oh desert broom, how fuzzy are your flowers.

Oh desert broom, oh desert broom why can't you bloom in spring?

I sneeze I cough, my voice is off, no carols can I sing.

Box and Refrigerator Cars Part II – Refrigerator Cars

By Dick Izen

As our nation urbanized, a need developed to ship perishable foods from the growing regions to the urban markets. Of course, as the distances grew, the problem of keeping fresh food from deteriorating became more difficult.

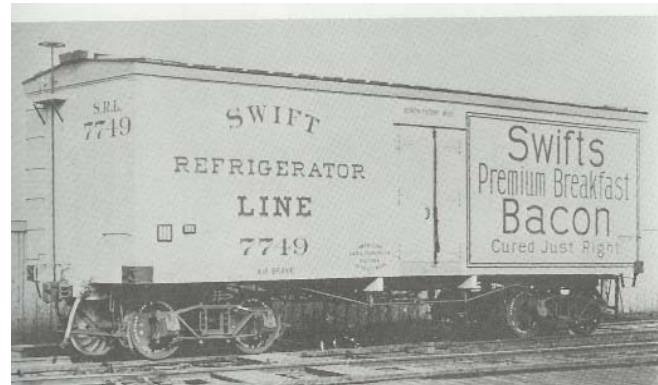


Early Ventiladed Box Car used to ship fruit

One of the earliest attempts was the ventilated box car or, as it was sometimes called, the 'Watermelon Car.' This was simply a box car with a screen door in addition to its solid wood one and one or more screened hatches built into the ends of the car. With the hatches and the solid wood door closed the car was suitable for general freight. With the hatches open and the

screen door used there was a natural air flow through the car cooling the melons and other produce shipped, generally from southern farms to northern urban markets. The Central of Georgia served a large watermelon growing area and built 'Watermelon cars' as late as the mid 1920s.

The Bangor and Aroostock Railroad served the potato growing regions of Maine and had the opposite problem. Carloads of potatoes would freeze in the cold night air enroute to the Boston-New York- Philadelphia market areas. They solved this by insulating the box cars they used for potato shipments. While the potatoes grew cold they remained above freezing and were delivered to the markets in good condition. While both of these approaches had some merit they also had drawbacks. Because the cars were needed for specialized service they couldn't be allowed to be loaded with freight destined for distant destinations. This limited their usefulness and often found them returning to the shipping railroad empty. More importantly, the range of temperature protection was limited. As the meat packing centralized at the Chicago rail hub, and the rich farm lands of the western United States were developed, a better solution was required.



One of Swift & Co.'s early refer cars

Some isolated shipments of perishable dairy and meat products, cooled with ice, were made prior to 1880. One early instance for which records have been found was a shipment of butter from Ogdensburg, N.Y. to Boston, MA in July of 1851. In 1860 a car load of sea food was sent from New York City to Indianapolis, IN. The first use of the term "refrigerator car" came in 1867 when a railroad trade magazine noted that one had been added to the Blue Line fast freight service. Despite these scattered instances it wasn't until 1887 when Swift, the Chicago meat packer, began the regular shipment of meat products to the east coast in refrigerator cars. It was the successful usage of these designed cars that led to the general use of refrigerator cars or 'refers.'

Refrigerator cars are heavily insulated with thick walls and have hinged doors rather than sliding doors.



Celery being loaded for shipment east. Note the thick stair stepped doors.

These doors are usually quite thick to hold the insulation and generally are 'stair stepped' in design at the top and bottom and on the hinge side to ensure a tight fit that seals the temperature inside the car. Because of their thickness and weight the doors are generally two narrow doors on each side. When both are opened and folded back against the car side their combined width makes a normal opening for loading and unloading.

In each end of the refrigerator car there is a bunker which can be loaded with ice to keep the contents cool. If produce was being shipped in winter, the bunkers were used to hold charcoal heaters to keep the temperature above freezing. Some cars used bunkers just below the roof which ran the length of the car in an attempt to keep the temperature more even throughout the car. Even when this design proved unsatisfactory some loads had crushed ice blown in on top of the freight.



Tiffany patented overhead ice bunker cars like this one owned by the Minneapolis-Saint Paul Stock Yards

The earliest cars had their bunkers filled before the produce was loaded. This proved unsatisfactory as the ice often melted before the trip was completed. The railroads and shippers

tried building hatches in the ends of the cars but this proved a tedious way to re-ice a car and soon gave way to the familiar four roof hatches. This allowed re-icing or refilling the charcoal heaters enroute without disturbing the loaded freight.



Re-icing through the roof hatches



This Santa Fe car was built using the Wilkes patent. The corner roof hatches are barely visible



This center bunker car was another design allowing re-icing enroute. The car was lined with metal to help prevent air leaks.

Another advantage of the familiar four corner hatches was that the car could be used as a ventilated car. Depending on the produce loaded and the ambient temperature the hatches could

be fixed part way open to catch the air as the train moved. The forward pair of hatches would act as wind scoops while the rear facing pair let the air exhaust ensuring a constant flow through the car. Though the refers didn't have the big screen door of the early watermelon cars this was an relatively effective way of keeping an even temperature through the cars.

Generally the floors were raised on slats to promote the circulation of air around the loads. As refers developed some had fan belts driven off the car's axles that improved the circulation of the cooled air throughout the car. The improvement in keeping the temperature even throughout the car was considerable and fans became the norm. To eliminate the openings for the drive belts some cars had belt driven generators that powered electric fans inside the cars.

At first, because railroads were reluctant to invest in refrigerator cars, they were generally paid for by the shipper who owned the cars and used them exclusively for it's own products. At one point the major meat packers, called the Beef Trust, owned over 80% of all refers. Recognizing the advertising value of name recognition the shippers often painted their cars brightly and with colorful slogans and logos, treating them as rolling bill boards. Freight brokers also formed lines such as the aforementioned Blue Line, the Red Star Line and the Commercial Express Fast Freight Line to compete for refrigerated shipment business. Eventually abuses in pricing by the Beef Trust led to the Interstate Commerce Commission regulation of mileage rates in 1917 which led to the transfer of cars from private to railroad ownership, and the colorful era of 'Billboard' refers came to an end.

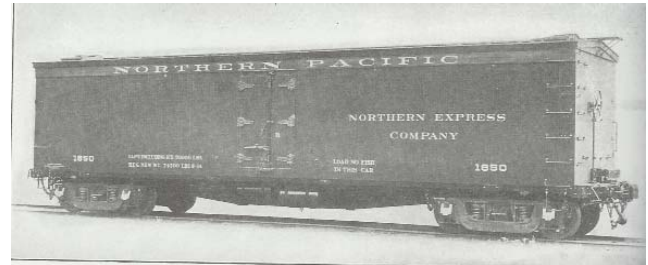


Coors, at one time, had 30 "billboard" refers like this one in service

Since privately owned refrigerator cars tended to be used in captive service they were often built with specialized accessories. For example, Swift, Armor and Morel, all large Chicago meat packers, had many cars equipped with racks that allowed them to hang beef halves for shipment. Similarly, breweries often had cars

equipped with tie down points set for their standard sized cases of beer.

While many refers were used in special high priority, fast scheduled, trains sometimes a few cars had to be moved rapidly. To accommodate this the railroads developed 'express refers' designed to be used in passenger trains. Basically these were standard technology refers, often 50 feet long, built with steam lines (passenger cars were heated with steam from the locomotive so all head end cars had to have lines to carry the steam back) and passenger trucks designed for higher speed running, so that they could be moved on fast passenger schedules.



Express Refer of the Northern Pacific. Note the passenger trucks and additional hose connections on the car end.

With the decline of 'billboard' cars and the increased demand for fresh produce in the industrial Midwest, eastern and Atlantic markets, railroads formed their own refrigerator car lines to ensure adequate car supply and dedicated routing. A few of the well known ones were Santa Fe's Santa Fe Refrigerator Dispatch and later Fruit Grower's Express, Wabash and Missouri Pacific's jointly owned American Refrigerator Transit, New York Central's Merchant's Dispatch Transportation, Great Northern's Western Fruit Express and the Southern Pacific and Union Pacific's jointly owned Pacific Fruit Express.



A Pacific Fruit Express wood car with metal ends and underframe

The refrigerator car made a nation wide market for produce and meat, poultry and sea food practical. This played a major part in the development of farming of citrus fruit in Florida, Arizona and California, melons and peaches in

Georgia, apples in the northwest and other fruits and vegetables in other areas. With the ability to ship large quantities of fresh produce it became practical for farms to specialize in the product best suited to the soil and climate in their region.

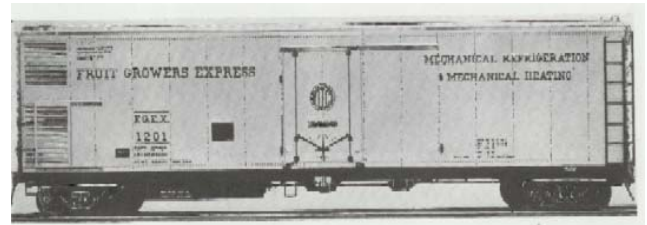
The growth in business justified the construction of icing stations at major points of origin and re-icing stations along the railroad's routes. The Santa Fe for example had 27 ice plants. Initially ice was sawn from frozen lakes in winter and stored in sawdust insulated ice houses for use in the summer. Demand soon outstripped supply and required the railroads to build ice plants to manufacture ice with refrigeration and to keep it cool with evaporative cooling (similar to our present day Tucson swamp coolers).

After WW II Florida began to shift from shipping oranges and grapefruit to processing the citrus and producing frozen concentrate. This required cooler temperatures than could be maintained with ice alone and provided a significant push to develop mechanical refrigerator cars. In the post war years diesel refrigeration units were designed and mated to cars to allow the safe shipment of frozen concentrates.



A modern 50 foot car in dedicated service hauling Tropicana Juice Concentrates

Despite the need to maintain the diesels and refrigeration units, these cars were vastly more cost effective than the ice refrigerators and their attendant ice plants. Not only could more even temperatures be maintained, modern insulating materials and the elimination of the need for bunkers allowed more useable space in each car. Roof hatches became obsolete eliminating a source of temperature leakage. Perhaps most importantly the vast icing platforms, the men needed to ice and re-ice the cars, and the plants manufacturing and storing ice could all be eliminated. Diesels rapidly replaced the ice refrigerators on the American railroads.



A post war mechanical (diesel) refrigerator car

The mechanical refrigerator cars continue in use today, notably in the Florida to New York Tropicana train, though the demand for refrigerated cars has been reduced by the containerization of freight including refrigerated truck trailers and containers.



One of the refrigerated truck trailers that made refrigerator cars obsolete.

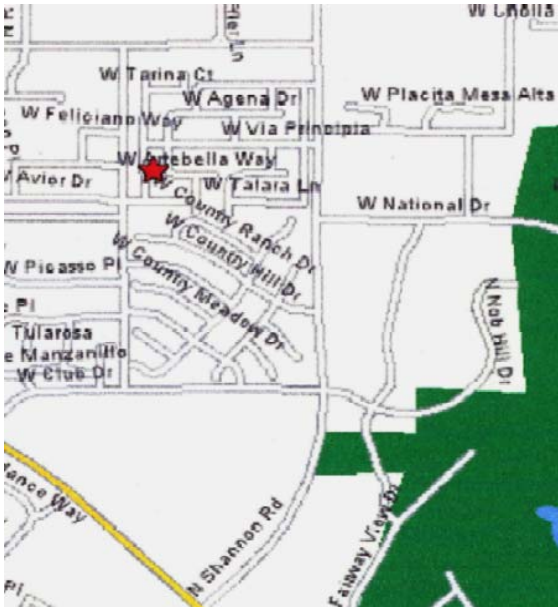
Saint Mark's Display

The preschool and daycare center at St. Mark's United Methodist Church has invited us to set up our children's layout for their annual Christmas party on Monday and Tuesday, December 13th and 14th. We will set up on Sunday afternoon about 4 P.M. The church is located at the corner of Magee and LaCanada.

Holiday Open House

Robert and Phyllis Dirksen will once again host an open house on January 1, from noon to 5:00 P.M. All club members are invited to their home at 8648 N. Auriga Way to enjoy a snack and a libation. The event is decidedly informal. If you have holiday houseguests, bring them with you. Bob says "Mi casa es su casa."

To get to Bob and Phyllis' home go to Shannon Road north of Cortaro Farms and Magee Roads (and south of Overton Road. Look for a street to the West labeled Via Principia. Take Via Principia to its end (be careful of the speed bumps) which is a T junction with Auriga Way. The Dirksen home is to the South (left) from the junction.



Map to Dirksen's home

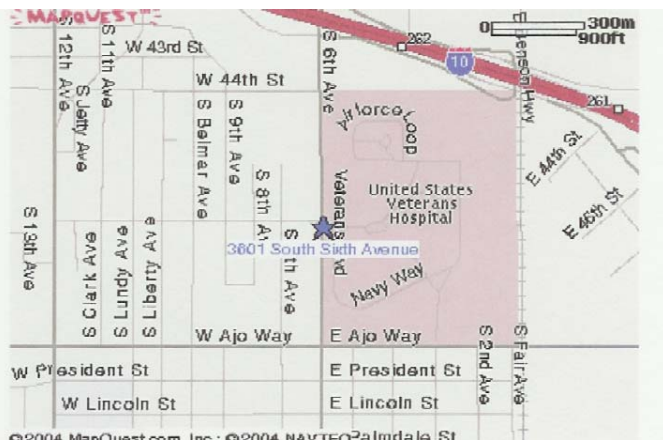
Bob has packed a lot of railroad into his very small back yard and he assures me that the trains will be running.

Rails in the Garden Sign Ups

The Rails in the Garden committee is asking for volunteers to show their railroads on March 5 and 6. We are asking that each participating railroad provide a short description of your pike. We already have had four members come forward and are asking for at least four more. If you are willing to show your railroad, or need tickets, posters or brochures, call Bob Dirksen at 312-4845. Let's all get together behind this important project!

VA Hospital Layout

Don't forget the December 28-31 layout at the VA Hospital. If your not certain of what times you have signed up for contact Lew Sleeper.



Map to VA Hospital

The hospital is at 3601 South 6th Avenue and the layout will be set up in the Lindsay Auditorium. According to Lew the Auditorium is best approached by using the main South Sixth Avenue entrance and turning left in the parking lot. Maps will be available at the December meeting. Shown above is the map from last month's issue.

Thanks from the Martins

Thanks to all the TGRS members who attended our Open House on Saturday, November 6th. TGRS members, ABTO members, friends and family made it a great turn out. Special thanks to Dick Izen, Nick Buchholz, Janet and Glenn Mitchell, Ellen and Joe Stosser, Chuck Cook, Bob Dirksen, Ken Karrels and Michael Bidon for their help running trains.

Minutes of the November 16, 2004 BOD Meeting

Respectfully submitted by Ellen Stoesser

November 16, 2004 – 7:00 PM at the Buchholz-Kerr residence

All board members were present.

September Minutes were approved.

Treasury Report

Willis Fagg reported a current account balance of \$2,730.32.

Revenues to date for fiscal 2004-2005 are \$1,878.50 and expenses \$677.04 for a net increase of \$1,201.46.

Open commitments include \$1,000 to the 2008 convention and \$1,000 to repay the cash flow loan from Gary Martin. The 2008 convention account should be established by the end of November while the repayment of the loan will be after the Rails in the Garden tour in March.

Total membership to date is 78.

Events

St. Marks Christmas Party

There will be a sign up sheet at the November meeting. We will set up on Dec 12, run Dec 13 & 14 and tear down will be after the running on the 14th.

Veterans Hospital

There will be a sign up sheet at the November meeting. We will set up on December 28, run on the 29th and 30th and then tear down later on the 30th.

American Home Show

There will be a sign up sheet at the December meeting. Dates of this event are January 7th, 8th and 9th.

Great American Train Show or GATS

The dates of this event are January 22 & 23, 2005. We will set up on Friday and run on Saturday and Sunday with teardown being after 5:00 PM. It has not been decided if we will offer clinics. We will not hold a raffle this year but will get \$100 for being there. Our hats, shirts and badges should get you in the door.

Christmas Party

Jim Cook reported that everything is all set for the Christmas Party. We will hold a gift exchange again this year.

Rails in the Garden

Bob Dirksen was given the e-mail addresses and the names of the people on the mailing list.

We are getting a Cricket cell phone for this event. It will cost \$100 which will be rebated after three months. It will have both voice mail and caller ID. The service costs \$35 per month and we will sign up for four months.

The committee will man the phone.

Bob will work with Ken Karells to get the information to Garden Railways and to the local news papers.

There will be posters, hand outs, and messages in events calendars and magazines. The posters will be 22 x 28.

We will start advertising at the VA Hospital event, home show and swap meet with tickets being sold at these events.

Bob will ask Madden if we can use their map of the city. On one side will be the larger map of the city while the back will have close up views of our open houses.

We will have a door prize this year. People will be asked to write their name and telephone number on the back of their ticket and leave it at the last house they visit. The door prize has not been decided upon but it will probably be a starter set of some kind.

Bob would like to have ten open houses for the tour. To date he has only 4. The open hours will be from 10:00 AM to 4:00 PM each day.

The board approved a budget of \$1,150 for this event.

The event will be March 5 and 6.

Venues

Norm Ulmer suggested a new portable point to point layout for use in smaller areas where our normal oval would not fit. The idea would be to have something less labor intense that could be set up and torn down faster. One of the objectives would be to make it a 'hands on' layout where children could operate trains and perhaps switch cars. The Modules and Venues committees will work together to further define our objectives and see if we want to pursue the idea further.

No date was set for the next board meeting.

Minutes of the November 20, 2004 Meeting

Respectfully submitted by Ibbey Ulmer, acting Secretary

The meeting was held at the home of Ken and Mary Karrels. President, Nick Buchholz, thanked the Karrels for hosting. There were 37 attendees.

Guests were potential members, Don and Dolores Anderson.

The **Minutes** of the October meeting were approved as printed in the newsletter.

Treasurer's Report

Willis Fagg reported:

1. A current Balance of \$2,740.32.
2. Revenue to date for the fiscal year 2004-05 are \$1,888.50 and expenses are \$677.04 for a net increase of \$1211.46.
3. Open commitments include \$1,000.00 to the 2008 convention and \$1000.00 to repay the "cash flow" loan from Gary Martin. The 2008 Convention bank account should be established before the end of November. Repayment to Gary should occur after the Rails in the Garden tour in March.
4. Total membership to date is 78 families.

Editor's Report

Dick Izen reported that he has membership books for those who have not received them. He asked if anyone had an address for the Nighswander's as their last two newsletters were returned.

Vice President's Events Report:

Norm Ulmer announced the following events for January:

1. Jan. 7-9 - American Home Show at TCC
2. Jan. 15 - Toy Train Operators Swap Meet
3. Jan. 22-23 - GAT Show

Sign up sheets will be passed around at the December meeting.

Membership Committee

Ibby Ulmer has new rosters for those who have not received them. There is one new member, Ronald Thomas.

New Venues Committee

Chuck Cook announced that the display for the VA hospital will be Dec. 29 - 31 with the set up on the 28th. The layout to fit the room has been planned. He passed around a sign up sheet for volunteers to sign. Displays for six modules are needed. He will have maps of the hospital available at the December meeting.

He also announced that, thanks to Jerry Tulino, there are plans underway to possibly have displays for Big Brothers and Big Sisters and for a Little League.

Bob Dirkson announced that the annual display for St. Marks Methodist Church will be Monday and Tuesday, December 13 and 14 with set up the afternoon of Dec. 12.

Lew Sleeper announced that the tentative display at Harlows Nursery has fallen through.

The December meeting and Christmas Party will be held at the home of Jim and Madelyn Cook on Saturday, December 18. They will have the viewing of the displays starting at 4:00 pm, the meeting at 5:00 and dinner at 6:00 followed by the gift exchange.

Rails in the Garden

Bob Dirkson announced that the Rails in the Garden Tour plans are well underway. It will be March 5 and 6. Some flyers have been printed and tickets will be available at the Christmas party.

They have purchased a temporary telephone to take calls from interested people. The number is 312-4845.

We have 5 people who have volunteered their layouts, Dorgans, Martins, Mechigians, Blackwells and Karrells. We hope to have at least 8, maybe 10. We need to know by December 1, so that maps can be made up.

A door prize will be given.

2008 Convention

Norm Ulmer announced that plans for the 2008 Convention are coming along. The joint agreement and the contract with the San Marcos Hotel have been signed and they are in the process of choosing a bank to set up an account. The next meeting of the Committee will be Feb. 5 at the hotel in Chandler.

ABTO visit

Plans are underway for the Arizona Big Train Operators to visit Tucson and have a tour of some of our members layouts in February. Norm Ulmer said he will coordinate that event.

New Business

The possibility of designing Quick Setup Modules for displays in malls and small areas is being explored. If anyone has any ideas or suggestions, please contact Joe Duda.

Announcements

Gary Martin thanked all those who came, and especially those who helped him with his open house on Nov.6.

He also announced that Arizona Big Train Operators in Phoenix is having some of their layouts on display December 10 - 12. Ennis Thompson's Christmas display will be open all through December.

Train Orders

Before radios and electronic communications, railroad train movements were controlled by dispatchers at each terminal and the many (telegraph) operators who were stationed along the right of way.

Each of these operators reported when each train passed his position to the dispatcher. He noted the reports on a large sheet of paper with preprinted lines for each reporting station and columns for time. Each train was represented by a diagonal line recording its position at any given time.

By keeping his eye on these sheets of paper the dispatcher knew the approximate position of every train on the lines that he controlled. As problems arose the dispatcher could change the orders for meeting and passing places so that delay of one train didn't result in tying up the entire railroad.

When changes were required, they were sent to the appropriate operator by telegraph and later by telephone. The operator would copy each order onto a pad of thin paper train order forms (sometimes called flimsies) using carbon paper to assure an adequate number of copies. To ensure accuracy the operator would repeat the order back to the dispatcher.

Once the train orders had been completed and approved the operator would set a signal alerting the train crew that there were new orders for them.

Some orders required the train to stop. In these cases both the engineer and conductor had to

sign that they had received them. This caused delays especially when the conductor had to walk from the caboose to the order station. Obviously the dispatcher tried to avoid these delays by having the orders handed up to moving trains as they passed by.

Why do you care? Because next month Dottie and Willis Fagg will explain, in an interesting article, just how the orders were passed up to the train crew.

New Member

The Tucson Garden Railway Society extends a welcome to new member Roland Thomas.

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 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

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
Dec 12	Set up at Saint Mark's United Methodist Church –Magee and La Canada 4:00 PM
Dec 13-14	Kids layout at Saint Mark's United Methodist Church –Magee and La Canada
Dec 28-31	Set up, operate, and tear down at VA Hospital
Jan 7-9	Home Show at Tucson Convention Center
Jan 15	Toy Train Operators Swap Meet- Rodeway Center (I-10 & Grant)
Jan 22-23	GAT Show at Pima County Fairgrounds (Set up on January 21)
Feb 19	Meeting at Winnie and Neil Mosley's home 1:00 PM
Mar 5-6	Rails in the Garden public open house – 10:00 AM to 4:00 PM both days
Mar 19	Meeting at Gina and Barry Blackwell's home 1:00 PM
April 14-24	Pima County Fair at fair grounds – Set up prior week, time TBD
May & June	Meetings Open

TGRS Officers and Board of Directors

President:Nick Buchholz.... 520-744-4932	At Large Board Members
V-President: Norm Ulmer.....520-299-9401	Chuck Cook.....520-888-3264
Secretary:Ellen Stoesser.....520-577-1210	Bob Dirkson.....520-742-9503
Treasurer:Willis Fagg.....520-760-0147	Bob Hoffman.....520-825-6967
Editor:Dick Izen..... 520-498-4634	Joe Stoesser.....520-577-1210

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