



The Tucson Garden Railway Society

TIMETABLE

Send Articles, Photos, Announcements to:
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October 1, 2015

**If you haven't yet paid your 2015-16 dues,
please send them to:**

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

TGRS GENERAL MEETING OCTOBER 17th

Where: Cap Pearson
5033 N. Camino Esplandora, 85718

When: View trains at 9:00am, meeting at 10:00am

Driving directions: Coming from the North, from Sunrise come south on Swan, make a left hand turn onto Calle Baril, then make a quick turn left onto Camino Esplandora.

Coming from the South, go north on Swan, (past River Rd) turn right on Calle Barill, then make a quick turn left onto Camino Esplandora.

Parking directions: Due to the limited amount of parking at Cap's house, please park on the left side of Camino Esplandora. Park as close to the bank as possible. The walk is approximately, one hundred fairly steep steps up the hill to his front door. For those who feel they can't make the climb, there are about ten parking spaces at the top of the driveway. There will be someone at the bottom of the hill and at the top of the hill to assist you in finding a parking space. If all the spaces at the top of the hill are full, someone will be available to drive members up the hill.

Note: Norm Ulmer has volunteered to have members meet and park at his house then carpool to Cap's home. If you wish to do this contact Norm at 299-9401.

**Welcome to our newest
members!**

Ron Dawson

Richard & Annie Edwards
(Iola Independence & Mesilla Railway)

Social Events – Mark Your Calendars!!!

By Chuck Cook

First, our next monthly social luncheon will held on Thursday October 15th. It's always lots of fun with good conversation and yummy food. The details are the usual - come early to shoot some pool, no rules, just fun on the felt. The place is [The Red Garter Saloon](#), located at 3143 E. Speedway just east of Country Club. Pool at 11:00 a.m., or be there at noon for lunch. Call Chuck Cook at 977-7673 with any questions.

Our next big event will be our trip to Phoenix to see 6-7 layouts of our friends at [AZ Big Train Operators \(ABTO\)](#) on November 7th. For those that are new to the club, we do this by forming some carpools and a caravan of cars to go from layout to layout. They provide us with breakfast at the first layout, lunch at a layout in the middle of the day, and usually a snack for our trip home. Pretty easy; all we have to do is find our way around Phoenix in a timely manner. This year, in addition to some great G-scale layouts, we will also see live steam and a MTH layout in 1/32 scale. To sign up for the tour, please e-mail me, or call me at the above number. Also let me know if you can drive, or prefer to ride with somebody. We will form carpools and pick times when the day is closer.

Lastly is our annual Holiday Party on December 5th. It's held at Golden Corral on the NW side of town at noon. We share yummy food and a fun gift exchange. You may sign up with Ruth Taylor via e-mail or pay her at any meeting. The cost is \$11 per person for all you can eat and drink. More detailed directions and gift exchange rules will be provided in the next newsletters.



ALL ABOARD

**You are invited to the 12th annual
Open House**

AT

Gary and Peggy Martin's

EAGLE MOUNTAIN GARDEN RAILROAD

Date: SATURDAY, NOVEMBER 14, 2015

**Place: 4625 E. Cerro de Aguila,
Tucson AZ.**

1. TGRS November Meeting will be begin at 4.00pm
 2. General Open House 10:00am to 3:00pm
- Open free to general public.**
3. Food and beverages will be served after 5:00pm for club members, their families, and other special guests.

If you plan to stay for the food and beverages, please RSVP by November 07th with numbers who plan to attend.

**520 299-7428 or
pgmartin5@hotmail.com**

TGRS General Meeting Minutes

September 19, 2015

Meeting was called to order by President Glenn Mitchell. Glenn thanked Bruce and Carolyn Lynn for opening their home to their trains.



Realistic stick built home @ the Lynn's

He thanked Bob and Lucy Murphy for opening their home for the meeting.



Look at all that detail!

Secretary's report as posted was approved.

Ruth Taylor reported that account balance was \$25,330. Revenues acquired from 7/1/15 were \$1434 expenses \$1187 for a net of \$250. We have 58 paid members, life and 91 members showing on the books.

Willis Fagg went over the upcoming dates. The most recent are Oct. 3rd, Light the Night; 17th General meeting at Cap Pearson's; Nov. 6th Riche's Walk; 7th ABTO tour; 13th and 14th Gadsden swap meet; 14th general meeting and Gary's open house; General meeting Christmas Luncheon; 26th VA setup; 28th-30th run trains; 31st tear down; Jan. Swap Meet 8th and 9th; Home show 8th - 10th.

New member JR Birdine was present. New joining member Richard E. Edwards was also present. Glenn introduced them to the club.

Bruce Lynn talked about some of the ideas he had for the clinics.

Gary Martin will take over the responsibility of mentoring.

Chuck Cook has made the third Thursday of each month the social luncheon date.

Janet Mitchell talked about the Rails in the Garden on March 6th and 7th and handed out cards.

Glenn Mitchell announced that the board had approved buying two new units (two receivers, 4 transformers) at an approximate cost \$600.

Next general meeting is Oct. 17th. Logistics on parking at Cap's was discussed as this is tight. The club will probably need to park down below and walk up the hill or be shuttled. More details to come.

Respectfully submitted
Pat Somerhalder, Secretary

Rail Fan Trip, September 9-13

By Dick Isen

A group of Tucson and Phoenix rail fans took a trip to the Cumbres & Toltec and Durango & Silverton narrow gauge railroads beginning on September 9. For me the trip began early on the 9th when Ruth and Chuck Taylor, Peggy and Gary Martin, and Steve Anderson met in my driveway to carpool up to Phoenix. The Taylors drove their big Chevy Suburban carrying all six of us to where we met the rest of the Tucson and the Phoenix contingent and boarded our chartered bus.

Unfortunately Rich Hull who had planned and arranged the trip had some medical problems and was unable to join us. That left less than 30 of us on the 55 passenger bus so there was plenty of room to spread out. Even with all the room, it was a long bus ride to Chama, New Mexico and our motel.

On the morning of Thursday the 10th we went to the Chama station of the [Cumbres & Toltec Scenic Railroad](#). Jointly owned by the states of New Mexico and Colorado, this railroad seems to be unencumbered by lawyers and insurance companies and allows rail fans free access to the yards in Chama.



Cumbres & Toltec's Chama station with our passenger train at left.

Not only did they have a number of older cars on display but we were able to move close to engine 489 that was being prepared for our trip.



Engine 489 backs down to couple to our train.



An old refer, still lettered for the now long-gone Denver & Rio Grande Western, on display in Chama. Behind it is an old box car now used as a museum to display narrow gauge artifacts.

We viewed many famous points along the route: the Lobato trestle, Cresco water tank, Windy Point, Cumbres with the remains of its wye, Tanglefoot Curve and Cascade Trestle winding at Osier where both our East bound and the West bound trains stop for lunch.

Though we were bombarded with soot and cinders, most of the windows in our car were wide open so that we could enjoy the sharp bark of a steam engine working its way uphill with a loaded train. I think the 'stack talk' was music to most of us rail fans.



It's hard to get a picture of our hard working locomotive from our seats in the second car.

After lunch we saw the engineer oiling up the 489 as it prepared to take us back to Chama.



Oiling around on engine 489 bound for Chama.



Engine 486 would pull our train. Note the American flags in remembrance of September 11.



We were on the second car again on the return trip which limited our views of the locomotive.

Commemorating September 11 the railroad provided us each with small American flags and held the train for two minutes to remember and honor the victims.



While we were held safely on the platforms, we could watch our locomotive back down and couple to our train.

Our return trip was somewhat delayed by free range cattle on the tracks. They didn't seem to be afraid of the locomotive or the whistle.



Once under way our position in the third car (second passenger car) allowed us to watch the locomotive as we swung through the curves.

From Chama we boarded the bus for Durango, Colorado, and after a several hour ride, checked into our new motel.

The next day was Friday, September 11 and saw us boarding the [Durango & Silverton Narrow Gauge Railroad](#). Unlike the C & T, this is a privately owned for profit company which is much more careful about allowing rail fans to roam beyond the platforms.



As we climbed up the canyon the Animas River provided spectacular views below. Unfortunately orange discoloration on the banks gave evidence of the recent pollution caused by the EPA.



Our train included a boxcar to carry backpacks and equipment for hikers who would be dropped off along the route.



While crossing Grand Trestle the engineer took the opportunity to blow residual water out of the pistons.



A spring fed tank car body serves as an unusual water tank on route. When the tank is full the excess runs back into the spring.

After lunch in Silverton we went to visit the engine house and display track owned by the [Durango Railroad Historical Society](#). Entirely separate from the railroad, the society has restored the 1895 Baldwin built Consolidation which began life as Florence & Cripple Creek Railroad's number 3.

Now numbered 315 and fully restored at a cost of about \$450,000 and thousands of volunteer hours, the 315 is the only operational C-18 that survived. She is housed in the Society's Silverton engine house where we were allowed to climb up to the cab and see just how little space there was.



The next picture shows the engineer's side of the 315's very cramped cab. The vertical lever is the reversing gear (or Johnson bar) and the horizontal lever is the throttle.



Bob Rauperstrauch of ABTO tries to fit his frame into the cramped fireman's side of 315's cab.

The society is also restoring rolling stock and had two completed gondolas on their display track. One was a side dump car use in balasting while the other was a high sided gondola used to haul everything from locomotive coal to oil pipe (with the ends dropped to allow the pipe to extend over idler flat cars). The society's goal is to eventually have restored one of every type of car that ran on the narrow gauge.

To top off the day we drove north from Silverton to the "Old 100 Gold Mine" and took an escorted tour deep into the mine. (See Peggy Martin's article on this tour.)



A retired miner who was our guide noisily demonstrated compressed air drills in the mine.

Then it was back on the bus to ride to Durango for dinner and the night.

On Saturday morning the 12th we boarded the bus for a trip of about five miles north of Durango to view Duane Danielson's massive 'O' gauge layout. He calls it the *Northern Pacific and Great Northern Railway, Mountain Division*.

His layout is extensive and being a mountain railroad has many tall bridges.



A double headed steam locomotive pull a 30 car train over one of the many high bridges.

It features an extensive roundhouse and engine facility serving both steam and early diesels as well as an electric

locomotive shop for the Great Northern electrified section.



The roundhouse facility at dusk.

Note the many lights. Duane has built a system that varies the lighting from dawn, through the day and on into dusk and even night. While the layout is more easily seen in 'daylight' the many lighted buildings, street lights and lit signals provide a special charm to the night lighting.



Some of the electric motors (locomotives) on the Great Northern. Note the rail car on the Northern Pacific lower level rails.

There are three extensive yards filled with trains, only one of which is visible from in front of the backdrop. The railroad is remotely controlled by Aristocraft transmitters similar to our modular layout. For operating sessions it has fast clocks and waybills. Note in the photos, the many trees in the scenery. The layout has about 5,800 individual trees.



Despite the size of the layout, details are not slighted. Note the woman feeding the parking meter as a Northern Pacific railcar pauses at the station. To the left, John Allen's Photography pays homage to the legendary HO modeler.



Part of that 30 car freight crosses yet another of the tall bridges. Each of the 'concrete' support pillars contains 14 pounds of plaster giving an idea of the weight the tablework must support.



Bottom of the prior column displays, the only rail yard visible from the front of the layout. The other two are hidden behind the ceiling height backdrop.

Despite the size of the layout it isn't large enough to house all of Duane's rolling stock.



Outside the layout, Duane's workshop contains two long walls of additional cars.

After being overwhelmed by Duane's layout and thanking our host we boarded our bus and headed toward Durango. About half way back we visited Andy Saez's Animas Valley Railroad and Santa Fe memorabilia collection. This is a ride railroad which loops around his back yard several times. Andy is a retired Santa Fe officer and has an extensive collection of railroad gear.



The full size replica of Santa Fe's smallest standard station contains an extensive collection of switch keys and locks and Santa Fe china in the 'passenger' section, a working telegraph in the 'agent's' section and other railroad materiel in the 'baggage' section.

By the way, the scale beer refer parked just to the left of the station has a hinged top and served as an insulated cooler for our beverages when we had lunch. Sadly root beer was the only beer offered.



Our train was pulled by double headed live steam locomotives...I don't think that was a comment on the weight of our group.



It's difficult to identify everyone but I think that's Claudia in the rear of the gondola, Gary Martin on the first seat of the next car, Steve Anderson in the first seat of the following car, Ruth Taylor behind him and Dennis Busby of ABTO in the last seat of the last car.

After eating our sandwich lunches and thanking Andy and his wife for their hospitality, we boarded our bus for Durango and a visit to the *Emma Sweeny* restoration project.

A little history is required. In 1949 Rio Grande Southern locomotive 20 was painted to represent an 1876 locomotive named the *Emma Sweeny* and used in the film [A Ticket To Tomahawk](#). The part of the plot of the movie involved hauling the locomotive with a 40 mule team over a section where track had not yet been laid.

To reduce the weight and avoid tearing up Durango's Blair Street, over which it was to be dragged, the movie folk built a mainly wood and fiberglass model with flangeless wheels.

After a decade of storage the model was modified to resemble Sierra Railroad's locomotive number 3 and both were used in the TV series [Petticoat Junction](#).

Because the model was built as a movie prop it wasn't constructed for durability. The Durango Railroad Historical Society is currently in the process of repainting and restoring the model for display in a city park as an important part of Making Durango the "Hollywood of the Rockies".



Partly restored, full size model of the Emma Sweeny, on display in Durango City Park.

Leaving the life-like Hollywood model we boarded our bus and went to the Durango air park where, on donated space, the Historical Society is working on restoring additional narrow gauge cars for display in Silverton.



I think that's Dennis Busby explaining what is planned for the refrigerator car to Chuck and Ruth Taylor. Gary Martin is visible with a white paper in his pocket while nearer the camera are Pat Somerhalder in the black top and Dana Busby in the plaid shirt.



Another refrigerator that may be restored.



This is a nearly completed restoration of a double decked stock car (used for pigs and sheep). It lacks only some additional stenciling (such as completing the car number) and rehangng of the doors.



Also nearly completely restored is this single deck stock car (used for cattle) which lacks only painting and rehangng of the sliding doors.

After learning about the Society's restoration efforts we boarded our bus for our scheduled tour of the Durango and Silverton Narrow Gauge railroad's Durango yards and shops.



While the public trains are powered by steam the D&SNG also has seven diesels for work in the yards or on work trains. This is #1, named 'Hot Shot' a General Electric 44 ton switcher.

Our guide showed us the round house, the car shops, the paint shops and the extensive machine shops that create replacement parts for steam locomotives for other tourist roads as well as the D&SNG railroad.



A partial view of the D&SNG roundhouse. The turntable is pneumatically powered, but so well balanced that it can be turned by hand.



It was quiet on Saturday as we explored the inside of the roundhouse where locomotive 473 was waiting for its next assignment.



After viewing the shops our guide took us to the D&SNG museum where locomotive 42 is on display.

The museum contained automotive and military exhibits as well as an operating layout but was, in my view, very crowded and unstructured.

After a very tiring day we all had dinner together in Durango.

The next morning was Sunday the 13th, and the end of our trip. We were all ready to load the bus when one person had some medical problems which caused a slight delay. As a result three people remained in Durango while the rest of us took the bus and headed for Phoenix.



We stopped for lunch at La Posada, the restored Harvey House hotel and restaurant alongside the (now) BNSF tracks. The food was good, the hotel interesting and the long BNSF freights a joy to watch.

Departing the bus in Phoenix ended our very busy and enjoyable rail fan tour. If there is another tour in the future I urge you all to try to join.

OLD HUNDRED GOLD MINE TOUR

By Peggy Martin

If you have ever gone on one of Rich Hull's Rail Fan Tours, you know he keeps you jumping, this trip was no exception. (Sept. 9-13) We rode the Chama train and the Durango Silverton train. There was also a train museum, tour of the Durango train yard, riding a 7 ½ inch gauge train, seeing an amazing 0 gauge layout. This was only a few of the things we did, but one stood out for me and that was the Old Hundred Gold Mine tour in Silverton, Colorado.

The [Old Hundred Gold Mine Tour](#) is a one-hour guided mine tour that takes you 1/3 of a mile into the heart of 13,000 foot Galena Mountain. You follow the vein and see gold mining equipment in action. The history of the wet mine began in the spring of 1872 when three brothers from Germany, staked their claim and spent the next 30 years prospecting and developing the veins in the huge mountain. Work was done on several levels and good gold ore was found in the highest vein, the Number Seven, but the Neigolds brothers did not have the large sums of money needed to develop the mine, so they sold it. There were other owners but in the long run the "Rich veins" dreamed about by the three brothers was nothing but a dream. The last time it was mined was in 1973. Over 10 million was invested in more than five miles of tunnels. There were various owners and only about a ½ million worth of gold was found. Not sure who owns it now but we had a great guide, a retired miner who was a wealth of knowledge and information.

The views from outside of the Old Hundred Gold Mine were amazing. The beauty of this area is remarkable. This tour made me think, I need to visit the Bisbee Mine. I took the tour when we first moved to Tucson but that was 25 years ago. For railroad fans, Rick packs it full of different adventures, great to travel with our Phoenix ABTO friends. Great trip!

FAVORITE MEMORIES FROM OUR TGRS CONTINGENT

Rail fans bus trip....

*Early morning starts, grateful end of day rest
Steam train rides through mountain terrain,
Fresh air, picture taking, coffee laced with spirits,
souvenir shopping, model train displays, great eats...
Time spent with good friends - PRICELESS!
There are some things in life money can't buy –
For great trip to Chama and Durango...there's
Mastercard!*

Ruth Taylor

Being natives of Colorado, Sue and I have visited nearly all the sites this trip included. They just keep getting better with age and improvement.

We had never been to Duane's O scale layout even though he invited us to visit it after the Norway trip a few years ago. So we feel that Dune's layout was the highlight. He is a master craftsman and we could have spent a whole day there!

Now that everyone is back to Tucson/Phoenix, we have to report that the fall colors are coming on gangbusters. Sue and I will head to the high country Tuesday for a run over Weston or Boreas Pass then on to Leadville and back to Denver.

Bob & Sue Averill

Getting to see all the historic trains and riding and see how they are painstakingly cared for and preserved for the future.

Steve Anderson

I liked riding in the open gondola on the Cumbres and Toltec line where we could see the engineer blow off steam along the way. Plus, the cows on the tracks were a great comic relief.

David Nelson

Thomas the Train day at Tucson Botanical Gardens

by Dennis Mahar

On Friday morning (August 28th), KGUN TV was at the TBG and was taping a segment with our Vice-President, Willis Fagg in regards to Saturday's Thomas the Train day for all the Tucson area kids. On Saturday, August 27th, between 8:00 Am till 12:00 noon, TGRS members Gary Martin, Dennis Mahar, [I hope I have this right] Matt & Paul Welsh showed up to handle the influx of children. We had a few derailments in the beginning, but they were soon fixed and we had no problems for the rest of the day. I would estimate that we handed out at least thirty coloring books to local children and their parents. We also passed out the open house invitations for Gary Martin and cards for Rails in the Garden. We had a good time being eaten up by the bugs, talking to the adults and to the kids. I would say the Thomas the Train event was a great success.



SIDETRACKED

Jerry and Rita sent this photo from their hotel in Zurich. It only goes 188 meters, to the university. For more info check out these websites: [EuropeforVisitors](#), [FunicularPolybahn](#)



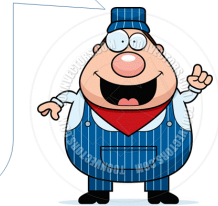
Announcing the TGRS Lending Library



Sometimes I get so frustrated working on my layout. And at other times I just want to relax and experience a nice train ride...I wish there was a way for me to find what I need. I know many club members have books, DVDs, and other helpful information, but I don't know who has what....

I know...we'll setup a 'lending library' with DVDs, books, and anything else useful for our club members.

We can have the 'lendeer' contact the 'lender' and ask to have the item brought to the next general meeting, then the item will be 'checked out' with an estimated return date.



If anyone has materials they would be willing to lend to other club members, please email Ruth Taylor or Claudia Nelson with the information, so we can enter it into our lending library database.

PRICE LIST FOR CLUB REGALIA

DECALS	\$1.50 EACH
PATCHES	\$2.00 EACH
HATS	\$12.00 EACH
SILK TOUGH SHIRTS (LIGHT IVORY COLOR)	\$22.00 EACH
DENIM SHIRTS (SHORT OR LONG SLEEVE)	\$26.00 EACH

NOTE: Shirts are available in ladies' or men's sizes. (Size 2X and up are an additional \$3.00 per shirt)

Contact Ruth Taylor phone or email for purchase ([520-908-1312](tel:520-908-1312))
taylor1985@comcast.net

Calendar

October 3, 2015

Lymphoma/Leukemia Society "Light the Night Walk" @ Keno Stadium soccer fields

October 8, 2015

Board Meeting – Mitchell

October 17, 2015

General Meeting – Pearson

November 6, 2015

Richie's Walk @ Flowing Wells HS

November 7, 2015

ABTO Tour – Phoenix

November 12, 2015

Board Meeting – Ulmer

November 13-14 2015

Gadsen Swap Meet

November 14, 2015

Open House & General Meeting – Martin

December 3 2015

Board Meeting – Mitchell

December 4-6, 2015

Luminaria Nights @ TBG

December 5 2015

Holiday Luncheon – Golden Corral

December 11-13, 2015

Luminaria Nights @ TBG

December 26-31, 2015

VA Trains

January 8-10, 2016

Home Show

January 8-9, 2016

Gadsen Swap Meet

January 7, 2016

Board Meeting – TBD

January 16, 2016

General Meeting – Averill

February 11, 2016

Board Meeting – TBD

February 20, 2016

General Meeting – RCW

TGRS Officers and Board of Directors

President: .Glenn Mitchell- president@tucsongrs.org

V-President: Willis Fagg - vicepresident@tucsongrs.org

Secretary: Pat Sommerhalder- secretary@tucsongrs.org

Treasurer: Ruth Taylor - treasurer@tucsongrs.org

Editor: Claudia Nelson - editor@tucsongrs.org

At Large Board Members:

Dennis Mahar - memberatlarge1@tucsongrs.org

Billy Joplin - memberatlarge2@tucsongrs.org

Bob Averill - memberatlarge3@tucsongrs.org

Norm Ulmer - memberatlarge4@tucsongrs.org

TGRS Website: TucsonGRS.org

Contact: webmaster@tucsonGRS.org

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, 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 e-mails 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:

Jerry Tulino

6911 E. Baker, Tucson, AZ 85710