



Tucson Garden Railway Society's

Time Table

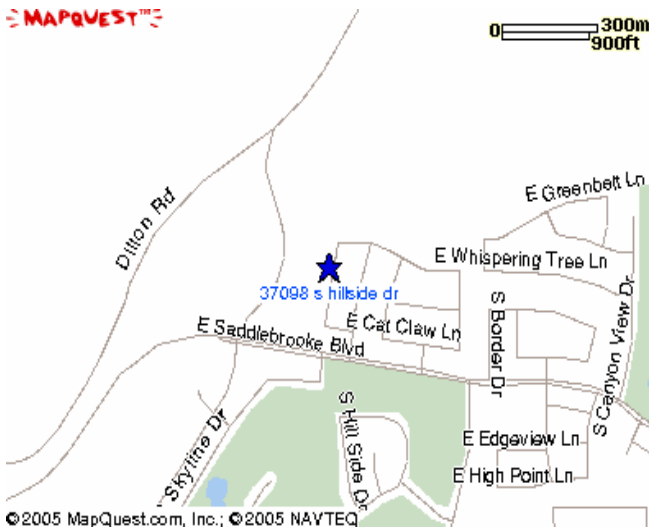
Society web site: <http://tucsongrs.org>

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September, 2005

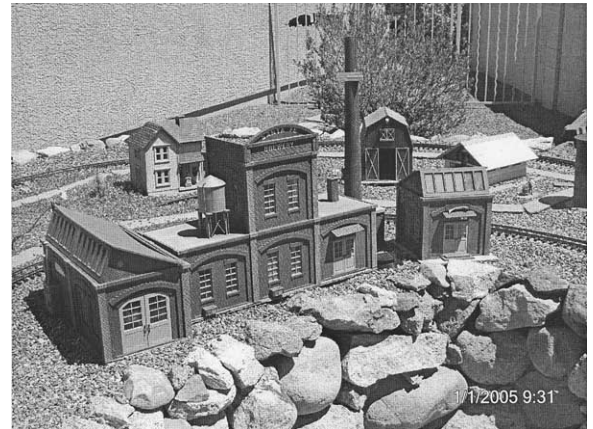
Our September meeting will be at Barbara and Bill Dillon's home on the 17th of September at 10:00 am. Their address is 37098 S. Hillside Dr.

Take Oracle road north past Catalina to Saddlebrooke Blvd. turn right and go approximately two miles until you see the houses. Take the 2nd left which would be Vista Park. follow Vista Park to the stop sign. Turn left this will be Whispering Tree. Follow this street one block, it turns into S. Hillside Dr. find a parking space. Bring chairs. If there is anyone coming from the north, please call for directions 818-2635.

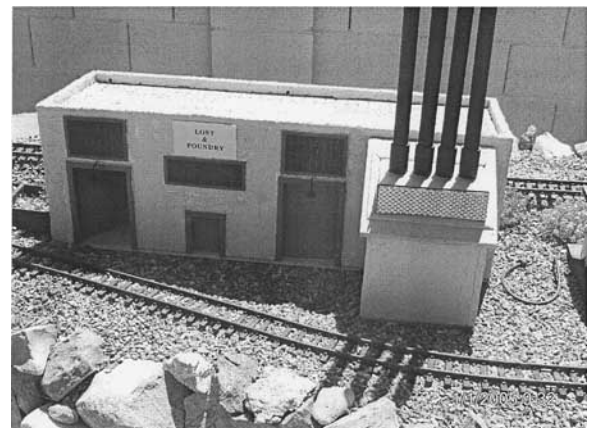


battery power. One of the main features is an airfield with a runway, the Giltin Airline hanger is a replica of the airline's original hanger that is still in use at the Tucson airport. The trains travel over a waterfall and through two towns and an industrial area. When the railway is running there are between 60 and 70 cars on the tracks.

The railway and buildings use solar power to provide the lights at night.



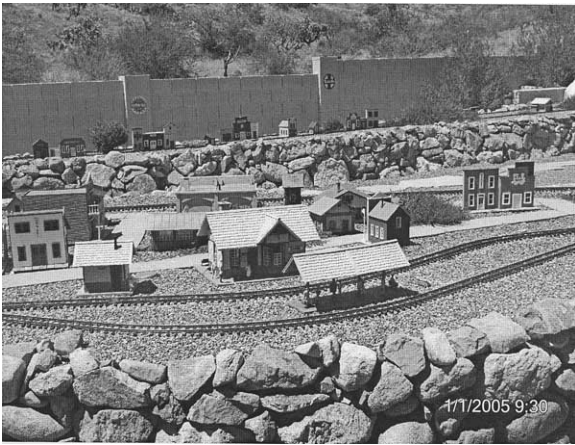
The Brewery on the Boojum and Mesquite RR



The Lost & Foundry

The Dillon's Boojum and Mesquite RR may soon be renamed because the Mesquite tree blew over and the Boojum tree is dying.

The railway has 600 feet of track, much of it is elevated. It is modeled after the era from the early 1900's to the 1950's. There is a loop that runs Egg liners that uses track power, the main lines are powered with



One of the towns on the Boojum and Mesquite RR

The following article was originally published in the Washington Virginia Maryland Garden Railway Society newsletter, we greatly appreciate the authors permission to reprint his article in our newsletter.

Getting Started in Weathering

“How to use chalks and dry brushing for a more realistic finish to your cars”

By Mike Carski

Let's face facts, our world is a very dirty place and things don't stay clean for very long. This is why we use weathering on our models, to make them look more realistic. Weathering is as simple as removing the shine of a new car, to making it show like many years of hard service! Weathering isn't hard to do, and the two methods I am going to discuss are the easiest to start with.

The final finish is what most modelers refer to when talking about weathering, and the different effects they have achieved. The five most common are as follows:

Rust: Can be found on any locomotive or car, anywhere debris can chip paint.

Bare metal: Can be used two-fold, bare surfaces attract rust, but also, there are areas that move or rub constantly, they can't rust, such as break cylinder pistons or the inside slope sheets on hopper cars. Also, boxcars with galvanized roofs, won't hold paint and won't rust. The flaking or peeling of paint will be covered in another article.

Dust: Usually light in color, old car, new engine, always has dust.

Soot: A flat-black coating, caused mainly by locomotive exhaust, settles on the tops of everything.

Grime: A shiny black and brown coating that forms from excess lubrication or where moisture collects.

The most important one item to remember about weathering, “Don't over do it.” At the point you think one last spray of paint is it, stop, cause that is when you'll go overboard and ruin a classic finish!

There are as many ways to weather railroad cars as there are types of locomotives.

Ground-up acrylic pastel chalks are very good for creating areas of dust, rust, and soot on models. The technique is fool proof, if you don't like the way it looks, just wipe or wash it off and start over. The negative side is you can leave your fingerprints in the chalk as you handle the model.

The fingerprint dilemma can be solved by sealing your chalk after each application with a clear over coat like Testors Dullcoat or Krylon flat sealer. Another slight inconvenience with sealing, sometimes spraying the chalks will make the colors less apparent, they may even disappear, so you will have to build up these colors with repeated applications, and sealing each layer along the way.

Model paints are also a very good medium for applying grime, rust, and soot. These paints can be applied several ways, the most popular are dry brushing and airbrushing. Dry brushing is the art of dipping the paintbrush into a color you want to apply, then drying the brush on a paper towel or rag. Then dragging the almost dry brush, with light to moderate pressure over the model.

Example: To simulate rust streaks on a boxcar, use a thin brush, almost dry of orange paint. Lightly whisk the brush downward from the roof sides, in the areas you want streaks, also, any place metal door rub the sides and places water collects.

When using the chalks, scrape the sticks of chalk with a hobby knife blade into piles. Experiment by blending different colors of dust, and use a stiff bristle brush to apply, then lightly seal with dullcoat or similar product.

This should get you started on basic weathering. In future articles I will cover airbrushing, how to simulate flaking and peeling paint on both wood and metal surfaces, and the process of “distressing” or representing damage on your model. Until then, have fun.

Illinois Live Steamers

By Dick Izen

One of the layouts open Saturday at the 21st National Garden Railway Convention was that of the Illinois Live Steamers who run trains in three gauges. They have a 6,000 plus foot 7.5" layout, a 5,000 plus foot 4.75" layout and about 1,300 feet of 3.5" track. When we visited all three gauges were active offering plenty of opportunity to ride around their property.

All of the engines I saw operating during my brief visit (there were eight layouts open that morning) were diesel replicas like the one shown below.



Replica NYC passenger Diesel

The club had a storage building however and we were able to see many stored steam engine models including this beautiful model of a vertical boilered locomotive posed on one of the steam up tracks.



Vertical boilered steam engine model

TGRS Mailing List

By Jerry Tulino

We maintain a mailing list on our web site of member's email addresses. The list is used to distribute the electronic copy of the newsletter as well as to send messages to our members. To send a message to all members of the list, send it to members@tucsongrs.org. If you are not a member of the list, you can send an email to members-subscribe@tucsongrs.org and you will be added. For more detailed instructions on the list, go to our web site at <http://tucsongrs.org>. Select "Club Information" from the menu and then "Mailing list information". If you have any questions about it, please send them to webmaster@tucsongrs.org and they will be answered ASAP.

Membership

Final Notice for Membership Renewal

This is the final notice for the 2005/6 TGRS membership renewal. Memberships which are not renewed prior to the October newsletter will be removed from the mailing list. Members with dues still outstanding are identified by a stamp below the return address on the back of the newsletter.

Dues are \$30/year and are payable to TGRS. Dues may be paid at the September meeting or mailed to:
Willis Fagg
12440 E. Ave. De La Vista Verde
Tucson, AZ 85749

The board of directors has not met yet for the month of September

New Members

The TGRS extends a warm welcome to the following new members who joined the club in the past month. David & Joyce Tulloss of Tucson, Terry & Pat Ross of Tucson, and Jeff Tyler of Hereford, AZ.

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

Sept 17 Meeting at Barbara and Bill Dillon's home—10:00 AM
Oct 15 Meeting and workshop at Glenn and Janet Mitchells
Nov 19 Meeting at Bob Hoffman's
Dec 10 Meeting and Holiday Party at Mike and Jane Dorgans

TGRS Officers and Board of Directors

President:.....Nick Buchholz.... 520-744-4932
V-President:.....Chuck Cook.....520-888-3264
Secretary:.....Curt Collins.....520-405-9522
Treasurer:.....Willis Fagg.....520-760-0147
Editor:.....Jim Miller.....520-886-7611

At Large Board Members
Jim Cook.....520-760-2325
Rick Gast.....520-721-8305
Lew Sleeper.....520-751-9628
Joe Stoesser.....520-577-1210

Tucson Garden Railway Society
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