



The Tucson Garden Railway Society

TIMETABLE

Send Articles, Photos, Announcements to:
Claudia Nelson: cgnelson@gmail.com

September 1, 2018

TGRS Dues is Due, Due, Due!!!

(for the year July 1, 2018 to June 30, 2019)
\$30.00 PER MEMBER OR FAMILY

Please make check payable to TGRS and send to:

RUTH TAYLOR
TREASURER, TGRS
4081 S. TARANTULA HAWK PLACE
TUCSON, AZ 85735

General Meeting Saturday, September 15, 2018

Where: John & Audrie Fennema
[7594 W Talavera Way, Tucson 85743](https://www.google.com/maps/place/7594+W+Talavera+Way,+Tucson,+AZ+85743)
(even though in Marana)

When: 9:00 am trains running
10:00 am general meeting

Directions: I-10 to exit 244(Twin Peaks), turn West on Twin Peaks to Coachline. Turn Left on Coachline to Silverbell. Right on Silverbell to Silver Moon. Right on Silver Moon to Talavera Way (100 ft after turn on Silver Moon). Right on Talavera Way to end of Cul-de-Sac.

Rose Garden Railroad



The Rose Garden RR is now 700 foot "L" shaped double loop with the upper elevated with 118 handmade piers. I have just added 230 feet, which will have trains running but not too much else as I have been working on the new sections since Dec. There are 8 roses between the loops. The RR is battery operated, with no specific time period as I run both 10-wheeler steam and diesel locomotives. A small adobe village with hotel, a ranch, and mountain retreat are the structures on display.

SOCIAL ACTIVITIES

By Chuck Cook



We had another fun time for lunch in August. We even got Glenn to play pool - **a word to the wise** – he's a sleeper! In September we will again head to [The Red Garter Saloon](https://www.google.com/maps/place/3143+E+Speedway,+Tucson,+AZ+85718), located at 3143 E. Speedway just east of Country Club, on Wednesday September 19th. The food is always great, the service excellent, and the conversation varied and fun. Be there at 11:00 for pool (no rules, loose scorekeeping and lots of fun), or 11:45 for lunch. Call Chuck Cook at 977-7673 with any questions.

WELCOME NEW MEMBERS:
CONRAD & SALLY JACUNSKI
PAUL STEVENS & KATHLEEN
GARZA
WESLEY & LORI WHITMAN

My Life as a Railroader

By John Fennema

Switchman (Part 2 - 1995)

My first call was for a 10pm-6am shift and I thought it would be my first and LAST day working for the Railroad. There is an entirely new jargon to learn. When I reported to the 7th street shanty, I met my foreman, a man with 38 years of service, and a good ole Louisiana tobacco chewing engineer (nickname "Purple Hayes") who was extremely difficult to understand. Our first list came down from the tower thru a tube system from the yardmaster. My foreman went over the list, how we were going to build trains and what tracks the cars went to. As a pin-puller, I was closest to the engineer relaying hand signals from the foreman to the engineer and pulling pins to release the cars. I was normally near the switch and the foreman was in the field, next to where car makes joint or needs to tie hand brakes. We went to our first track pulling out cars that came from West Colton and sorting to other tracks for other trains or locals. I was having a ball, kicking cars into tracks (that's when the engineer revs up the locomotive, releases the brakes and cars get moving fast, I pull pin, give engineer stop signal, and car rolls freely into track), riding cars to the next switch where I got off and the foreman made the joints. After completing our first list, which took a couple hours of back and

forth to sorting tracks, we went in for coffee (part of contract).

The next list came down 15min later and back to work we went. Reviewing list, which tracks cars were going to, where I should be located. After a couple more hours, and list was done, we went to beans for 30min. Then, while eating, the hoghead and foreman were hoping for a "go home" move (which I didn't quite understand but figured it out quickly). Anyway, the list had us pull cars from track 5, kick one car to track 7, ride the rest to track 12. Come out of track 12 with 4 cars and shove to a joint in track 7. That was the plan. BUT, this is where I thought my railroad career was over. We pulled out the cars from track 5, I kicked 1 car (a loaded bulkhead lumber car) up track 7, the foreman was watching that the joint was made, then told me bring the rest to track 12. We left track 12 and I was riding the last car, a gondola thinking what a great job. That's when the crap hit the fan. It started to sprinkle, yes sprinkle in PHX, and suddenly I saw the locomotive moving sideways, not on the track and engineer looking out the conductor side window with panic. The locomotive took out track switches 8, 7, 6 before stopping. Turns out that the bulkhead flat car did **NOT** make the joint and rolled free in the side of the locomotive, pushing it off the track. Well, after I went around car, I realized what happened and got ready to turn in my lantern, radio and keys. The foreman called the tower and we waited in the shanty for the Trainmaster. When Mr Morgan showed up, he asked what happened and my foreman told him that it was his fault for not being sure the hook made when we kicked the car into track 7. We all had to participate in a urinalysis test, then go home. Since the Foreman took the blame, I still had my job. The damage to the locomotive were scrape

marks and a dent in the fuel tank of a newly, I mean just delivered re-painted locomotive.



Purple Hayes was mad. I understood that 😊

The next day I was back. I stayed on the Extra Board until I could hold a regular job. It was an afternoon job at 40th Ave, starting in May. Out there, the morning job brought out all the cars to be switched at local industries, whatever they couldn't finish in their shift, my crew completed the switching. We had 8 regular industries to switch each day, sometimes more when a business ordered a car. One of those days was to shove a boxcar to an industry rarely used. It was twilight, and never been down the track we were going. My helper and I were riding the boxcar and we saw that the switch was lined for us. However, someone put the switch handle in the middle of the switch and not locked down, so when we went over it, the switch moved and the car went off the tracks. My helper jumped, I held on. My engineer thought we might be able to re-rail it as only one wheel rolled off the track. We tried but were unsuccessful. So, I had to call the tower and have the Trainmaster come out. We were told to go back lite engine to the shanty and wait. Mr. Copeland came out, asked us several questions. He was the one that found the switch not locked down as there were cobwebs in the switches locking area. We were just told to go home and start over the next day.

One Saturday I was called to work a different job, time & half on a midnight shift. I went home tired, fell asleep and Audrie woke me no less than hour later. There was a phone call from Labor Relations asking me if I wanted to transfer to Engine Service to become an engineer. I turned it down and went back to bed. When I woke a few hours later, Audrie was staring at me with a very puzzled look. I asked what was going on and she asked me why I turned down Engine Service. I asked her what she was talking about and told me about my conversation. I said, what call??!! So, I got on the phone back to Labor Relations and asked if I could get the transfer to Engine Service. For me to go into Engine Service, I would have to transfer to Tucumcari, NM. I agreed, two weeks later I was in El Paso for school. (To be continued...)

The Old Engineer Sez: “. THE SURPRISING THING ABOUT YOUNG FOOLS IS HOW MANY SURVIVE TO BECOME OLD FOOLS.”

SIDETRACKED

By Claudia Nelson



Tōkaidō Shinkansen

In Japan, trains are so punctual that any delay over 5 minutes usually incurs an apology and a “delay certificate” for passengers on their way to work. When trains are delayed for an hour or more, it may even make the news.

Trivia Corner

Courtesy of Jerry Wilson

BLEED: To drain air from. A bleeder is a valve by which air is bled from the auxiliary reservoir of a car.

TGRS Officers and Board of Directors

President: Glenn Mitchell- president@tucsongrs.org

V-President: Dennis Mahar - vicepresident@tucsongrs.org

Secretary: Gina Blackwell- secretary@tucsongrs.org

Treasurer: Ruth Taylor - treasurer@tucsongrs.org

Editor: Claudia Nelson - editor@tucsongrs.org

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Bob Averill - memberatlarge1@tucsongrs.org

John Fennema - memberatlarge2@tucsongrs.org

Jack Forgues - memberatlarge3@tucsongrs.org

David Nelson - memberatlarge4@tucsongrs.org

TGRS Website: TucsonGRS.org

Contact: webmaster@tucsonGRS.org

TGRS Membership Application

The Tucson Garden Railway Society is a 501(c)(3) 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

Calendar

Thursday, September 13, 2018

BOD Meeting – Martin

Saturday, September 15, 2018

General Meeting – Fennema

Thursday, October 18, 2018

BOD Meeting – Mitchell

Saturday, October 20, 2018

General Meeting – Forgues

Saturday, October 20, 2018

"Light the Night" Walk – Park Place Mall

Friday-Saturday, November 9-10, 2018

Gadsen-Pacific Swap Meet

Saturday, November 10, 2018

General Meeting & Open House – Martin

Saturday, December 1, 2018

Holiday Luncheon & General Meeting – Golden Corral

Wednesday-Friday, December 26-28, 2018

VA Hospital Xmas Display

Thursday, January 17, 2019

Board Meeting – Mitchell

Saturday, January 19, 2019

General Meeting – Gadsen-Pacific Toy Train Museum

Thursday, February 21, 2019

Board Meeting – Mitchell

Saturday, February 23, 2019

General Meeting – RCW

Thursday, March 14, 2019

Board Meeting – Mitchell

Saturday, March 16, 2019

General Meeting – Averill

Friday-Saturday, April 5-6, 2019

Gadsen-Pacific Swap Meet

Thursday-Sunday, April 18-28, 2019

Pima County Fair