



The Tucson Garden Railway Society

TIMETABLE

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

November 1, 2018

TGRS Dues are 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

SOCIAL ACTIVITES

By Chuck Cook

We have a lot of social events coming up with the Carmicheal/Pappa's night, the Martin's open house and meeting, and of course the Christmas Party. Mixed in there before the end of the year, we have MANY train display events to participate in (see event calendar on this newsletter). So, we will suspend the monthly SOCIAL LUNCHEON until January. With all this going on, if you don't feel like you got to socialize much, you must not be trying!

This year our annual Holiday Party is on December 1st. 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 the next meeting.** The cost is **\$11.50** per person for all you can eat and drink. You do not have to participate in the gift exchange. If you wish to do so, purchase a new, preferably train related item in the \$15-20 range. Wrap it like any other Christmas gift and bring to the event. You will be given a number, and when called you may select a gift. The rules for steals will be explained at the party. The Golden Corral is located at 6865 N. Thornydale Rd. If you are arriving from the north, just turn right in to the parking lot. If you are coming from the south, turn left at the stoplight on Horizon Hills Dr. and then turn right behind the first building and drive to the restaurant.

Open House & General Meeting

Saturday, November 10, 2018

Where: Gary & Peggy Martin
[4625 E Cerro de Aguila](#)
Tucson, AZ 85718

Phone: 520-299-7428

Open House: 10:00am - 3:00pm
Meeting: 4:00pm - 5:00pm
Food & Beverages: 5:00pm

See invitation below in the newsletter.

WELCOME NEW MEMBERS

PAUL STEVENS & KATHLEEN
GARZA

WESLEY & LORI WHITMAN

ANDY & PAM KERR

JAMES & DEBRA ELLSWORTH

TUCSON GARDEN RAILWAY SOCIETY GENERAL MEETING

October 20, 2018

Jack and Rosalie Forgues's Home



Jack and Rosalie were thanked for hosting and providing the delicious scones. There were approximately 30 members present.

The minutes of the September meeting were approved as published in the newsletter.

The Treasurer's Report was approved as read:

Checking (as of 10/18/18):	\$ 3,066.
Savings (as of 10/18/18):	<u>17,289.</u>
Total on Deposit:	\$20,355.

Receipts (from 09/10/18):	\$ 98.
(dues)	
Expenses (from 09/10/18):	<u>24.</u>
(stamps/postage to mail new member packets)	
Net Revenue:	\$ 74.

Year to Date Recap (2018-19)	
Receipts:	\$ 368.
Expenses:	<u>1,134.</u>
Net Revenue:	\$ -766.

Dues paid 2018-19 as of 10/13/18: \$908 (28 renewals and 2 new member families)

Newsletter Editor's Report: Please send pictures!

Vice-President's Report:

Light the Night – on 10/20, signup sheet is full!
Carmichael/Pappas Open House – 11/03, 5-8pm – email RSVP to John ASAP

Board of Directors Meeting – on 11/08 at the Mitchells

Gadsden Pacific Toy Train Swap Meet – 11/09 & 11/10 – drivers and volunteers needed

Martin Open House – 11/10, 10am-3pm (new layout!) and general meeting to follow; RSVP if you are staying for dinner

Holiday Luncheon at Golden Corral – 12/01, Noon, maximum \$20 value train-related item (wrapped) for gift exchange

Luminaria Nights at the Tucson Botanical Gardens – setup on 11/29, run trains 4:30-8pm 11/30-12/02 and 12/07-12/09

Ocotillo Learning Center's Polar Express Day – 12/20; volunteers and driver(s) needed for children's layout

VA Hospital Display – setup on 12/26, Run 12/27-28 (9am to 4pm), begin tear down on Saturday, 12/29

January General Meeting – Gadsden Pacific Toy Train Museum, 01/19.

OLD BUSINESS:

Public Layouts Status:

Tucson Children's Museum: Maintenance needed.

Tucson Botanical Gardens: A special meeting for the Board and all other interested members to discuss the possible redesign of the layout and perhaps installation of a permanent roadbed will be held at the Gardens on November 17 at 9am. The layout has been in place for about 10 years. Some buildings have been repaired and some new buildings added but much more needs to be done. The proposed Children's Garden is still in the planning stages and it is estimated that it will be another 2 or more years before construction begins.

Diamond Children's Center: Maintenance is needed (track cleaning).

Transportation Museum: No issues currently.

Rodeo Parade Museum: Closed until next year (February). Mike and Jane Dorgan have donated a number of items and figures.

NEW BUSINESS:

The club has lost its free trailer storage place at the Murphys. Dennis Mahar proposed and the Board approved that we store them at the same facility where we have the extra club items stored. The manager proposed a discount deal and the Board gave Dennis the go-ahead to procure spots for the 3

trailers. The general membership approved the \$1,260/Yr additional expense.

It was decided that the ABTO Roundabout will take place the weekend after the 2019 Rails in the Garden tour, if that's acceptable to the ABTO members. We need host layouts and volunteers.

Elections – Willis Fagg is heading up the Nominating Committee. Please contact him if you would like to be on the ballot (President, Vice-President [V-P], Treasurer, Secretary, at-large Board Member). It was acknowledged that the V-P position is the most challenging in terms of time. Willis and others have offered to mentor a new V-P.

A chairperson is needed for Rails in the Garden 2019! Please see Dennis if you can volunteer for the post.

Committee Reports:

Education and Mentor Program: No new information.

Clinics: Some under discussion include a 3D printing clinic – tentatively to be scheduled after general meetings in 2019.

Maintenance: As above under Public Layout Status.

Social Activities: No social events in November or December other than the holiday party 12/01.

Glenn read a note regarding long-time club member Roy Eberbach's memorial service. It is scheduled for November 10 at 1pm at Casas Adobes Community Congregational Church.

The next General Meeting is scheduled for November 10, 2018.

Respectfully submitted,

Respectfully submitted,
Gina Blackwell, Secretary

My Life as a Railroader

By John Fennema

Engineer Change (Part 5)

In June 1998, after UP bought out SP, I transferred to Tucson. I had 2 weeks to become familiar with 720 miles of new territory, from Yuma to El Paso, plus the Phoenix & Nogales branches. Then in November 1998, I was "Cut off" due to a decline in traffic. I placed myself on the Auxiliary Board and was transferred to Fresno, CA for a 90-day stand. It was interesting, I was available for work for 20 straight days on and then had 10 straight days off. I was lucky to work only 10 days, even though I was guaranteed a minimum salary, per diem, mileage, and my hotel room was paid for (Cha Ching). That is no longer in a contract, if one is "cut off" now, they pay for their own way and no per diem or hotel. Since it was the Christmas holidays, I got 20 straight days off. Fortunately, Audrie was from Bakersfield and I was from Anaheim, so we saw our parents as a bonus.

In 2008, UP brought in Remote locomotives for yard switching, meaning, no engineer needed (Job loss). The locomotive was controlled by a box a switchman lugged around. In 2011, UP bought into the Trip Optimizer program which actually ran the train and a third computer screen. When I first got on the locomotive, I would program the Trip Optimizer and it would run the train unless you were on signal color or needed to stop at a signal. I was no longer a Locomotive Engineer, just a button pusher, and became a multi-tasker watching all 3 computer screens and not looking out the window. I resisted the TO, I initialize it, but it had serious velocity issues, and would turn it off and go manual until I was forced to use it in 2016.

As a locomotive engineer, velocity to me was my paycheck. Getting the product to its destination on time meant customer satisfaction and quick turnaround of power for the next train. I truly enjoyed being on the train, just me and my conductor. However, UP had other thoughts, stockholder satisfaction, meaning fuel conservation, not going above notch 5 when going faster than 50mph even though you were a 70mph train. Just the bare minimum of power on a train, if I had 4 locomotives, my paperwork would say to only use 3. That added 200 tons of deadweight, because someone pencil pusher thought that's all we needed. That bit the company in the backside, we were losing customers and velocity.

Most new hire managers had no prior railroad experience at all. The train crews were always being tested, on the road "Stop" test; stopping the train either by signal, sign or flag or annual rules testing (which used to be tri-annually). All locomotives have event recorders that measure power, braking, air pressure, speed. Also, all have outward facing cameras and most now have inward facing cameras looking at both of us. We are not allowed to use electronic devices while the train is moving. Our rules are both electronic and paper, which means if there is a rule issue or question and you're not carrying paper, the train must be stopped to look up the rule (silly UP).

Railroading is a very tough and unforgiving job; I have lost several brothers to accidents. Fortunately for me, I've never killed anyone, although I have had several very close calls. I hit 2 vehicles in my career, one car was rusting away on a hillside curve and someone pushed onto the track. I hit it at 60mph, tearing a 4-foot gash in my fuel tank. I lost 3500 gallons of fuel which

became a Hazmat issue. The second was a Maintenance of Way truck, the driver did not pay attention at an unprotected crossing. I had just finished switching some cars, and started forward when I hit him at 6mph. I hit the truck in the back, which spun it around, the driver was dazed but ok. However, others aren't so lucky; it's especially hard on the crews when someone commits suicide by train. And then there are the trespassers walking on the tracks, not hearing the train until it's too late, or the kids playing "chicken" with the trains. The most difficult part is that the conductor has to walk back and find the body, the engineer must stay in the cab until emergency services arrive. It takes months for them to recover from such a tragedy.

Last Run (Part 6)

Audrie told me in 2016, that the job was killing me. A billion-dollar company still can't figure out train line-ups, so one is never sure when to get rest. Most of my runs started at night, so I had no sleep pattern. In my Tucson to El Paso pool, I would get my call and have a 40hr round-trip, 12hr on duty, get my minimum 12hr off (it used to be 6 1/2hr off), but usually 16hr or more in El Paso, then get my call to take a train home. Run time varied, most were 9-11hrs on duty. I would be home for 60-72hrs, then do it again. So I planned to have my last run on Dec 31, 2016 from El Paso to Tucson. As a way of saying "Thank you" from the company, I was called for 70mph high priority train Eastbound to El Paso on Dec 30, but followed a 50mph train all the way and stopped in Lordsburg for 30 minutes while the crews changed. On my final trip home, I was called for a 50mph empty ribbon rail train with a NS unit on the point☺ (picture 4).



I was "Stop" tested in Wilcox as a farewell gesture. So, I was glad about my decision to retire after that round-trip. The money is fantastic; however it takes its toll in life hours lost. Would I do it all over again, oh yea!

Presentation/Clinic:

One of our members, Sally Jacunski, has graciously agreed to present an introduction to 3D printing as it relates to modeling. Sally will present some basic information on 3D printing including capabilities & limitations, materials and a few examples of parts she has printed. **The presentation will be at 3:00 PM on November 10th prior to our November General Meeting at the Martin's.**

The Virginia & Truckee Railroad

By The Cooks

In late September Debbie and I crossed one off our bucket list and took a vacation to Lake Tahoe. Our first day we decided to circumvent the lake clockwise to spot the different places we might want to visit or hike. In addition to doing that, we took scenic Nevada highway 431 to Virginia City to ride the Virginia & Truckee R.R. In the high tourist season (summer months) there are 7 trains per day and you have our choice of steam or diesel engines. You can also

choose to take a short trip that only takes about 35 minutes, or you can ride all the way to Carson City, disembark, and spend time there before taking a later train back. As we were there in the off-season, only the diesel short trip was offered. But for us, that worked just fine.



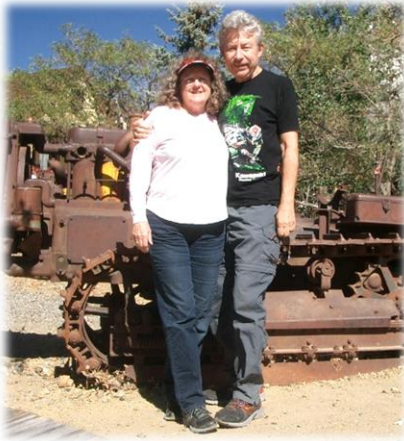
Our little train

That trip took us through an area that had a lot of the most famous mines, a couple of small towns and lots of pieces of old mining equipment. We even saw a herd of wild horses that inhabit the area.



The wild horses

The conductor did a narration of the history we were passing, and we rode in an open car on a nice sunny day. As with most areas we visit that have a mining history, you are always struck by how tough the work must have been during the gold and silver rushes. We also saw some of Virginia City, which has several preserved buildings of the past. If you are ever in that area, we think it was time well spent.



The happy couple

Dunedin Railway Station- South Island, New Zealand

by the Conrads



The station is constructed of dark basalt with lighter stone facings giving it the distinctive light and dark pattern common to many of the grander buildings of Dunedin and Christchurch. Pink granite was used for a series of supporting pillars which line a colonnade at the front. The roof is tiled in terracotta shingles surmounted by copper-domed cupolas. The southern end of the building is dominated by the 37-meter clock-tower.



The booking hall features a mosaic floor of almost 750,000 Minton tiles. A frieze of Royal Doulton

porcelain runs around the balcony above it from which the floors design, featuring a locomotive and related symbol can be clearly seen.



The main platform extends 500 meters. The foundation stone was laid on June 3rd, 1904 and was opened in 1906. Construction was kept within budget and cost 40,000 NZ pounds.

The San Diego COASTER Commuter Train

by Jackie Conrad

Last week, when visiting family in the LA area we took the Coaster train from Oceanside to San Diego.



It takes about an hour, makes six stops and costs \$5.50 for a senior round-trip ticket. San Diego also likes to "dress up" their train coaches !





ALL ABOARD

TGRS MEMBERS

You are invited to the 15th annual

Open House

AT

Gary and Peggy Martin's

EAGLE MOUNTAIN GARDEN RAILROAD

Date: SATURDAY, NOVEMBER 10, 2018

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


**1. General Open House 10:00AM
to 3:00PM
Open free to general public.**

**2. TGRS November Meeting will
be begin at 4.00pm**


**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 4th with
numbers who plan to attend.**

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



TCA DESERT DIVISION ANNUAL
TOY TRAIN SWAP MEET
SATURDAY NOVEMBER 24, 2018
9:00 AM - 1:00 PM
Formerly known as the Turkey Meet



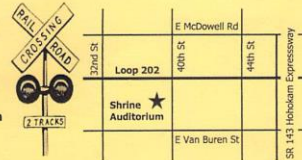


EL ZARIBAH SHRINERS AUDITORIUM
552 N. 40th St. Phoenix, AZ 85008
40th St. and Fillmore St.
Exit 2 Loop 202 or McDowell Rd via Hohokam Expressway SR 143

TRAIN MEET HOURS
SATURDAY NOVEMBER 24, 2018
9:00 AM - 1:00 PM

Admission \$5
Children Under 16 Free w/ adult

1:00 PM - 2:00 PM Table Top Auction
Free with Show Admission



Featuring

- Admission \$5/person - Children under 16 Free w/Adult
- It's all about the trains! - Over 130 tables loaded with bargains just in time for the season or your holiday gift
- 12,000 Sq Ft of Toy Trains, track, operating accessories and more - All Scales
- Multi-scale Test Track - test your purchases on site before you buy
- "The Train Doctor" - tune-up your train in time for Christmas
- Have a Train to Sell? Multiple Vendors on site will buy your train TODAY!
- Hourly Door Prizes - Raffle Prizes - Fun for the Whole Family
- End of show seller auction - free with show admission
- Easy access from Loop 202 - or - Hohokam Expressway 143
- Lots of free Parking on site
- Hilton Garden Inn Phoenix Airport North - Special Room Rates available
FREE shuttle to and from the Shrine Auditorium for hotel guests






The Southern Arizona Transportation Museum
PRESENTS
a reading of
Bob The Railway Dog
Saturday, Nov. 10, 2018
10:30 am - 12:30 pm

AMTRAK Historic Depot
400 N. Toole Ave.
(Downtown: Pennington & Toole)

Free family activities include:

- A Reading of Corinne Fenton's True Story of an Adventurous Dog Titled *Bob The Railway Dog*. Read By - Diane Alexander & Ella (A Trained Poodle Therapy Dog!)
- Arts & Crafts By Gail
- Fun Farm Choo Choo Rides
- Ring the bell on Locomotive 1673 (Our 117-Year-Old Steam Locomotive)
- Browse The Museum's Bilingual Exhibits



Southern Arizona Transportation Museum
A Division of Old Pueblo Trolley
414 N. Toole Ave. | Tucson, AZ 85701 | 520-623-2223 • tucsonhistoricdepot.org

TOM HEATH NMES 182420 / BK 0902429 / NOVA NMES 3087 / EQUAL HOUSING OPPORTUNITY

Free admission

THE POLAR EXPRESS

Polar Express Night at The Gadsden Pacific Toy Train Museum

December 8, 2018 5-9 pm

Go to gpdtoytrainmuseum.com for more information



The Old Engineer Sez: "A balanced diet is a cookie in each hand.."

Trivia Corner

Courtesy of Jerry Wilson

DEMURRAGE: A penalty charge assessed by railroads for detention of cars by shippers or receivers beyond a specified free time.

SIDETRACKED

By Claudia Nelson



In parts of Cambodia people have made their own trains out of bamboo after regular services stopped running. A **norry** or **nori** (*Khmer*: នូរី, from the French word for [lorry](#)) is an improvised rail vehicle from [Cambodia](#).

The [2019 National Garden Railway Convention](#) will be held August 27-31, 2019 in Portland, Oregon. The convention will be held at the Double Tree Hotel in downtown Portland. With easy access to freeways and the MAX light rail, the centrally located Double Tree offers top-rate accommodations for the best convention experience. On-line website registration will open on August 30, 2018. We will offer a short ride behind the SP Daylight 4449 steam engine to our BBQ at Oaks Park on the Willamette River. We will be selling 18 one-way cab rides in 4449 for the short, two mile ride. Cab rides will sell out quickly, so plan to register early.

The convention has been moved to the last week in August, so there is no longer a conflict with the National Narrow Gauge Convention in Sacramento being held the first week in September, 2019. We are working with the planners of the NNGC, and some layouts in their pre-convention tour are expected to be included in our post-convention tour.

Registration is now open.

Calendar

Saturday, November 3, 2018

Carmichael/Pappas Open House

Friday-Saturday, November 9-10, 2018

Gadsen-Pacific Swap Meet

Saturday, November 10, 2018

General Meeting & Open House –
Martin

Thursday, November 29, 2018

Luminaria Nights – Setup

**Friday – Sunday, November 30 – December 2,
2018**

Luminaria Nights - TBG

Saturday, December 1, 2018

Holiday Luncheon & General Meeting –
Golden Corral

Friday – Sunday, December 7–9, 2018

Luminaria Nights - TBG

Monday, December 10, 2018

Luminaria Nights – Teardown

Thursday, December 20, 2018

Polar Express Days – Ocotillo Learning
Center

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 – Rincon West

Thursday, March 14, 2019

Board Meeting – Mitchell

Saturday, March 16, 2019

General Meeting – Averill

GRS 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

At Large Board Members:

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

