



**VA Display 2015**

# TIMETABLE



**The next scheduled BOD meeting will be on Jan 15th  
@ Nelsons'**

**General Meeting Jan 18th at Willis and Dottie Faggs'  
12440 E. Ave de la Vista Verde 85749**

**Trains run at 1pm  
Meeting at 2pm  
Remember to Bring Chairs**



*Don't forget*

**The HOBBYISTS Park & Swap Meet**

Free for buyers and sellers.

Saturday, Jan 4th from 7 to 9:45 AM

Boys Toys Meet Up

A simple meet up in the parking lot of a Mesa business for a few hours. No charge for buyers or sellers. A good crowd shows up. This early morning show leaves you the rest of the day free.

Where: Field Verified Parking Lot 1764 W Broadway., Mesa, AZ

We'll see you there.  
Happy New Year to all !

Sincerely  
Thomas

**Garden Railways 2026 Convention**

Registration forms for the 2026 convention are attached as a link, please pass onto your group members or anyone you think that will be interested in attending.

Return completed registration forms to  
[nzgrc2026@gmail.com](mailto:nzgrc2026@gmail.com)

[2026 Convention Registration Form.doc](#)

[2026 Convention Registration Form.pdf](#)



## **Rails in the Garden Layouts**

**At the moment, I've got Jennifer on-board for another year of displaying our layout.**

**My understanding is**

**Koehler**

**Charmichael/Pappas**

**Fagg**

**Weesner**

**Fennema**

**Rincon West**

**Rodeo Museum (under their current name?)  
not sure about Gadsden and Craig Anderson**

**Charlie**



# What's on your Workbench

This is the first time I've applied decals in 50 years. The SCD&P gets its first rolling stock.  
Charlie





# Technical Support Quick Guide

## It's not complete, no USA Trains

Thanks Thomas Preisner

**MUST READ!**

**Technical Support Quick Guide!**  
If you are having any issues, please contact the corresponding manufacturer for help, parts, service or technical assistance first!



TECH SUPPORT	PHONE	EMAIL
American Flyer	586-949-4100 Ext. 3	talktous@lionel.com
Athearn		athearnhelp@horizonhobby.com
Atlas	908-687-0880	csdept@atlasrr.com
Bachmann / Williams	1-267-297-2494	service@bachmanntrains.com OR parts@bachmanntrains.com
BlackStone Models	970-259-0690	support@blackstonemodels.com
Bowser	570-368-2379	bowser@bowser-trains.com
Broadway Limited	386-673-8900	techsupport@broadway-limited.com
Circuitron	815-886-9010	support@circuitron.com
Digitrax	850-872-9890 Ext. 2	techsupport@digitrax.com <a href="http://helpdesk.digitrax.com">http://helpdesk.digitrax.com</a>
ESU	570-980-1982	support@loksound.com
Faller		kundenienst@faller.de OR Techischer-Kundenienst@faller.de
Gar Graves	315-483-6577	GarGraves@gargraves.com
Intermountain	800-472-2530	intermountain@intermountain-railway.com
Kadee	541-826-3883	mail@kadee.com
Kato	847-781-9500	katoonline@katousa.com
LGB / Marklin / Trix	573-365-9521	
Lionel Trains	586-949-4100 Ext. 3	talktous@lionel.com
Micro Trains	541-535-1755	mtl@micro-trains.com
Miller Engineering	203-595-0619	milleren@microstru.com
MRC / Model Power / Mantua	732-225-2100	mrcsupport@modelrectifier.com
MTH	410-381-2580	info@mthpartsandsales.com
NCE	585-265-0230	support@ncecorporation.com
Noch	+49 7522 9780-0	Email: info@noch.com
PECO		Info@peco.co
Piko	619-280-2800	support@piko-america.com
Rapido	905-474-3314	trains@rapidotrains.com
Rivarossi	877-358-6405 Ext. 101	customersupport@hornby.us OR technicalsupport@hornby.us
Soundtraxx	970-259-0690	support@soundtraxx.com
TCS	215-453-9145	techsupport@tcsdcc.com
Walthers Warranty Issues or Parts	1-800-877-7171 Ext. 2221	custserv@walthers.com
Woodland Scenics	573-346-5555	sales@woodlandscenics.com
Viessmann - Vollmer - Kibri		service@viessmann-modell.com OR service@vollmer-online.de OR service@kibri.com

### NEED HELP WITH A STARTER SET?

\*\*\* Just A Reminder Starter Train Sets That Are OPENED Are Not Returnable\*\*\* WE WILL ADDRESS AND RECTIFY ANY ISSUES THAT YOU MAY HAVE  
If you have questions on a starter set you just bought, feel free to contact us or the manufacturer! Most of the times the issue can be resolved.

#### Lionel O Gauge Fastrack Remote Starter Sets Trouble Shooting Tips

1. Make sure you have good AAA Batteries in the remote.
2. If you think you are missing pieces in your set, turn the styrofoam box over. Usually there are additional contents on the back side of the packaging. Look underneath packaging for more contents!
3. Did you put the batteries in correctly + and - If the battery cover is removed, ensure the batteries are fully seated in the battery compartment.
4. Make sure the power supply is plugged into the track. Make sure the light on the track lights up. Ensure the outlet the power supply is plugged into functions properly (not controlled by an on/off switch in the off position).
5. Is the train in sleep mode? Did you leave the power supply plug in when you're not using it? Reset sleep mode by unplugging the power, wait 20 seconds and then replug the power supply. (this is a function of the remote turning off and the train just stop-ping. The remote needs to be cycled off/on, not the loco).
6. Make sure all your track is pushed in together and the connections are tight together.
7. Are all the wheels of the train on the track? Make sure they are on, or the engine will not move!

8. If you added on extra track or accessories you may need a bigger power supply!
9. It's possible that you may have a bad piece of track. If this is the case, the engine will stop at the same location. Replace that piece of track or try turning the track around or putting it in another location to see if the problem continues.
10. You must unplug your transformer when it is NOT in use.

#### N-HO-ON30-G Starter Sets Trouble Shooting Tips

1. Make sure the transformer has power.
2. Usually you should be connecting the wire to the DC variable output.
3. Make sure all your track is pushed in together and the connections are tight together.
4. If your transformer has an indicator light, make sure it is on.
5. Make sure the wire to the transformer is also connected to the track.
6. Are all the wheels of the train on the track? Make sure they are or the engine will not move!
7. You must unplug your transformer when it is NOT in use.

### DECODER POLICY



Due to the sensitivity of DCC, All DC / Sound / DCC Decoders & Accessories are subject to "Manufacturer Warranty" - First contact the manufacturer directly for all technical issues.





## Links of Interest

**ABTO - Arizona Big Train Operators ([azbigtrains.org](http://azbigtrains.org))**

### **The Garden Whistle**

**[https://www.ncgr.net/uploads/1/1/1/2/111257833/garden\\_whistle\\_-\\_january\\_2025.pdf](https://www.ncgr.net/uploads/1/1/1/2/111257833/garden_whistle_-_january_2025.pdf)**



From Thomas Preisner

G scale Christmas train

Bob's been in touch with his G scale Christmas train:

"This time of year my thoughts turn to my outdoor G scale Christmas display that I set up for 35 years. It all started about 40 years ago.

My son Keith was about 14; he worked in TrainWorld Brooklyn. My wife and I went next door for a Christmas Eve toast. When we got home, Keith had an LGB starter set running around the living room and dining room.

He said Merry Christmas Dad, the set is yours! That Christmas we set the set up in the back yard. It wasn't much, just the track. We lived in a row house that didn't have a basement; which is why the 0 Gauge was packed away. The front garden was a rock garden. The following Christmas I negotiated to use the front garden.

I purchased used LGB track and proceeded to construct a railway snaking between the rocks and plants in an oval at basically the outer edge of the garden.

The garden was bordered by the house, a wrought iron fence at the sidewalk, a wrought iron fence and my neighbors stoop on one side; and a very low brick wall on the other side. (A "stoop" is a Brooklyn term for a set of brick steps at the front of a home.)

I used the brick wall as my roadbed for one side.

I bought a church and a house at a show; they were very light and had to be wedged between rocks to keep them from blowing away.

A few years later a friend was breaking down his layout and offered all of the buildings to me. They were all the premium heavier buildings; including the church, station, water tank, hotel, and saloon. I started mounting the track on 1x3s and then only had to make track connections at the corners. The next year another friend came upon a deal of LGB engines. He passed on the savings to me and I picked up the Colorado Southern, and a smaller American engine that also had a powered tender as well as a trolley.

I set up a track that ran up the middle of the garden and then curved to meet the "Main Line" at the station. I purchased a reversing circuit, so the trolley travelled back and forth laying over at each end for a few minutes.

I picked up some American passenger cars and began favoring the little #2 and 2 passenger cars less and less. Then one day my Dad stopped over and when He saw the number 2; he told me that he rode on that engine as a boy. He said that his Grandfather was the engineer in a factory in Germany. That's when I knew that #2 would be part of the Christmas display for a long time.

I had picked up some American style passenger cars to run with the Colorado Southern. I soon learned that the tight turns and slight grade from the front of the garden up to the house was too much and the engine was slipping. I eventually traded the passenger cars.

I started the routine of trying to find a different 4 wheeled passenger car every time I went to York. One year I decided to create a Christmas train. I got a deal on 5 Lionel large scale flat cars. I made a Lionel large scale box car the conversion from hook and loop to knuckle couplers. The Colorado Southern was on the point.

Other cars that were added along the way included; a high sided gondola which I stood Christmas trees in, an REA heavyweight combination car, a gondola with Santa in his sleigh, a work caboose with gifts, and a Christmas caboose. Of course the weight issue returned so the little #2 was added on the end as a pusher.

The CS had a bell/whistle feature that was activated by magnets in the track. My wife objected to this because she thought it would annoy the neighbors. I took apart a floor toy that had a nice sounding sound system.

I mounted the small circuit in a plastic box that screws came in and attached it to the wrought iron fence at the walk. I connected it to mini speakers from a tape player. When people came by I told them to ring the bell and blow the whistle. I had quite a lot of traffic in front of our home during the



## Christmas season.

I settled into a routine from year to year. I reached an agreement with my Wife that I could have the garden starting the last weekend in November or first frost which ever came first; and my wife wouldn't plant any perennials in my right of way.

So starting a few weeks before Christmas I would run the #2 passenger train, which grew into an 11 car train, until a few days before Christmas. Then the Christmas train ran until New Years; followed by a logging train headed up by a Bachmann Shay.

The G scale Christmas train flatcars became log cars. One year I had a business trip at the end of January. The trains were in; but the track was still down. There was a snow & ice storm that froze the track to the ground until late March. This resulted in an amendment to the agreement. The track would be removed by January 6.

Most times the trains ran in the evening till 11 PM during the week, and 12 -14 hours a day on the W/E. The last 3 years of my work were at home except when I was travelling. So the trains would run from lunchtime till 11 PM.

My home office was in a rear BR; so I had a camera positioned at the front BR window looking down on the garden. It was hooked up to a 5" TV on my desk.

It took about a minute for the train to make a full circuit; so I would glance at the TV every so often. If I saw the train I was good, if I didn't I'd wait the minute for it to appear. When it didn't I would go down and check it out.

It amazed me that some days it would run 12 hours without a fault and others were a disaster. I soon learned that the LGB hook and loop couplers were very finicky. Depending on the strength of the plastic centering spring it made a difference which hook was on the left and which was on the right. Set up the wrong way and one car would derail the other on a curve.

Squirrels, blowing leaves and small braches were also causes for derailments.

The trains ran in all kinds of weather; although there would be changes in the consist depending on the weather. A really windy day would sometimes reduce service to a lone trolley car running on the mainline. Snow wasn't a problem unless it was wet and heavy. I would add an engine to keep them running.

Sometimes it would be a lashup of 3 engines just to keep the line open; all the while hoping that the snow would stop before 11 PM.

Freezing rain was a killer; a glaze would stick to the track and that halted everything. There were times I would try to fight it by using an alcohol sprayer. Sometimes I won.

The snow would take over when I shut down for the night; I had a wedge snow plow mounted on a gondola. I put a brick in the gondola so it wouldn't derail when it hit a drift.

It all came to an end a year or two before we moved to NJ. There was snow an ice in the garden and there was a derailment at about 9PM. I gingerly tiptoed around the rocks and got it cleared; all the while thinking, if I fall how will I ever get up.

When I got back inside and settled in my chair; I texted the kids and told them that they had to pick up the G scale after Christmas or it would be sold. End of an era.

Three days after we moved into our new home; I was invited to join a group that was forming to put a Christmas layout in the community clubhouse. But that's a story for another day.

Regards,

Bob in Colt's Neck Crossing, NJ"

A huge thanks to Bob for taking the time to write this with the pics and video and share his G scale Christmas train.

The Christmas posts really do show how much this hobby spreads to the rest of the family. Suppose it has to when it's taking up the garden or the front room...











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**The next scheduled  
BOD meeting will be  
on Jan 15th  
@ Nelsons'**

## 2024-2025 Fall Meetings

**Train Ticket**

**⇒ Train Ticket**

**January 15th BOD meeting at Claudias**

□ **Jan 18th - general meeting at Willis Fagg's layout**





**The Timetable is published monthly by the Tucson Garden Railway Society and features news, photos, and articles from club members in Southern Arizona.**

**Editor: Jim Miller, Email: [editor@tucsongrs.org](mailto:editor@tucsongrs.org)**

The Tucson Garden Railway Society is a 501(c)(3) nonprofit 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. Membership dues are \$30.00 per year and include up to two name badges. New members joining July thru December will be charged \$30.00. Members joining January thru June will be charged \$15.00. Additional name badges cost \$1.00 per badge. If you are interested in TGRS please contact one of the officers at the e-mails listed above. 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. Membership application link is below:

**[TGRS Membership Application](#)**