



## Tucson Garden Railway Society's

# Time Table

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

Editor e-mail: [jmiller66@cox.net](mailto:jmiller66@cox.net)

July 2011

## Just a reminder, There is no meeting in July

### Membership Renewal Time is Here

Current membership expires on June 30. Membership renewal for the 2011/12 fiscal year is \$30.

I am now accepting renewal payments for the 2011/12 fiscal year. Payments can be made at the monthly meetings or by mail (please do not send cash through the mail) to:

**Ruth Taylor**  
**4081 S. Tarantula Hawk Place**  
**Tucson, AZ 85735**

### President's Letter

The Tucson Garden Railway Society was formed in 1994 by a small group of G scale enthusiasts to enhance their enjoyment of the hobby. During the first few years club membership increased, the modular layout took form and the club purchased a trailer (using member donations) to transport the layout. The club ultimately relied on dues and raffles to support the growth. As the modular layout and all the related club equipment grew, it became evident that another trailer was required.

In 2003, our Board of Directors decided that the club needed a more substantial means of fund raising in order to purchase the trailer and "Rails in the Garden" was born. Under the leadership of Roy Eberbach, the first tour was held in January 2004 and was successful beyond our wildest expectations. 2003 also brought our commitment to co-host the 2008 National Garden Railway Convention, which was a real unknown for all

members of the club. In the years preceding the convention, we also applied for and were granted 501 (c) (3) status.

Needless to say, the convention was a great success and "Rails in the Garden," continued to help build the treasury beyond our "hand to mouth" finances of the pre 2004 years. The past 10 years has seen great membership growth and we have used that new found wealth to increase our community presence thru special projects and additional display venues. Our current status can be directly attributed to the great leadership and tremendous support of our members. The members who initially founded the club have given way to the "next generation" of enthusiastic members who have served on the Board and/or have contributed significantly to our success. Now it's time to move on.

We have just completed the election of our new Board of Directors and are facing yet another challenge. We will start the new fiscal year without a vice-president. In the next few months I intend to that position. However, this is only a symptom of our need to guarantee the future of our club.

In any volunteer organization (and we are), success cannot be achieved by simply appointing members to key positions or tasks. Individual members must not only be willing to perform in leadership roles, but must also be committed to the future success of the organization.

So what am I to do? The Vice-President position has often been termed "the hardest job" in the organization. After serving in that position for approximately three years, I can only say that it has been grossly overstated. The position can be very busy at times, but not "hard work". The primary responsibility is coordinating the various venues and displays and seeking out new opportunities for community exposure.

In order to fill the VP position, hopefully with one of our newer less experienced members, I am seeking volunteers to be responsible for the staffing of our

various venues. For example, Bob Conrad worked with me this year to staff the County Fair and plans to continue that effort in the future, I will also request one or more volunteers to take on the VA, home show, swap meet and other smaller display opportunities. Once I have two or three “assistants”, I will then request a volunteer to serve in the role of VP to lead these volunteers. In addition, I will personally assist the new VP in learning the position.

Filling the VP position is only a start. The club needs new volunteers that are interested in moving up into leadership roles in the future. It is generally unrealistic to expect a volunteer to jump into one of the executive leadership positions without some working knowledge of the organization. To accomplish that, I will work to move new volunteers in to “at large” board positions. Future candidates for the board must also show an interest in moving up in the organization. While it’s true that experience on the board is important, we will continue use our experienced members in key roles that are not specifically board positions; for example Nick Buchholz is our chief engineer, Gary Martin continues to maintain the club equipment. Both of these individuals are well respected and provide significant contributions to the organization without holding board positions.

There is one more position that needs to be filled immediately. Ibbey Ulmer, after serving for several years as our membership chairperson, is stepping down. She has done a great job and has the effort well organized.

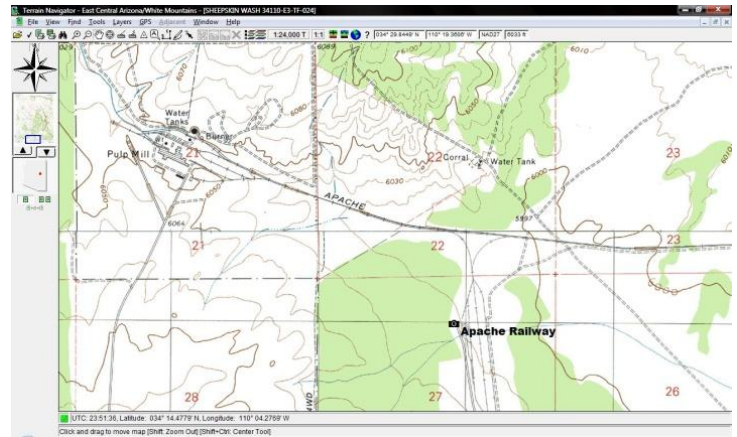
Finally, I would be thrilled if you called and volunteered for one of the above-mentioned positions or any other job you can see that needs to be done. This is your club, so treat it that way.

Willis Fagg

## THE APACHE RAILWAY COMPANY By Chuck Cook



Fellow railroad enthusiast Phil Varney and I did a little exploring of the railroad history around Snowflake, Arizona. We started by trying to find the old railroad grade where it crossed Main St in Snowflake. We found that and then traced it northwest to where the track ran along state highway 277. At that point the track appeared to be active as we followed it west. Our next goal was to find what showed on my mapping software as a “pulp mill” farther west. Just before we reached the turn for the mill, we saw a turn off with a sign for Apache Railway Company.



After we found our way to the mill and saw the large number of boxcars sitting at various sidings there; we decided to return to the Apache sign and explore. We found the main office and met a very nice lady who gave us the history of the company. It started out in 1942 as Southwest Forest Industries, transporting trees from the logging town of Maverick (now extinct) to the sawmills at the current town of McNary. It was then carried to the pulp mill west of Snowflake and eventually north on their line to a junction with the mainline of the now BNSF at Holbrook. In 1962 the current engine and maintenance facility was built at the site west of Snowflake (but east of the pulp mill-see map). In 1965 the milling operation ended at McNary in an apparent dispute with the tribe on whose land the mill sat. Fast forward to the present and the decreased need for paper; and the pulp mill is now exclusively a recycling and paper production facility. To its credit, it has survived by adapting to the market need for paper produced by recycling. The mill is owned by a Canadian company called Catalyst Corporation. We asked at the Apache office if the mill owned the railroad. We were told “no”, that it is its own company. Our host then explained that while it is its own company, it is owned by Catalyst Corporation. We said that they of course picked up and delivered the boxcars to the mill. We were told “no”, the mill has its own switchers and they deliver the boxcars to the interchange at Apache headquarters and Apache takes the cars to Holbrook; a distance of 38 miles. The reason is that the mill, by operating solely on its

own property, is exempt from Federal Railroad Administration mandates, while the Apache Railway is not. In fact if Apache finds any cars that are out of FRA spec, they can repair them at their shop on the property and they bill the car's owner. The repair facility is a large, tall building with four tracks running through it. It is also capable of servicing its own engines. The one last fact we garnered was that folks like Phil and me are known to them as "foamers"; as in, we foam at the mouth at the sight of any old rail engine or car. Foamers that we may be, we had a great afternoon discovering a piece of Arizona railroad history.

**A Day With Thomas**  
**By Elaine Miller**



While we were in Utah this past month visiting with family we took the opportunity to do the "A Day With Thomas" when it was in Heber City, Utah. We had Angela, Michael and Mahalie with us. The day is spent around things to do with Thomas the Tank Engine and his friends. There were stories told, pictures taken with Sir Topham Hatt, train sets to play with, Temporary Tattoos, and a ride behind Thomas in full size train cars.

We did not budget our time as well as we should have as there was a lot of fun stuff to do but time ran out before we had finished all the things there were to do. As Mahalie completed doing things she would get a sticker and then after she had earned all the stickers she was awarded a Certificate as a Junior Engineer and given a Wheel Chart of all of Thomas's Friends.

"A Day With Thomas" is a traveling program and if you go online you can find the schedule of where and when it will be. I recommend that after you find a stop you want to visit that you contact the place that is sponsoring it as the tickets are cheaper than buying them on line.



**Mahalie with the Conductor**



**Mahalie with Sir Topham Hatt**

## MONTHLY SOCIAL LUNCHEON

We had another fun outing at the Red Garter and we even had more pool players. It was decided we should let the clubs non-retirees in on the fun; so the next luncheon is on a WEEKEND. The date is Saturday July 16th. The Red Garter is located at 3143 E Speedway. Pool players arrive at 11 a.m. and lunch only folks at 11:45. Come Join Us! Call Chuck Cook at 977-7673 with any questions.

## Remaining TGRS Clinics for 2011

**At the Martin residence, Saturday, July 9, 2011.**

Location: 4625 E. Cerro de Aguila.

Time: 9:00 am to 12:00 noon

Subject: Locomotive and rolling stock maintenance.

Presented by: **Gary Martin**

**Tucson Botanical Gardens, Saturday, August 13, 2011.**

Location: 2150 N. Alvernon Way

Time: 9:00 am to 12:00 noon

Subject: Building a battery car.

Presented by: **Nick Buchholz, to be held in the SAHBA Pavilion.**

**Tucson Botanical Gardens, Saturday, October 15, 2011.**

Location: 2150 N. Alvernon Way

Time: First clinic, 8:00am to 11:00 am and the

Second clinic, 11:30 am to 2:30 pm.

Subject: Building with Precision Board products.

Presented by: **Rainbow Ridge, to be held in the SAHBA Pavilion.**

**Please contact: Jack Forgues/ TGRS Clinic**

**Coordinator at (520) 818-9598 or**

**[jr4gus@wbhsi.net](mailto:jr4gus@wbhsi.net), If you have any questions or if you would like to sign-up for particular clinic.**

## Locomotive and Rolling Stock Maintenance

**On Saturday, July 9, from 9 am to 11:00 am**

**Gary Martin** will present a Tucson Garden Railway Society clinic on Locomotive and Rolling Stock Maintenance. This clinic will cover general maintenance of locomotives and rolling stock. This will include cleaning, lubrication, various types of lubricates and problem Identification.

## Building a Battery Car.

**On Saturday, August 13, from 9 am to 12 noon**

**Nick Buchholz** will present a Tucson Garden Railway Society clinic on how to build a battery car for your garden railroad. The clinic will include a discussion on types of rechargeable batteries packs available and what their running times may be for your needs. The clinic will cover the types of electronics and tools required to build a battery car. Examples of a tender converted into a battery car and a box car that has been converted into a battery car will be shown. The use of a separate battery car gives you the ability to quickly change out the car or the battery in a short period of time.

**Please contact: Jack Forgues/ TGRS Clinic**

**Coordinator at (520) 818-9598 or**

**[jr4gus@wbhsi.net](mailto:jr4gus@wbhsi.net), If you have any questions or if you would like to sign-up for particular clinic.**

## **Clinic on Body Mounting Couplers on Locomotives and Rolling Stock.**

**By Jack Forgues**

On Saturday, June 11, 2011, fifteen members of the TGRS met at the Tucson Botanical Gardens in the SAHBA Pavilion to attend a clinic on Body Mounting Couplers on various railroad equipment, presented by Dick Izen.

Each person at the clinic was given a packet that outlines how to install couplers on various types of locomotives and rolling stock from start to finish. The first thing we talk about was the different types of couplers and why would you change them. There are various reasons for changing couplers. Reliability, appearance, ease of operation, uncoupling and the big thing would be backing up.



There are two gauges in which the couplers come in, one would be, G gauge (1:24) used for narrow gauge trains and the other would be #1 gauge (1:32) used for mainline trains. After deciding which scale you are going to use, then refer to the Kadee coupler conversion list for the correct coupler for your locomotive or rolling stock to be modified. At this point, Dick went over the procedure to change the coupler from truck mount to a body mount and the type of tools needed to accomplish this task. I'm sure everyone enjoyed the clinic as much as I did. I want to thank Dick Izen for putting on such a great clinic on Body Mounting Couplers on Locomotives and Rolling Stock.

## A Big Welcome to New Members

We have the following new members: Jeffrey and Cathy White, Incidentally, Mr. White joined after attending the Clinic that Dick Izen presented.

## 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.

To join the email mailing list send an email to [members-subscribe@tucsongrs.org](mailto:members-subscribe@tucsongrs.org); include your name and a simple message like "I am a new TGRS member and would like to join the mailing list".

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

Jul 9	Clinic; Locomotive and Rolling Stock Maintenance
Aug 13	Clinic; Building a Battery Car
Aug 20	Meeting; Dr. White at Cairndu
Sep 10	Clinic; Building Mountains
Sep 17	Meeting; Jack & Rosalie Forgues
Oct 8	Meeting; Bob & Winnie Coburn
Oct 15	Clinic: Rainbow Ridge
Nov 5	Gadsden Pacific Swap Meet

### TGRS Officers and Board of Directors

President:.....Willis Fagg.....520-760-0147	At Large Board Members
V-President:.....Ted Golembiewski...296-6994	Norm Ulmer.....520-299-9401
Secretary:.....Gina Blackwell..520-322-5033	Barry Blackwell.....520-322-5033
Treasurer:.....Ruth Taylor.....520-908-1312	Bob Conrad.....520-744-4932
Editor:.....Jim Miller.....520-886-7611	Glen Mitchel.....520-818-9598

**Tucson Garden Railway Society**  
**8132 E. Baker Dr.**  
**Tucson, AZ 85710**