



# Tucson Garden Railway Society's

# Time Table

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

Editor e-mail: [dizen@aol.com](mailto:dizen@aol.com)

February, 2005

## Change in This Month's Meeting

This month's business meeting will be on February 19. at 4:00 PM at the home of Peggy and Gary Martin. After the business meeting around 5:00 or 5:15 we will car pool to Winnie and Neil Mosely's home for a social evening and to see the spectacularly lit layout operating at night. It ought to be fully dark to begin operations by 6:00 PM or so. The addresses are:

Peggy & Gary Martin  
4625 E. Cerro de Aguila  
Tucson, AZ 85718

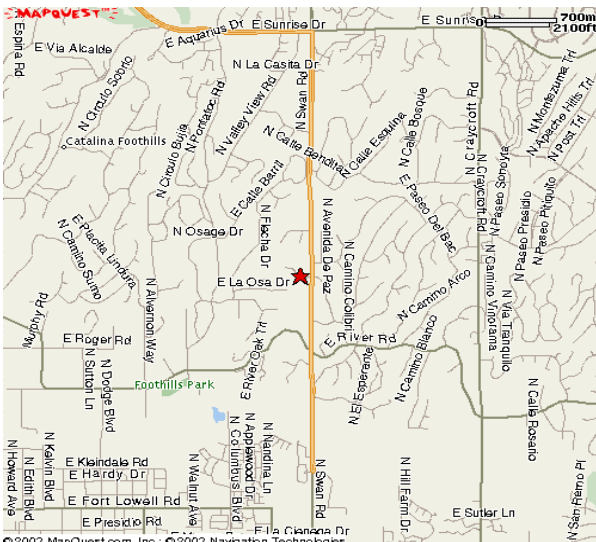
Telephone 299-7428,  
and:

Winnie and Neil Mosely  
6600 East River Road  
Tucson, AZ 85750

Telephone 327-3681

## Directions to Business Meeting:

**Directions:** Cerro de Aguila is a small street on the west side of Swan. The turnouts on Swan are marked with green warning signs in the median. If you are coming north on Swan it is above River. If you are coming south on Swan it is well below Sunrise. Look for the tall pole with the American Flag. It is the next road after the flag. The house is the second on the right



after you enter the street.

## Directions to Social Evening:

The Mosely's new home is on River Road between Craycroft and Sabino Canyon. It is on the south side of the road and the railroad is in the front yard.

Please exercise caution in parking as River Road is quite twisty with many dips and rises that limit sight lines. Remember to **bring chairs**.

## The Martin's Eagle Mountain Railroad

We bought this house in 1989 and moved in two weeks before Christmas. A yearly tradition was to put an HO train around our holiday tree. Gary saw and bought a G gauge train which was bigger and easier to set up. The first year the train went around the tree. The next year the train went around the tree and the TV, the following year around the tree, TV and behind the couch. He built a little village for the train (You're getting the picture!) After seeing a Garden Railways magazine, we decided to build an outdoor railway.

The layout has grown in three phases. First was the town area and 50 feet of track. Next came the logging area with waterfall and ponds and the third phase was the desert mining area. The garden incorporates a variety of native and other colorful plants that have been chosen for their resistance to desert animals.

We have really enjoyed a project that brings two hobbies together, gardening and model railroading.

### The Railway at a Glance

Eagle Mountain Railroad, owned by Gary & Peggy Martin

Size: 30'x70' and 30'x100'

Scale 1:22.5 & 1:20.3, gauge No.1 (45mm)

Theme: 3' narrow gauge in Arizona mountains and desert  
 Era: Steam late 1800's to the 1930's  
 Age: 8 years, track powered, 1000 plus feet of track  
 Maximum grade is 6% and minimum radius is 3 feet  
 Track is a mix of LGB and Aristocraft all with code 332 rail  
 Structures are Piko, Pola, Railroad Avenue and scratch built  
 Bridgeworks, MRC and Hogger power supplies are used with Aristocraft Train Engineer remote controlling power to the track



**Empty ore train descends the rocky grade near the town**

**Plants on Eagle Mountain Railroad**

**Trees**

Mesquite  
 Palo Verde  
 Aleppo Pine  
 Primrose  
 Dwarf Wine Pine  
 Dwarf Cedar  
 Dwarf Alberta Spruce

**Ground Cover**

Myoporum  
 Lantana  
 Showy

**Shrubs**

Autumn Sage  
 Bird of Paradise  
 Blue Juniper  
 Brittlebush  
 Bursage  
 Creosote Bush  
 Desert Broom  
 Desert Phlox  
 Mexican

**Cactus and Succulents**

Saguaro  
 Fishhook Barrel  
 Prickly Pear  
 Agave  
 Teddy Bear  
 Heather  
 Buckhorn Cholla  
 Bunny Ears  
 Dollar Cactus  
 Tree Cholla  
 Crown of Thorns

Ocotillo  
 Penstemon  
 Rosemary

**The Mosely's Railroad:**

**So Lets Build a Railroad, But**  
 By Winifred R. Mosely

There are rattlesnakes, and packrats, not to mention nasty half dead cacti, and everything lives between huge boulders in the yard.

Get ready folks, because creativity has reared its shining head.

Call the fire department to get rid of the snakes. Dig up the cacti and watch the packrats run. Leave the boulders, the trains will go around them.

What shall we call the town and garden? The garden is planted and waiting for houses. Call the railroad Dragonwick, the same as our home. Dragons live in the caverns under a town. They listen to the engines whistle and they hear the church bells on Sunday, but mostly they love the singing and the organ music.

Make a dragon or two or three. Use papier-mache mixed half and half with plaster so they won't melt in the rain. Light the cave with black light to make the dragons fluoresce. Now, build the town above the cavern and put the church high on the hill. Make a dragon wind up the hill, his tail hanging over, and his body surrounding the church, his mouth open by the double doors.

Don't show the people when the dragon attacks. They must paint the church again with dragon colors, green for his scales, gold for his shimmering eyes, and brilliant red for his fiery mouth. Then he won't eat the congregation. He'll just lie quietly and listen to the music.

Make a large castle with eleven towers and paint it gold. Each window must glisten and each tower light from within. There are stories for every tower, happy ones and sad, delightful ones and scary ones, and the stories are written for each family to read to their children. Those children will find the towers and understand what happens there.

One town is for winter with snow and houses glowing. Santa is coming and we see his sleigh. The train runs by with presents and we wonder if it will stop.

Build a town for autumn and put it on a slab above the waterfall. Have a cemetery nearby. Fly little paper ghosts from the tree behind the falls. Light pumpkins all over town. Play ghostly music softly so it won't interfere with the organ in the church. Make shivers run up and down your childish old memories.

Hand out tiny bottles filled with bubble juice and little wands so the children can join in the fun. The bubble machines on the roof will create the illusion of unleashed joy and laughter.

Spring is a layered garden filled with flowers and houses, and tiny trees around the track. A train is coming; always a train is coming. An engine grunts and groans around the town. The engines climb to the waterfall and go behind it. The smokestack puffs. Lets build the town with magic. Let the mind work miracles. Allow the audience to imagine all the little elves taking showers in the waterfalls. "I see em, I see em," the children cry out, and finally, slowly, the adults will see them too.

The night is dark but the layout is lit with hundreds of fairy lights. The stream from the waterfall glows from within, and on the little lake a ship moves upstream and down, lit from the depths with blue lights.

There is music, and there is light, and the bubbles from the machines on the roof sifting down over everyone reminds them that childhood is only one dream away when you are in Dragonwick.

Credits: Nothing would exist in our front yard without the planning genius and design of Gary Martin who gave up his sleep and worked every morning, laying track, hauling materials, bending, stooping, and making the tracks work. Dragonwick exists because of his quiet devotion. How does one say thank you for all that.

## Final Preparations for Rails in the Garden (RITG) Tour Underway

by Robert Dirksen

The RITG committee has been busy making arrangements for the RITG tour on March 5 and 6. With the addition of Jerry and Joyce Diesing's railroad we now have nine railroads. Press releases have been issued to Garden Railways and arrangements have been made to also hit the local regional papers. We have had tickets available at the VA hospital, the home show, the Tucson Toy Train Operator's swap meet and the Great American Train Show. Beginning early in February we will distribute information to the RV parks in the area and notify those who are on our email and snail mail lists that tickets are available. In late February we will issue press releases to local radio stations for their community bulletin boards.

We have asked the nine families who are showing their railroads to recruit their own help and to notify me (312-4845 or csrr@aol.com) who will be working what hours on what days. After the February meeting I have asked Lee

Willets to contact members to help. We distributed tickets to members at the Christmas party, and they are also available at Barbecues Galore, or by calling 312-4845. The week of the event we will also have tickets available at the 22nd Street Ace Hardware hobby department and they will be available on site on March 5 and 6.

The success of this venture depends on all of us. Thank you in advance.

## Thoughts on Model Building

By Marc Horovitz

Reprinted from the February 2005 issue of GARDEN RAILWAYS magazine, with permission.

Model building is an integral part of model railroading. Modelers (both kitbashers and scratchbuilders) use their acquired skills to improve their railways in a wide variety of different ways.

However, one thing I tend to hear a lot is, "I wish I could do that." People imply that they would really like to become modelers, but are somehow incapable of doing so. I've heard all the excuses – I don't have the skills (you'll learn them), I don't have the tools (you'll acquire them), I don't have the time (if you really want to do it, you'll find the time). Nobody was born knowing how to do this stuff. I couldn't do it either, before I learned how.

Some people seem to be natural model builders, while others seem truly incapable of sticking two pieces of wood together. Most of us, though, probably fall somewhere in between. What most separates modelers from non-modelers, I think, is desire. You have to *really* want to build models. It has been said that the hardest step in any project is the first one. That's certainly true in model building, and it's probably doubly true with your very first model.

Why do people build models? There are lots of reasons, I suppose. I can't speak for others, but I can tell you why I build them. It isn't to create something that people will admire and it isn't to somehow make me feel superior to someone else. The reason I do it is because I really enjoy doing it. I just get a kick out of creating something with my own hands. The finished product might be something that others find really cool or completely pointless. It doesn't matter to me, because the process provides me great satisfaction and I'm delighted to have done

it. If others get something out of it, that's just a bonus.

I know my limitations and can see them in my work. Everything I do has defects, but that doesn't bother me much. I value the finished product because I most likely learned something by doing it. And because of that newfound knowledge, I know that the next thing I do will be better.

While you may not be able to do a project perfectly, you can certainly do it to the best of your ability. And if every project you do is done to the best of your ability, then each has equal value, even though the ones done years ago may look crude and primitive compared to the one you just finished.

So the goal of the modeler, then, is not to build beautiful models. The goal is merely to continually improve your skills, so that every model you make is the best one you've built so far. If you can achieve that not-very-difficult goal, the beautiful models will follow.

Model building is a method of self improvement that I recommend to everyone. Give it a try. Do it because you want to, and don't compare your work to other people's. Just enjoy the experience of creating something with your own hands.

And finally, as I do every year, I'd like to wish garden railroaders everywhere good health and much happiness in the garden in the coming year.

## Editor's Rant - Module Standardization

Standardization is a beautiful thing. It allows interchangeable parts and is really the basis for modern manufacturing that has give us much of what makes life pleasant. In model railroading standardization lets us run cars and engines from many different manufacturers on the same track. In the TGRS it allows us to set up our modules in different lengths and shapes.

Sometimes there is a valid reason to vary from a standard. For example all of the modules for our club layout are four feet long except for the yard tracks. These modules were built 6 feet long. Now this made a great deal of sense for the end modules. The additional length was necessary to get both switches for all three tracks (main and two sidings) on a single module. OK, that made sense. But we also used six feet for the other four yard modules (two for the inner loop and two for the outer loop), the ones with nothing but straight track.

That decision was dumb. Now we have to either use all of the center yard modules to get 12 feet between the switches or none at all. We can balance the 12 feet in the yards with three of our regular 4 foot modules but if we try to shorten the yard we would have six feet on one side and 2 & ½ module lengths on the other side.

At the VA Hospital in December the space was restricted and we tried just using the end yard modules, the ones with the switches. This created sidings so short that they were useless and restricted operations. In fact they were so troublesome that at the Home Show on January we didn't use the yard modules at all. We still had the town sidings (because all of these had been built to the four foot standard, but we were limited in operational flexibility. More than once someone brought a train to run and we had to pull other trains off the layout to make space. Not a terrible burden but it causes interruptions and delays that allow spectators to become bored.

I propose that the six foot central modules be rebuilt as four foot modules. Four foot modules would fit on our racks for loading and storage and not have to be carried and strapped down separately in the trailer. Since each loop has two six foot center yard modules they could be replaced with three four foot central yard modules. This would result in one additional set of rail clamps each time we set up, but would allow us to have zero, four, eight or 12 feet of central yard tracks depending on the space available instead of our current situation of having either zero or 12 feet.

Seems like common sense to me. Anyone have any comments?

## RAILROAD BOOKS FOR CHILDREN

By Phyllis Dirksen

### FICTION

Brown, Margaret Wise 1977 Scholastic  
TWO LITTLE TRAINS ISBN 0-439-40009-0

Crebbin, June 1995 Candlewick Press  
THE TRAIN RIDE ISBN 0-590-99641-X  
*Teaching tool for teaching thinking ahead, prediction*

Crews, Donald 1974 Greenwillow  
SHORTCUT ISBN 0-440-83124-5  
*Story with a moral about danger of being on a railroad track*

Lewis, Kevin 1999 Scholastic

CHUGGA - CHUGGA CHOO - CHOO ISBN 0-439-11212-5

*Picture book*

Piper, Watty 1976 Platt & Munk  
THE LITTLE ENGINE THAT COULD ISBN 0-7607-0374-4

*Familiar "I think I can, I think I can, etc." story*

Siebert, Diane 1981 Trumpet Club  
TRAIN SONG ISBN 0-440-84402-9

*Train poetry*

## **NON FICTION**

1990 Publications International  
THINGS THAT GO, TRAINS AND PLANES  
ISBN 0-88176-842-1

*4 or 5 pages of general train information*

Coiley, John 1992 Alfred A. Knopf  
TRAIN (EYEWITNESS BOOKS) ISBN 0-679-81684-4

*Intermediate level introduction to all aspects of railroading*

Cooper, Jason 1991 Rourke Enterprises  
TRAINS, TRAVELING MACHINES ISBN 0-86592-490-2

*Introduction to railroad vocabulary, primary level text*

Crews, Donald, 1985 Puffin Books  
FREIGHT TRAINS ISBN 0-14-050480-X  
*Colorfully illustrated beginning vocabulary books*

Johnstone, Michael 1995 Dorling Kindersley  
LOOK INSIDE CROSS-SECTIONS TRAINS  
ISBN 0-7894-0319-6

*Detailed, illustrated cross sections of train locomotives*

Kuklin, Susan 2004 Scholastic  
ALL ABOARD, A TRUE TRAIN STORY ISBN 0-439-65530-7

*Excellent introduction to terms, striking photography, good glossary*

Lippman, Peter 1978/1978 Random House  
Picture Books  
BUSY TRAINS ISBN 0-394-8374  
*Detailed, ed , complex illustrations with lots of general railroad information*

Magee, Doug & Newman, Robert 1990 Dutton  
Children's Books  
ALL ABOARD A B C ISBN 0-525-65036-9  
*Illustrated A B C book with railroad terms*

Matthews, Moran 1990 Troll Associates  
WHAT'S IT LIKE TO BE A RAILROAD  
WORKER ISBN 0-8167-1816-4  
*Fictionalized introduction to beginning railroading terms and occupations*

Morris, Neil 1997 Silver Burdett Press  
TRAVELING THROUGH TIME, TRAINS ISBN  
0-382-39793-2

*Intermediate level history based introduction to railroading*

Offinoski, Steve 1997 Marshall Cavendish  
RIDING THE RAILS, TRAINS THEN AND NOW  
ISBN 0-7614-0404-X

*Picture story book with beginning information about railroads*

## **VIDEO**

BIG TRAINS, LITTLE TRAINS 1994 Sandbox  
Home Videos

I LOVE TOY TRAINS 1994 TM Books and Video

## **COLORING BOOKS**

THOMAS AND HIS FRIENDS 2002 Britt Allcroft  
Company  
*Pictures to color, worksheets*

ANTIQUÉ LOCOMOTIVES 1976 Dover  
Publications  
*Detailed outline drawings*

### **Editor's Note:**

The above list was compiled by Phyllis Dirksen to answer a request from a woman at the VA Hospital. While a pretty good list, it is not intended to be comprehensive. For example, my grand daughter would never forgive me if I didn't point out that her favorite, Thomas the Tank Engine, is available in fiction books, video tapes and DVD's as well as in coloring books.

## **Officers Needed**

The TGRS is a pretty good club thanks in large part to the efforts of its officers and committee chairmen. It is that time again when we are looking for a few good members to step up to the task of keeping the club running for the next two years (July 2005 through June 2007). Recently the nominating committee circulated the following memo to all members with e-mail addresses.

### **"MEMO**

**TO:** Members of Tucson Garden Railway Society

**FROM:** Nominating Committee, Lew Sleeper, Dick Izen, Madelyn Cook, Phyllis Dirksen

**RE:** Nominees for the upcoming election

Tucson Garden Railway Society is a vital, interesting, enjoyable organization. To keep it that way we need candidates to be

placed in nomination for the upcoming fiscal years who will help maintain that posture.

Please indicate if you are interested in being a candidate for any of the following positions. If you wish to nominate someone else, please consult with them before returning this information to a member of the nominations committee. The committee appreciates your input of names and comments.

If you have already agreed to become a candidate, or have been approached by a member of the nominations committee you need not indicate your interest, unless you would like to be a candidate for a different office.

**Please respond on or before the February 19, meeting.**

PRESIDENT

Comments

VICE PRESIDENT

Comments

SECRETARY

Comments

TREASURER

Comments

NEWSLETTER EDITOR

Comments

BOARD MEMBERS AT LARGE

Comments"

I think the memo is pretty self explanatory but wanted to call it to your attention just in case you don't have e-mail or in case your computer has gremlins.

## Meeting Hosts Needed

As you can see by the calendar on the last page we need members to sign up to host a meeting. As this issue goes to press both May and June are open. Any takers?

## Fairplex Garden Railroad

The huge garden railroad at the Los Angeles County Fair (which is in the town of Pomona) has announced that it will be open longer this year. In addition being open the second Sunday of each month (from 9:00 AM to 4:00 PM) it will be open from September 9 through October 2.

This is a huge layout with over 7,000 feet of track covering a 100 foot by 300 foot area. If you like to see long trains run at prototypical speeds this is a must see. There are plenty of detailed areas with shorter trains as well.

The Fairplex Garden Railroad dates back to 1924 but the modern (45mm gauge) railroad was begun in 1997. The FGR has run trains every year since 1935 (except the 1942-45 war years) and is most likely the oldest and largest garden railroad in America.

## Barbecue Defined

The following has nothing to do with railroads and only a tenuous connection with gardens (barbecues are normally in the garden or at least on the patio near the garden) but I had the space and found it amusing. I remind all members that they can prevent further instances of this editorial abuse of discretion by writing articles or submitting pictures on their garden railroads. With apologies to the anonymous author:

When a man decides to barbecue the following chain of events are put in motion:

The woman goes to the store.

The woman prepares the salad, vegetables and dessert.

The woman prepares the meat for cooking, places it on a tray along with the necessary utensils and sauces. She then takes it to the man who is lounging by the grill, drink in hand.

The man places the meat on the grill.

The woman organizes the plates and cutlery.

The woman comes out to tell the man that the meat is burning. He thanks her and asks her to bring him another drink while he deals with the meat.

The man takes the meat off the grill and hands it to the woman.

The woman prepares the plates and brings them to the table.

After the meal the woman clears the table and does the washing up.

Everyone present praises the man and thanks him for his cooking efforts.

The man asks the woman how she enjoyed her time off. Upon seeing the look she gives him, he decides that there is just no pleasing some women.

## Successful Shows

I am pleased to report that the club had several successful, well attended displays in December and January. I am writing this before the GATT

show at the Pima County Fairgrounds but this promises to be equally successful.

There was a surprisingly high number of people at the VA hospital. I suppose that this is due to the good publicity work by the staff at the hospital and the fact that this was a free exhibit. The space we had was adequate though fairly tight for our modules.

At the Home Show we had a bit of a shock when we got there as the promised space had shrunk to 20' by 40' or about the same as that at the VA hospital. We dropped the yard tracks and just used the passing sidings in front of the town.



**Bob Dirksen (in background) keeps his battery train running against the electric passenger train on the inner loop while the club's Diesels occupy the passing siding on the outer loop.**



**Bob's train passing in front of Gary Martin's scratchbuilt Mexican village at the home show.**



**The church and two more stores in Gary's village. The Cantina to the right was scratchbuilt by Norm Ulmer.**



**Close-up of the detail in front of George Fitzner's kitbashed Budweiser Brewery which was at the home show.**

At the Toy Train Operators Swap Meet we set up the kids layout. As usual Lew Sleeper had made several changes and additions.



**Club Mogul passes water mill on left side of kids layout at the TTOM swap meet.**

## New Members

The Tucson Garden Railway Society welcomes new members Bruce and Carolyn Lynn, Bob and Monique Henderson, Ralph & Arlene Plucinski and Don Land.

## Equipment Available

At the Toy Train Operator's swap meet I was approached by Bob Zael of Green Valley. Bob is an active O gauge model railroader and had recently purchased a lot of trains with mixed O and G gauge equipment. Bob wanted the O gauge stuff but has no use for the G much of which is relatively new and still in its box.

Bob has too much to list individually but his list includes freight and passenger cars Aristocraft, Bachmann, LGB and USA Trains. He has a couple of Aristocraft FA diesels and a Bachmann 4-6-0 for sale. He also has a circle of LGB 1500 track.

If you are in the market for additional rolling stock please call Bob at 520-399-2277.

The Tucson Garden Railway Society is a non-profit corporation incorporated in Pima County, Arizona. Society members are interested in all areas of garden and modular large scale railroading. We welcome new members and hope you will consider joining. Members help each other build layouts and learn about railroading and modeling.

The TGRS dues are \$30.00 per year and are due on June 30<sup>th</sup> of each year. For new members dues are pro-rated at \$2.50 per month remaining in the year until June 30<sup>th</sup> 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

- Feb 19 Business Meeting at Peggy and Gary Martin's home 4:00 PM**
- Social Evening at Winnie and Neil Mosely's home 6:00 PM**
- Feb 26 ABTO roundabout in Tucson (and dress rehearsal for Rails in the Garden Tour)**
- 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  
**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 Dirksen.....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**