



Tucson Garden Railway Society's

Time Table

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

Editor e-mail: dizen@aol.com

April, 2005

No Meeting in April

There will be no meeting this month as we will be setting up at the Pima County Fair beginning April 12 and will be operating twelve hour days for the eleven days April 14 through 24. I hope to see you all there.

GARDEN RAILROADING COMES TO RCW

By Janet Mitchell

Ken Zacharias, a winter resident at Rincon Country West RV Park (RCW) talked to Phyllis Dirksen at the Home Show and asked if anyone in our club would be willing to come to RCW and meet with a group who were interested in starting a garden railroad at the park—naturally Phyllis said yes!

She, Dirk, Glenn and I met with 14 of their residents on January 31st. The park had already agreed to let them use park space for a layout—quite a large space. Glenn and Dirk have met with them since then to look at three areas the park offered. They have since selected a site and planned to begin laying track after they visit layouts on our tour March 5&6.

This will be a park project that they hope will involve many people—not just railroad enthusiasts; but crafters and gardeners and others will become involved in the project. The last time I talked to Ken he said the concept was working, and many people were getting excited about participating in the project. A couple of retired engineers are helping plan the track layout and a graphics person has already put up a "Future Home Of ..." sign.

Ken has already joined TGRS, and Glenn and Dirk will continue to act as mentors—depending on what they plan to do they may call on other club members for special expertise. This is an exciting new addition to garden railroading in Tucson so let's all give them our support and make them welcome.

MARCH 18th UPDATE



March 18--100 feet of track down and trains running at RCW RV Park!

2005 RAILS IN THE GARDEN TOUR A SUCCESS

by Bob Dirksen

The TGRS Rails in the Garden tour held on March 5 and 6 was very successful, both from esthetic and monetary perspectives. We have received several compliments about the RITG by email and by phone. As for the money part, we grossed \$ 5,740 with expenses of \$941.89 for a net of \$ 4,798.90.



We had pretty strong rain, on and off all day Saturday, but it didn't seem to discourage these young RITG visitors at the Dorgan's.

The tally figures show that number of visitors at the sites ranged from just under 600 to over 1100

The club owes a debt of gratitude to those who showed their railroads. In no particular order they are the following: Bob and Eileen Schwab, Jerry and Joyce Diesing, Bob and Jean Hoffman, Gary and Peggy Martin, Mike and Jane Dorgan, Garb and Dorothy Mechigian, Jim and Madelyn Cook, Barry and Gina Blackwell and Ken and Mary Karrells.

We also need to thank those of the RITG committee and their spouses who did so much to make the event successful: Glenn Mitchell, Lee Willetts, Jerry Tulino and Jane Dorgan. Thanks as well to Roy Eberbach, whose pioneering efforts in 2004 made out task much easier.



Visitors enjoying the Karrel's layout at the RITG open house.

Two others who made important contributions to the effort were Ken Karrells for his contacts with the Tucson Newspapers and Joe Stoesser for acting as liaison with Barbeques Galore.

A special thanks to Marty Hart, Norm Ulmer and Lew Sleeper for manning the ticket table at Ace Hardware.

Two local businesses, Barbeques Galore and The Hobby Place at 22nd Street Ace Hardware, contributed to our success. Barbeques Galore sold many tickets for us and The Hobby Place disseminated information for us and provided a place for us to sell tickets during the week preceding the tour.

A thank you to those members and friends who volunteered to man the various sites during the tour itself. Your efforts made our success possible.

Finally, a THANK YOU to Phyllis for patience and understanding.

Door Prize Winner

Bob Dirksen reports that the winner of the Rails in the Garden door prize was Bill Stanger of Tucson. Mr. Stanger told Bob that he was amazed at the amount of digging that goes into garden railroading. He has been an HO model railroader for years. Perhaps winning the G guage starter set will convert him.

Donation Received

By Willis Fagg

I received a donation check today for \$25. It was sent to us (TGRS) by Marty Hart. The check was from Stan and Mary Lou Low and is intended as a donation in memory of Loyal Hart.

I was thinking that an announcement in the next newsletter would be appropriate. It would also be appropriate to issue a thank you note acknowledging the donation. The note should probably be from the President!!

The Low's address is 8641 E. Shiloh St., Tucson, AZ 85710-2943.

Nominees Announced

The following slate of officer candidates was announced at the meeting:

President:	Nick Buchholz and Norm Ulmer
Vice President:	Lew Sleeper
Secretary:	Ellen Stoesser
Treasurer:	Willis Fagg
Editor:	Jim Miller
Board of Directors Members at Large (vote for 3):	Chuck Cook Jim Cook Rick Gast Joe Stoesser

(Note the fourth Member at Large position is offered to the past President. If Nick is not re-elected to the presidency the position will be offered to him. Should he win, or should he refuse the position, it will go to the fourth candidate listed above.)

As discussed at the March meeting nominations from the floor will be accepted and the vote will take place at the May meeting. New officers will take their offices after the June meeting.

Challenger for Sale

Dick Nelson of the Phoenix club (ABTO) has a gray Union Pacific Challenger (that's a 4-6-6-4 articulated) for sale. Built by MTH, Dick says the locomotive is "brand new" and has MTH's proto sound. He is asking \$700 for the locomotive.

That's a good price. St.Aubins was advertising them for \$999.89 without sound and another \$180 for MTH's proto sound. The only drawback is that you can only access the full range of proto sound features with MTH's proprietary control system.

If you are interested his home number is 480-854-8652 and his cell phone is 480-223-3547.

Railroad for Sale

Joel Lapointe is selling his railroad including about 300 feet of primarily LGB track and switches, lots of rolling stock, many buildings and 3 LGB locomotives. The locomotives, 2 moguls (2-6-0) and a plantation engines, are battery powered and remote controlled by Locolinc. The installation was done by Battery Backshop.

He has a complete list available. You can contact him at 520-825-9320 or by e-mail at jrlapointe@comcast.net.

Build a Box Car - Part 1

By Dick Izen

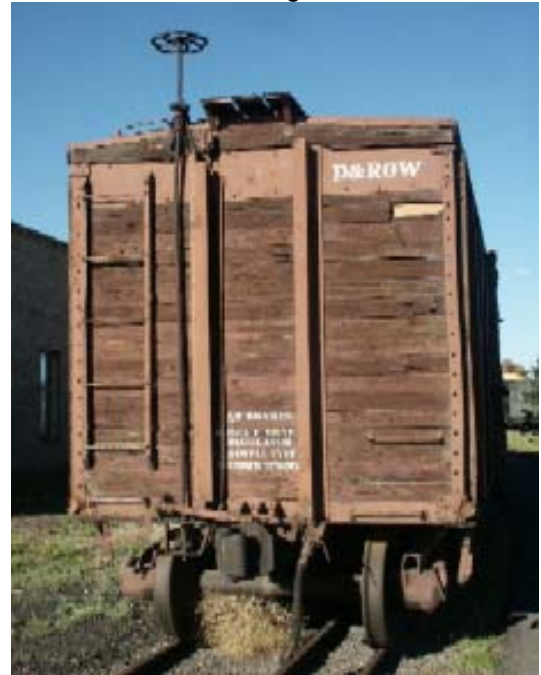
For some time now a group of club members has been meeting each Thursday night at Nick Buchholz's home as a modeling group. The only problem is that we never seem to do more than talk about modeling. Some months ago, however, I came up with some drawings of an outside braced NYC box car. Nick had some photos taken on the Cumbres & Toltec of a similar D&RGW car that provided some insight into the details.



Side view of D&RGW car.

We decided to build a similar car and Nick got busy hunting for detailed drawings on the internet. We ordered material for five cars of various scales but, to the best of my knowledge, only three of these are actually being built. Nick's, Bill Dillon's and mine. That's actually a good mix. Bill is pretty new to model railroading

but is a careful and diligent modeler, and Nick has built contest winning models.



End view of D&RGW car.

I, on the other hand, am more of a blacksmith modeler. I have built a few buildings and kit bashed a few others, but the most I have done with G rolling stock is body mounting my couplers and replacing plastic wheels with metal ones. I tend (much to Nick's disgust) to go with what looks right with a minimum of actual measurements. Still, my finished car does look good in service on my layout.



The completed car in Sleepy Hollow livery with mild weathering.

Scale

The first decision we had to make was what scale to use for this standard gauge car. The "correct" scale for a standard gauge car running on G gauge track is 1:32. Bill and I decided to use 1:29 which is the same scale Aristocraft uses so that the car would be more compatible

with our other 1:29, 1:24 and 1:22.5 rolling stock. Nick, however, decided to build the car in 1:20.3 which is the "correct" scale for a 3 foot narrow gauge railroad running on G gauge track.

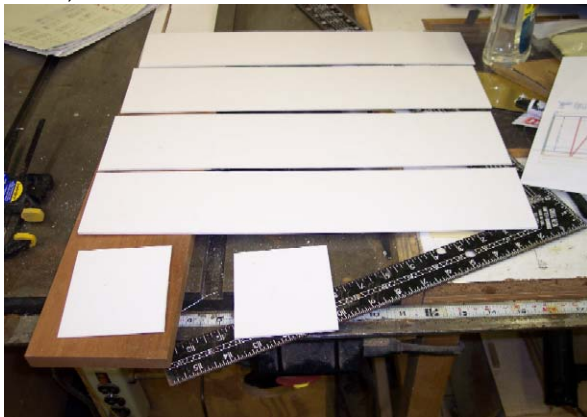
Of course this means that he will have to hand lay wider track for this car and that it will be too large to be run within the clearances on Nick's narrow gauge railroad. Nick plans to build a short section of dual gauge track to display the big standard gauge car across a transfer platform from his narrow gauge rolling stock.

I know many of us mix cars of 1:22.5, 1:24 and 1:29 in our trains but 1:20.3 is really a serious difference. We will come back to the differences in size and look at some comparative pictures as we assemble the cars but for the moment let's look at some comparable dimensions.

The center sill of the car runs inside the end sills. On the prototype it is just under 40 feet 9 inches long. On a 1:29 scale car that works out to 16.845 inches or about 1 foot 5 inches. In 1:20.3 scale that same beam works out to just over 24 inches or 2 full feet. Similarly the corner braces and the vertical braces which run from the bottom of the side sills to the lower edge of the roof are 4.25 inches in 1:29 but over 6 inches in 1:20.3.

First we build a box

The first thing we did was to construct an underbody which would provide the basic shape and strength for the scribed siding and other details. To start out with we cut out the floor, sides, ends and under roof.



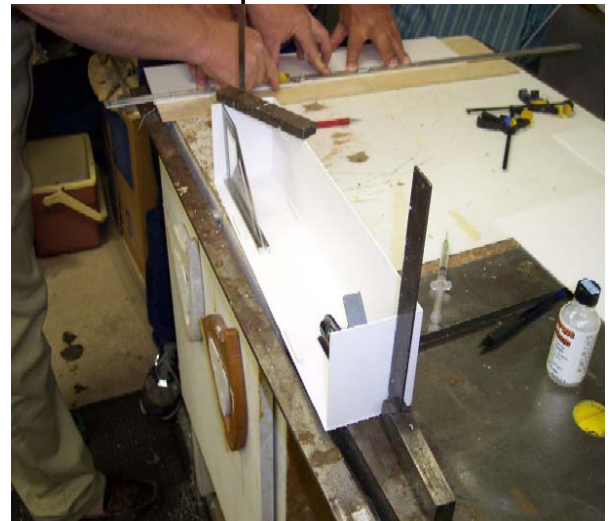
Here are the six basic 'box' parts.

This was done by measuring blank styrene sheet, scoring the cut line with an xacto knife, and snapping off the piece. We then used the knife blade to clean up any fuzz left on the edges.

The main issue in assembling the box was to ensure that the parts were square and put together at right angles. Fortunately Nick has all sorts of metal squares in his workshop.



One side, the two ends and floor are glued with Plastruct's liquid cement.



Here's another view of how we ensured the ends were square with metal squares both inside and out.

After we glued on the second side we were ready for the roof. We had a choice here.



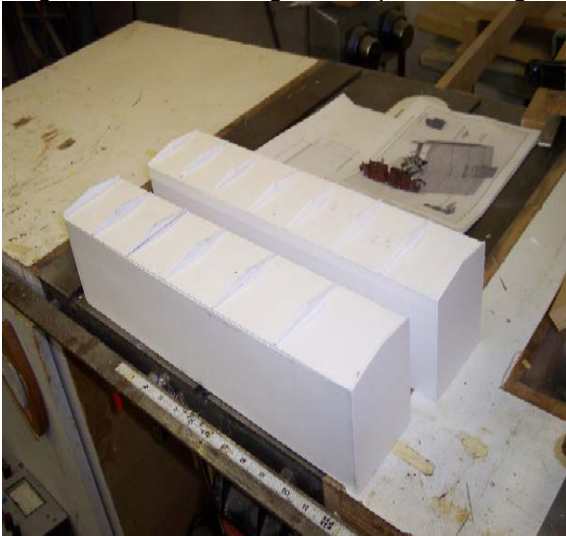
The hard to see center brace and roof brace block have been applied.

Since the roof is peaked we could have just made peaked ribs to support the roof. Instead we opted to make the box as strong as possible

by gluing on a flat roof and dealing with the peak later. It is a bit hard to see with the material all being white, but we used scrap styrene to brace the side walls and ensure that they didn't become concave near the top. We also used scrap styrene to place blocks on the roof that would help hold the upper edge rigidly.

Bill and I decided that we didn't need an operating door so the sides were made of solid styrene. Had we decided to have an open door, as Nick did, we would have cut an opening in the sides. Had we done that we would have had to brace the sides on both sides of the opening to keep the box rigid.

With the basic box completed Bill and I cut a second set of ends with the correct slope to support the peaked roof and cut a number of ribs or rafters to support the peaked roof along the length of the car. You may note in the picture that Bill's car has six of these ribs while mine has only five. It really doesn't matter as long as there are enough to keep the roof rigid.



The basic box with peaked ends and roof ribs in place.

Scale again

With the basic box completed Bill and I compared our cars to the one Nick was building. Remember these are both models of the same car, one in 1:29 and the other in 1:20.3.

Since Nick planned to have his car's doors open he disguised the wall bracing as a stack of boxes. With the roof removed this can be seen in the pictures below. The figure is a commercial 1:20.3 figure, yet to be painted.



Nick's 1:20.3 car in the rear is substantially larger than my 1:29 car in the foreground.



Detail of wall bracing on open door car.

You can see why Nick's models win contests!



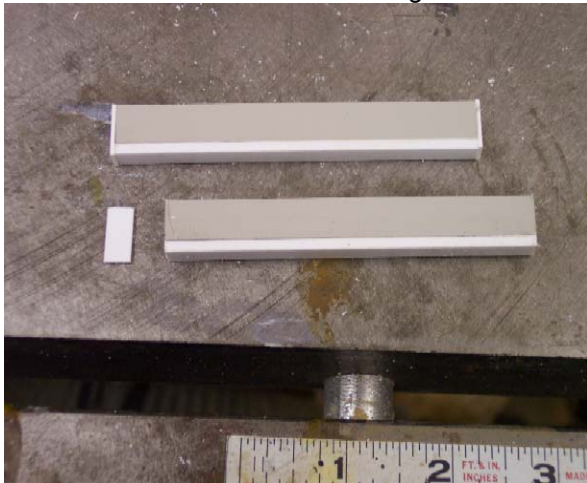
Bill smoothing the edges on his car.

While I was taking pictures of Nick's car, Bill was filing the edges of the peaked outer end to ensure a smooth transition to the basic box.

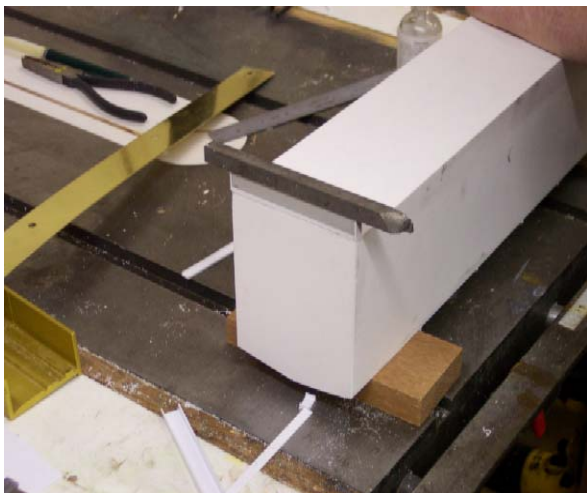
End and Side Sills

We used a rectangular shaped plastic tube for the end sills. To seal the ends we cut and glued styrene to both ends of the tube.

The next step was to glue the end sills to the floor. Note that the end sills are slightly wider than the box so that they will be flush after we add the side sills and scribed siding.



Two end sills under construction



End sill weighted while glue dries.

The end sill was glued slightly past the end of the box so that the wood scribed siding would be flush with the outer surface of the end beam.

This car has lower side sills made of "C" channel with the lips turned toward the car center so that the exterior was the smooth back side of the channel. We replicated this on the model car.

To keep the side sill straight we clipped it to a length of stiff brass. Then we clamped it to the side of the car. As with the end sill we made the side sill overlap the box by the width of the scribed siding. The easy way to do this was to use a scrap piece of styrene the same width as the scribed siding. The brass strip was clamped over this scrap. Then the side sill was clipped to the brass strip and the liquid glue applied to the inside of the sill and box floor.



Gluing the side sill to the car.

The upper side sill is simply a strip of styrene the correct width applied at the roof edge. This left a dip in the sides between the upper and lower side sills that will eventually be filled with the 'wood' siding.

The upper ends similarly have a strip of smooth styrene. The only difference is that this piece is peaked to match the peaked end of the car. Again the dip between the upper end and the end sill will eventually be filled with the scribed 'wood' siding.

Next month, Part 2 will start with the underbody.

Minutes of the March 19th Meeting

Respectfully submitted by Ellen Stoesser

The meeting was held at the home of Barry and Gina Blackwell's Home at 1:45 P.M. There were 58 attendees at the meeting. We had 1 guest and 5 new members.

The **Minutes of the February Meeting** were approved.

Treasurer's Report: Willis Fagg reported a:

1. Current account balance of \$5,170.98.
2. Revenues to date for fiscal year 2004-2005 are \$8,172.26 and expenses \$4530.14 for a net increase to date of \$3,642.12.
3. Account balance includes the repayment of \$1000.00 for the cash flow loan from Gary Martin.
4. Rails-in-the-Garden tour revenues to date are \$5715.00, including \$235.00 reported but not collected. Expenses paid to date \$941.89 for a net gain of \$4773.11.
5. 95 members to date
6. The Treasurer's report was approved.

Editor's Report: Dick Izen asked that any member who has pictures from the RITG event, email them to Jerry Tulino for our website and he would also like some for the "Time Table".

He also encouraged members to get the newsletter from the website rather than the regular mail. All new members are already on our Yahoo website.

Venues Report: Norm had sign up sheets for the County Fair event. More volunteers are needed to run trains and sell tickets. We will have a 40 x80 space, with the Children's Layout being outside the oval. We maybe setting up on Monday the 11th. Norm will keep us informed. We will have one RV spot this year. New members are encouraged to sign up for the learning experience and fun of course. There will be passes or photo ID'S. It is necessary to work to get a pass.

2. **American Home Show:** Norm does not know when in June it will be held or if we will be asked to be there.

3. **Toy Train Operators Swap Meet:** This will be held on June 4th. We will be there with the Children's Layout. 4 members are needed to help set up.

Membership Report: Ibbey Ulmer reported we now have 95 members

Mentor Report: Joe Stoesser would like anyone who wants a mentor to contact him. There will be a question and answer session after the meeting for the new members.

Education Committee: Janet Mitchell reported that Rincon West is going great. The owner donated an engine to the club and they are up and running. In June or October there will be an all day clinic.

Rails in the Garden II: Phyllis Dirksen said "that the event was very successful in every aspect". Visitors ranged from 600-1100 visitors at the sites. Bob is willing to head the event next year. Phyllis and Bob were thanked warmly for their efforts. There is an article on the event in the newsletter.

New Venues: Chuck Cook reported that working with the Challenger Little League was a pleasure and a huge success in spite of the rainy day. Everyone enjoyed the layout.

Nominating Committee: Lew Sleeper reported how the nominations were going. All positions now have at least one candidate running. The BOD are going to look at changing the By-Laws so the voting is held in May because there is usually not an April meeting. Dick will run the

slate in the newsletter in April, with nominations from the floor at the May meeting, with voting to follow right after. New officers will take office on July 1st.

2008 Convention : Norm and the committee are working with Denver, San Diego and Sacramento on putting information together in a booklet that can be used for future conventions, instead of starting from scratch each time. There be a meeting on May 5th, at the San Marcos. Norm would like all the sub committees' members to be there. Glenn Mitchell would like all those that would like to be hosts to contact him. He needs to get info on bus tours and maps so trips can be planned. The sites would need to be open before and after the convention and also be open on a Thursday.

Publicity: Ken Karrels let us know;

1. Dan Hoag (www.eaglewingsironcraft.com) is having an Garden Railroad Open House on April 16 & 17 starting at 10:00 A.M. at 4007 N 22nd Ave. Phoenix, AZ.

2. Southern Arizona Transportation Museum (www.tucsonhistoricdepot.org) is holding a 125th Anniversary Grand Opening on March 20th at 10:00 A.M.

3. Ken's home is on the Tucson Botanical Garden Walk and he would like volunteers to help at his house.

Questions & Answer Section:

Cementing of track: If you are going to do this, it would be better if you used LGB ties with Aristocrat 8 foot flex track because of the heat. The ties can easily be pulled out when they go bad later. Stainless steel track can be used with brass. Palm Springs has 5 acres of cemented track.

Which comes first: plants or irrigation system-it does not matter as long as you use big hoses that reach the rest of your layout. Home Depot carries a brown hose now but becomes brittle in the sun. It was recommended all hoses be buried out of the sun, as the water in the hoses gets hot and is not good for the plants. It was recommended that you put granules under the agaves before planting. When putting down the rock use pre-emergence first, good and heavy, for the weeds.

D&B Materials has clean fill dirt which does not contain weeds.

There will be a BOD meeting on April 5 at 7:00P.M. at the home of Norm & Ibbey Ulmer.

The next regular meeting will be held on May 21, at 1:00 A.M at the home of June & Buzz Weaver's at 10:00 A.M.

New Members

The TGRS extends a warm welcome to new members Dennis & Mary Abshier, Larry & Linda Benedict, Hal Biestek, Michael & Skye Chokel, Curt & Jennifer Collins, Richard Creamer & Stella Kennedy, Joe & Ginny Guenther, Don & Patsy Harris, Ray & Liz Moore and Ricke & Sharon Moore.

We are happy to have you aboard and are looking forward to seeing you at the meetings and, hopefully at our exhibits like the Pima County Fair. It is a great way to meet other members and have some fun running trains.

Electronic News Letter

With so many new members, I want to remind you that you can have the news letter delivered by e-mail. The club saves printing and postage costs but more importantly you get the news letter faster and can view the photos in color.

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

April 2-3	Karrels open house
April 5	Board of Director's meeting at Ibby & Norm Ulmer's home - 7:00 PM
April 11	Set up for Pima County Fair at fair grounds - 10 AM - <u>NOTE CHANGE IN DATE</u>
April 14-24	Display and operate trains at Pima County Fair – most days 10:00 AM to 10:00 PM
May 21	Meeting at June & Buzz Weaver's home – 10:00 AM
June 10-12	American Home Show at Tucson Convention Center – Times at May meeting
June 18	Meetings at Mary Kerr & Nick Buchholz's home – 10:00 AM
July 27-31	National Garden Railway Convention, Saint Charles (Chicago), Illinois

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

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