

Over the last year Dick, Gary, Dirk and others have been working to complete the main line and sidings of the railroad for the meeting. At this point the only track work remaining are the connections for the Queztican Border staging area (behind the roses), and two Cochise yard tracks and the turntable and engine service area. The railroad uses long, #4, #6 and #8 (LGB 1600 turnouts are #3.5), hand laid turnouts. The track is un-powered, as all the motive power will be R/C battery powered.

There are five bridges on the mainline, including one with a gauntlet turnout (points on one side of the bridge, four rails across the bridge and diverging frog on the far side of the bridge). Two of the bridges we will see are the final ones crafted by Nick, Three are temporary bridges awaiting the arrival of the TP&SD bridge building crew (Nick). There are two tunnels, the Mt. Orange Tunnel, a long curved one under a man made mountain, and Lantana Tunnel under our overpowering Lantana shrub.

Buildings, what few are completed, are all scratch-built to 1:20.3 scale. eventually there will be three town sites; Cochise Courthouse located in GIngenhaben canyon, Pearce/Cascabel located in the shade of the Lemon tree and Wilcox/Gleeson located in Cactus corner.

The TP&SD also has a full set of paper work for running a railroad. Stock certificates, passes, timetables, track warrants and train orders. Look for the High-Ball signal to see if trains are running and be sure to pick up your tickets as you enter the station.

And the Winner Was

The winner of the county fair raffle is James Concannon of Tucson



James with his prize

Election Results

The election of new officers was held at the May meeting in accordance with our bylaws and the officers for the next two fiscal years (July 2005 through June 2007) are:

President	Nick Buchholz
Vice President	Chuck Cook
Secretary	Curt Collins
Treasurer	Willis Fagg
Editor	Jim Miller

In addition to the officers, the four directors at large are:

Jim Cook
Rick Gast
Lew Sleeper
Joe Stoesser.

The proposed revision of the bylaws was passed and is now available on the web site.

Riding the Rails in England and Scotland

By Peggy Martin

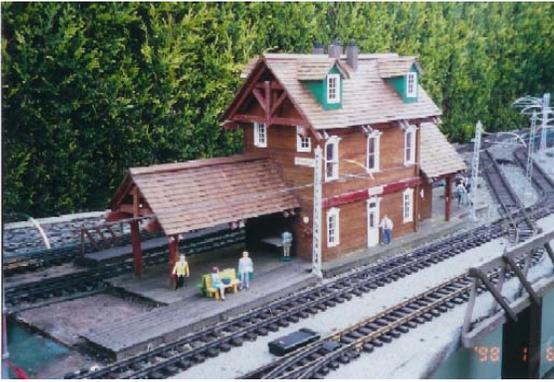
From April 19th to May 2nd, Ken and Mary Karrels, Gary and Peggy Martin and members of the ABTO (Arizona Big Trains Operators) enjoyed a wonderful trip through Great Britain. A highlight of this trip was visiting Colin Gosney and Norm Wordsworth from Gasforth, England.



Gary Martin, Norm Wordsworth, Colin Gosney and Ken Karrels.

We took the train from Carlisle, England to Seascale, and then Norm and Colin had neighbors pick us up and drive us to our lodgings, the Horse and Groom inn. That afternoon we walked to their home and enjoyed their garden railway. I should mention the weather was wonderful which made our visit even more enjoyable.

Some of you may remember Colin and Norm, they helped us set up for the Home Show about two years ago. They plan to visit the United States in September and hopefully Arizona will be on their itinerary.



Woodend Station on the Cumbria and North Western Railway. The catenary in the picture is on the track used by the rack railway.

If you are interested in viewing their garden railway their website address is www.gardenrailways.org.uk. (Website is very well done!)



One end of the private coal mine line. Coal is dumped into the scratch built tippie for loading onto mainline cars.

This part of England is not often visited by tourists but was well worth the trip. The train travels along the coast of the Irish Sea. Once we were in Seascale, we were driven to the nearby beautiful village of Gosforth. There were many lovely walks on country roads, near small rivers and farmlands. Mary and I stopped at a small church surrounded by a graveyard and found headstones dating back as far as 1730.

Other places that we visited on this trip were, Edinburgh in Scotland; York, Dover and London in England. We traveled by train, which is a great way to see the country. Thanks to Rich Hull in Phoenix for planning this amazing trip.

Build a Box Car – Part 3

By Dick Izen

Last month, in part 2, we covered the under side of the car, wood sides and metal bracing, and all of the rivets and bolts. This month we finish the car, beginning with application of the crimped metal roof and wood roof walks and platforms,

the ladders and grab irons, the doors, the and finally painting the car.

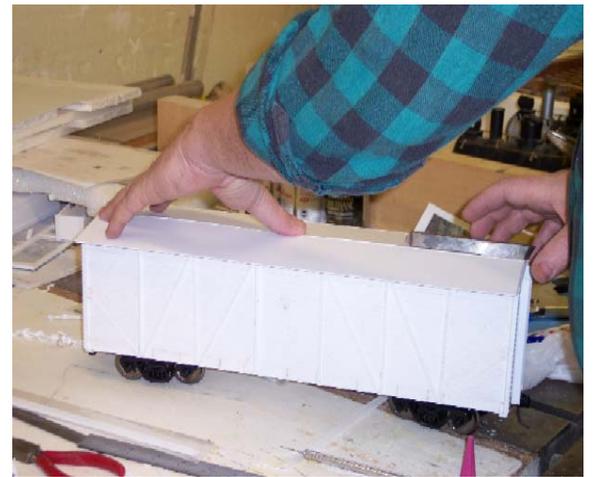
The Roof

The roofs on the prototype cars were metal with crimps between the panels which were around two feet wide. To emulate this we began with flat strips of styrene to form the basic roof. If this car had a wood roof we would have grained the styrene before gluing but for this car the smooth styrene represented the metal panels.

Because of the difficulty of getting liquid glue along all of the joints in the narrow space we actually used Walther's Goop to fasten the roof pieces.



First side of roof in place.



Fitting the second side of the roof to the car.

That's Nick fitting the second side of the roof onto my car as I took the picture.

Ladders and Grab Irons

For these details we again took the cars home. The ladders had wood sides and metal rungs. As can be seen in the D&RGW pictures (in part 1 of this article), the side ladders ran the full height of the car but the end ladders were

shorter with a grab iron in place of the lowest rung.

To make the ladders' sides we used square 1/8" x 1/8" ABS plastic (the hobby shop didn't have styrene in stock the day I went shopping.) which had to be filed to fit over the angled braces. The top and bottom of each side of each ladder was bolted or riveted to the car side. The rungs were made of 1/16" wire bent to shape. I used the same size wire for the grab irons and ladder rungs.

The pictures show straight grab irons but I have always liked the 'railroady' look of grab irons that drop down. These safety appliances varied from car to car and also varied as they were damaged and replaced over the life of the car, so I felt justified in making drop down grab irons as you can see in the pictures.

This wire scaled out to 1.8" which Nick felt was a bit large but the next size of wire (1/32") was so fine that it would not have held up and would have bent when ever the car was picked up. Further the 1/16" wire is thinner than the plastic grab irons on most of my rolling stock.

The sides of the ladders were cemented with the solvent we had been using but the wire parts were epoxied into the pre-drilled holes.



Short (end) ladder and (drop down) grab irons.

Note the three black uprights on the end view above. These were part of the draft gear castings on the prototype. They will become less visible once the car is properly painted.

The door is made of vertical wood siding (roughed up to get a wood grain texture as explained last month) edged by channels with rivets holding the door structure together. There is also a strip across the door at the height of the latch which is low enough so that it can be reached by a man on the ground. There are

also two brackets which slide on the upper sill and blocks to stop the door both in the closed and full open position. All of these were built up from scraps of styrene and then glued in place.

Door and Hardware



Door and associated hardware.

Steps

The prototype car has a step at each corner. These are wider than the grab irons but not as wide as the 1/4" brass strip which was the narrowest I could find. I cut a strip in half and formed the steps for each corner. These were epoxied in place.

Roof

As previously noted the prototype had a metal roof with crimps roughly every two feet. It also had the normal three board wooden roof walk and four board wooden end platform.



Overall view of the completed car. Note the 'crimped' metal roof, wood roof walk and corner platforms and the metal grab irons and supports for roof walk overhang.

To model this I glued styrene supports for the roof walk and end platforms to the roof. Separate strips of styrene (with wood grain created by running a saw blade over them) were glued in place. I found some half round styrene

strips to simulate the raised crimps holding the metal roof panels together. Then it was back to the 1/16" wire to form roof corner grab irons, the brake wheel shaft and the air line for the air brake regulator and the metal bracket that supports the overhanging roof walk.

Paint and Weathering

I don't have an air brush but have found that spray cans of auto body primer provide a nice flat finish that clings to almost all material and doesn't obscure fine detail. Accordingly I sprayed the car with Rust-o-leum primer. It was a disaster! Rust-o-leum has changed their pigment formula and their red primer came out brown. It was a nice mineral brown that would have looked good on an all metal car but was too brown for a wood car. After some searching I found that Bondo brand red primer has a more red color and re-sprayed the car.

As you can see in the D&RGW pictures (shown at the beginning of part 1 of this article) the metal parts of the cars are browner than the wood. I bought a can of Rust-o-leum primer and a # 0 brush and slowly covered all of the metal parts including the upper and lower side sills, the vertical and slanted braces, ladder rungs and grab irons with the browner color.

Next I lettered the car for my Sleepy Hollow Rail Road with dry transfer letters. This was protected with a coat of Testor's Dulcote. Then light sprays of the red and brown primers blended the colors together. I also weathered the car with light sprays of flat black and flat dark gray paint.



Side and corner of completed car. Note the corner steps visible in this view.

Summary

There is a great deal of satisfaction in creating from scratch. It is not, however, a way to save money. The total cost of the trucks, couplers, styrene, glue, wire and paint exceed what a commercial car would have cost. And that's

without the value of the many hours you put into a project like this. What you do get is experience, a sense of satisfaction and a unique car that is different from anyone else's rolling stock. I encourage you to try your hand at scratch building. It is a great aspect of our hobby.



End view of completed car.

Your Dues are, well, DUE

All members are reminded that the TGRS fiscal year ends on June 30 and that dues for the following year should be sent (or given) to Treasurer Willis Fagg. He is generally at the meetings but if you want to mail your check, please send it to:

Willis Fagg
12440 E. Avenida de la Vista Verde
Tucson, AZ 85749

Editor's Rant

With elections having been held in May, the club's new officers will be taking over after this month's meeting, and this will be my last opportunity to rant as editor. I wanted to take this opportunity to thank all of the members who have helped me by contributing pictures and articles.

Jim Miller will be handling the news letter and I urge you to give him your support. The toughest part of the editor's job is coming up with material to publish and I urge all of you to contribute pictures and articles as you do things around your railroad. This is especially true of newer members who are just staring out. You

may be concerned that you don't have all of the knowledge to write an article, but chronicling your efforts will prove interesting and helpful to others starting their pikes. You don't have to be a great author. The editor will help get your submissions into shape. Remember, if you don't send Jim those pictures and write ups he will never be able to publish them.

Volunteers Wanted

The new Southern Arizona Transportation Museum at the Historic Downtown Depot is looking for volunteers to help out at data entry, as docents, recruiting other volunteers, giving operation lifesaver talks, coordinating school field trips and doing research. Laura Caywood Barker, the museum director, says volunteers can work as little as one day a month though many come weekly. The museum is open noon through 3 PM Tuesday through Thursday and 10 AM through 4 PM on Friday and Saturday. If you are interested please contact Laura at 623-2223.

2006 RAILS IN THE GARDEN TOUR

by Robert Dirksen

ALLREADY???? OF COURSE!!!!

I have again volunteered to chair the Rails in the Garden Tour for 2006 and have tentatively set the date for March 4th and 5th. The earlier we get started on this project the easier (I hope) it will be. Since I will be leaving town about June 8 and will not return until October, it would be helpful to know which gardens will be featured. PLEASE CONTACT OUR PRESIDENT OVER THE SUMMER IF YOU WISH TO HAVE YOUR GARDEN ON THE TOUR.

We would like to see a mix of new layouts and repeaters. I am going to recommend to the board that the number of gardens shown be limited to eight, so if you want to be one of those eight, contact our president.

If you are interested in serving on the RITG committee contact me either by snail mail or by email (csrr@aol.com) or by telephone at 520 490 5987 before June 20 or at 204 291-5798 after June 20. The second number is a Canadian number, so the call will be international long distance.

Last year's tour was very successful. We have already received a few inquiries about our next year's tour, so I expect another successful event in 2006 if we all work together.

Minutes of the May 21 General Meeting

Respectfully submitted by Ibbby Ulmer

The meeting was called to order at 10:02 am by President, Nick Buchholz.

The **minutes of the April Board meeting** were approved with a few minor corrections.

Treasurer's report: Willis Fagg reported:
(1) Current account balance: \$5,896.39.
Revenues to date for fiscal year 2004-2005 are \$10,211.15 and expenses of \$5,843.62 for a net increase to date of \$4,367.52. Our liability insurance premium of \$502 is due June 1.
(2) Total revenues for the County Fair raffle were \$1,416.39, which included a few misc. donations. Total expenses were \$231.98 for a net gain of \$1,184.41. Expenses were \$255.00 for the starter set and \$6.98 for a roll of tickets.
(3) Adjusted the Rails-In-The-Garden tour expense down by \$31.08 to account for excess stamps given to Dick Izen for Newsletters. Revenues for RIGT were \$5,820.00. Revised expenses were \$910.81 for a net gain of \$4,909.19.
(4) Total membership to date is 99.
(5) Annual membership renewal is due July 1. Payments may be submitted anytime prior to that time, and thereafter become delinquent..

The Treasurer's report was approved.

The Newsletter Editor's report: Dick Izen said that he is in the processes of preparing the next Newsletter and asked if there were anything that should be included to let him know. He asked if anyone had a new address for April and Michael Biden to please let him know as their last Newsletter was returned.

Vice President's Report: Norm Ulmer thanked all those who worked at the County Fair. It has been suggested that having the Children's Layout outside the regular layout did not work out well and that it should be inside as we used to have it.

The Toy Train Operators Swap Meet will be held June 4 from 9:00 to 3:00 at the Roadway Inn at I-10 and Grant Road. The set up will be Saturday Morning at 6:00. It will be the children's layout only. A sign up sheet was available.

The American Home Show will be June 10th, 11th, 12th. Set up will be Wednesday June 8 at 1:00. The space we have been allotted is downstairs but is only 20'x 50' so we will only

use the children's layout. A sign up sheet was available.

Education Committee Report: Janet Mitchell announced that Ken Karrells is arranging a tour of Copper Canyon in Mexico. Tentative dates are September 7th through 14th, 2006. Approximate cost will be \$2500.00/person. Contact him to sign up.

She also announced that there will be two clinics at the June Meeting at Nick's house. The meeting will begin at 9:00 AM followed by clinics on lighting by Nick and pruning plants to railroad scale by Sallie Sanders.

There will be more clinics at the October meeting at Mitchell's. One may be on Scrapbooks if interest is shown.

Old Business: Rails in The Garden Tour chairman, Bob Dirksen, announced tentative plans for the tour next year. It will be the first weekend in March, 4th and 5th. He requested members to let him know if they would like to have their railroad on display for the tour to let him know. It will be limited to eight railroads.

He announced that the last tour went well and received applause for his efforts. He called forward those who had their railroads on the tour and presented them with commemorative framed photos of their displays.

The President announced that the board was looking for suggestions on how we might best spend the money we have raised. If anyone has any suggestions please contact him.

New Business:

Willis Fagg reported on his research into insurance for the club. Since the cost for liability insurance went up last year, he consulted State Farm and received a quote of \$860 which includes \$30,000 of property loss which we currently do not have. The current carrier, Nova, would not give us a quote on property loss without an inventory. When we quickly did an inventory it came to \$38,000. It was suggested that we might get a better deal if we combined with other clubs to form a group. It might be brought up at convention and Garden Railroad Magazine could be consulted. Other options to be considered include raising our deductible and raising the limit for Liability.

The President announced that we need volunteers to host the meetings in September and November. He also asked for input on having regular module maintenance meetings.

Announcements: The election results were announced by Dick Izen: The officers to serve

for the next two years beginning on July 1 will be President: Nick Buchholz; Vice President: Chuck Cook; Secretary: Curt Collins; Treasurer: Willis Fagg; Editor: Jim Miller; Board Members at large: Jim Cook, Rick Gast, Lew Sleeper and Joe Stoesser.

Nick announced that there will be a joint meeting on Tuesday, June 14th of the old and new officers and board of directors at his house at 7 PM.

Revision to By-Laws: Because we do not hold a meeting in April, it was proposed that the bylaws be revised with regard to the election of Officers. The proposed revision as presented by Norm Ulmer was approved.

Gary Martin announced that he had available a place for one person to go to the Queen Mary Show June 11-13 if anyone was interested. He also announced that his railroad will be open for viewing every Tuesday evening from 6:00 beginning Tuesday, May 24th.

It was announced that NMRA Arizona Division's Summer Meet will be held Saturday, June 11 from 9:00am to 4:00pm in Sedona, Arizona.

The meeting was adjourned.

Run Nights at the Martin's

Gary Martin announced that his layout will be open for running each Tuesday night from 6 PM until dark, about 9 PM. Members are welcome to bring guests and the public will also be welcome. Members may run Gary's train or bring their own.

CLINICS

By Janet Mitchell

At the June meeting at Nick's, we will have two clinics after our business meeting. Nick and Mary have a lovely, shady patio and we will start at 9 AM.

Nick will do lighting—for structures and trains. Sally Sanders will show us how she prunes small shrubs to look like miniature trees. If you have been to the Sanders home and seen their layout, you will not want to miss this.

There is some interest in scrapbooking so I will do a short introduction of what you need for the October meeting clinics.

For the October meeting, we will have Jane (Sculpy people and other details—did you see her vegetables?), Wayne (glues and what to use

when), I will do styrene (how to make it look more like wood than wood), Gary (airbrushing—you will get hands-on practice), and more.

New Members

The club welcomes new members Wesley and Laura Gray and Dale and Virginia Cover. We look forward to meeting you in person at a meeting soon.

Electronic News Letter

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.

Club Shirts and Hats

Joe Stoesser has shirts and hats with the club logo embroidered. The shirts are available in several styles including denim and a mesh polo shirt. You can contact Joe at the meetings or at his home number 577-1210.

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

June 4	Toy Train Operators Swap Meet at Rodeway Center – Set Up 6 AM
June 8	Set up for Home Show – 1 PM
June 10-12	American Home Show at Tucson Convention Center – Times per sign up sheet
June 14	Board of Directors meeting at Mary Ker & Nick Buchholz’s home – 7:00 PM
June 18	Meeting & Workshop at Mary Ker & Nick Buchholz’s home – 10:00 AM
July 27-31	National Garden Railway Convention, Saint Charles (Chicago), Illinois
August	No meeting (Too darn hot)
Sept 17	Meeting at Barbara and Bill Dillon’s home – 10:00 AM

TGRS Officers and Board of Directors

President:Nick Buchholz.... 520-744-4932	At Large Board Members
V-President:Chuck Cook.... 520-888-3264	Jim Cook.....520-760-2325
Secretary:Curt Collins....520-405-9522	Rick Gast.....520-721-8305
Treasurer:Willis Fagg.....520-760-0147	Lew Sleeper.....520-751-9628
Editor:Jim Miller.....520-886-7611	Joe Stoesser.....520-577-1210

Tucson Garden Railway Society
8132 E. Baker Drive
Tucson, AZ 85710