



Garden Railroading News

January/February 2022 • # 1 2022 • www.GRNews.org

Derailing solutions

Kittatinny Mountain Railroad

Boxcar to Motor Interurban Conversion

A free digital magazine produced by garden railroaders for garden railroaders



Garden Railroading News

January/February 2022 • #1 2022 • GRNews.org

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Regularly Scheduled

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How to Download a PDF & Customize Page View to Your Preference.



Magnifying GR News and the "Hamburger" Icon.





Seen On the Tracks

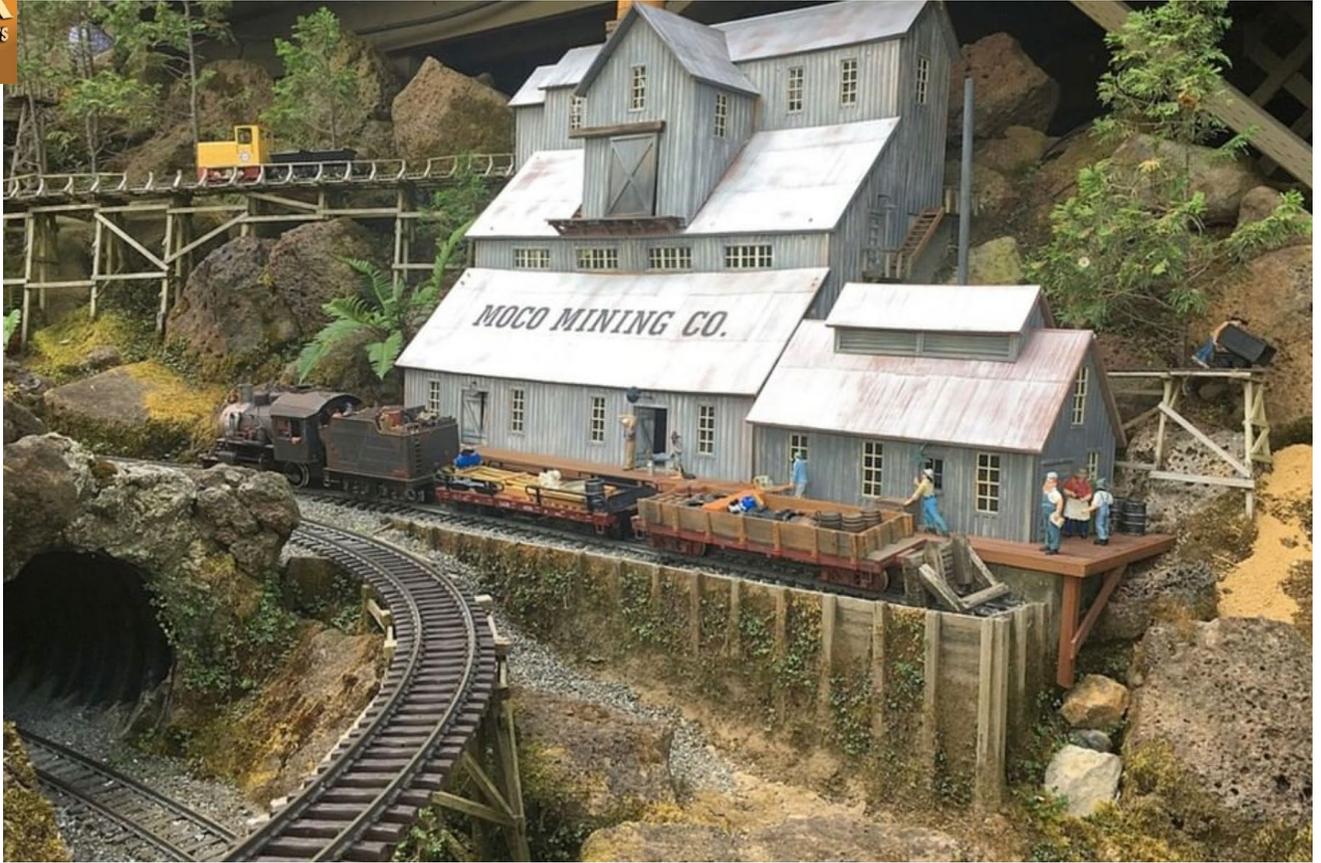


Photo by Ken Brody

Above: MOCO Mining Co. is a major industry served by a spur of the OS&FRR and its own 2 foot mining rail. • Marin County, California

Below: Waiting on sidings until the snow plow clears the line. Hope the telegraph wires hold up. • Nathrop, Colorado



Photo by Matt Hutson



*MAY
WE SUGGEST...
Something New*

Sunset Valley Railroad Adds Composite Ties for Hand Laid Track

Sunset Valley has added solid composite ties for modelers who want to make their own track. The ties are made from glass filled polypropylene with a U-V protectant, have a wood grain pattern and are a dark brown color. They are 0.25" thick and come in two widths, 0.29" and 0.39," corresponding to a standard mainline tie of 10" width in 1:32 scale and a narrow gauge tie of 8" width in 1:20.3 scale. Several lengths are available. The new ties join the Sunset Valley RR line of track, switches and their pneumatic switch operating system.

email: pete@sunsetvalleyrailroad.com for info.



www.sunsetvalleyrailroad.com

Coming Soon in GR News: Making Containers

by Chuck Carlson
from Puget Sound Garden Railway Society
Garden Railroading



LGB America New Items 2022 Includes a Standard Gauge to Narrow Gauge History Lesson

The 2022 Märklin/LGB New Items catalog is available for download at www.LGB.com and it includes a new version of an interesting, mostly European, solution to transferring freight between narrow gauge and standard gauge tracks. Just set the standard gauge cars onto narrow gauge bogies, aka roller carriers! Two pair of roller carriers would support a 2-axle freight car. Drawbars were used to link the freight cars on roller carriers to a locomotive and each other. This historical solution, still used in Switzerland, is not available until this coming Fall, but reminds us that good catalog descriptions always include something to learn.



48180 Set of 4 Roller Carriers & 2 Drawbars

More information at: www.LGB.com

Proving that everything old is new again, an article at www.arstechnica.com looked at the use of battery-powered four-wheel "vehicles" supporting either end of a container and traveling autonomously on rail using on-board cameras and positive train control. The article suggests platoons of these containers on "golf cart bogies" would travel the rails safely distanced by self-driving technology, allowing individual containers to move off to company sidings nearer to their final destination than our current rail yards. Those model railroaders who enjoy Operations may soon be dropping batteries and RC into a box car and adapting this LGB roller carrier set.

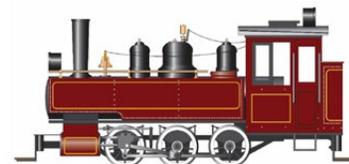
Story at: arstechnica.com. Search for "autonomous rail cars."

Scroll down to the story "Autonomous battery-powered rail cars could steal shipments from truckers" dated 1/19/22.

Accucraft Live Steam

Accucraft is preparing an 0-6-0T 1:20.3, 45mm narrow gauge, butane-fired steam locomotive for Spring 2022. The "Mabel" is based on a 3 foot gauge Baldwin-style locomotive (from Marc Horovitz concept drawings) and will be available in four colors as a kit or ready to run.

Taking reservations now. No deposit required.



"Mabel" 0-6-0T Live Steam Locomotive

Details at: www.livesteamstation.com

Train Events On Track! But recheck often in 2022

Train Shows, open layout tours, steamups and the National Garden Railway Convention are all great places to learn about new advances in train control, to see new locomotives and consists to add to our railroads, and to admire modeling by other G scale railroaders. New friends are made by striking up a conversation and online friends become dinner buddies. Vendors happily share tips; layout hosts love to answer your questions. All you have to do is show up.

Local conditions can change rapidly, so check event websites regularly. In Southern California, this year's Great Train Show in Costa Mesa has just been cancelled and the March 19 & 20 Great Train Show moved to San Bernardino County Fairgrounds in Victorville from Fairplex in Pomona. Info on Great American Train Shows (GTS, Greenberg's T&TS and GMTS) around the country is at:
www.TrainShow.com

Back east, the East Coast Large Scale Train Show, formerly in York, Pennsylvania, will be in Annapolis, Maryland, this year on April 1 & 2. Info can be found at:
www.eclsts.com

As Bill Derville discusses in Club Corner on page 13, clubs around the country are planning local layout tours to share our hobby with interested viewers. Check club websites and Facebook pages for tours in your area... or in a part of the world you will be visiting. New Zealand had a great layout tour last year.

Registration is **now open** for the 2022 National Garden Railway Convention in Denver from June 19 to 25. Early bird discount ends March 31. Four days touring great garden railroads, clinics, vendor hall, barbecue at the Colorado Railroad Museum, banquet and Ice Cream Social. Pre- and post-convention 1:1 scale excursion railroad tours are also being planned. Details on the Registration page at:
www.NGRC2022.org

And don't forget steamups such as the National Summer Steamup July 13 to 17 in Lodi, California. Info at:
www.steam-events.org

Enjoy model railroading with new and old friends. Make plans now!

Stan Cedarleaf 1938–2021

Stanton (Stan) John Cedarleaf of Cedarleaf Custom Decals passed away Dec. 30, 2021 at the age of 83. Stan's enthusiasm for model trains enlivened online message boards, informed train shows and brightened numerous layout open houses and G Scale gatherings. His ability to provide accurate historical decals, as well as individual designs for G Scale roads, helped garden railroaders everywhere achieve their vision. When he retired from his portrait photography career, he turned his camera to model trains and shared his photos readily. His smile welcomed all.



Stan grew up in northern Illinois, served in the USAF, succeeded as a photographer, then traveled around the world consulting on the business of photography, as a missionary and as Food for the Hungry coordinator in Uganda. He married his beloved wife, Kay, in 1993 and they served at Tecate Mission near San Diego before settling in Prescott, Arizona, where Stan served as an Elder at Cornerstone Church.

Many of us in the Model Railroading community got to know Stan online through forums such as myLargescale.com and at shows and gatherings such as Marty Cozad's Battery-Powered Steamup and the Big Train Show. He was always ready with a helping hand and useful advice. Stan was an excellent decal maker, adapting computer printing techniques to our hobby. His own Prescott Short Line reflected his skill at modeling and artistic vision.

He will be missed by his extended family and by all he touched in our railroading world. Contributions in Stan's memory may be made to the Cornerstone Church, 700 W. Rosser, Prescott, AZ 86301.



Memories of Stan continue in the Letters column on page 38.



Stan Cedarleaf center among myLargescale.com friends at the Ontario Big Train Show 2009

LIVE STEAM STATION



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USRA Mikado Heavy
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GWR 43xx 2-6-0
1:32, Butane, Green and Black
Kit \$2695, RTR \$2895



N&W 4-8-4 J-Class
1:32, Alcohol Fired or Electric
Alcohol \$5950, Electric \$5250



Adams Radial Tank
1:32, Butane Fired
Kit \$1995, RTR \$2160



Tiger 0-6-0 with Tender
1:32, Alcohol Fired
Kit \$3250, RTR \$3800



Kerr Stuart 'Victory'
1:32, Butane Fired
RTR \$1100



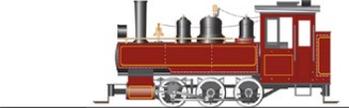
D&RGW C-25
1:20.3, Coal or Butane
RTR \$5250



D&RGW C-18
1:20.3, Butane Ceramic
\$3095-\$3395



Baldwin "Mabel" 0-6-0T
1:20.3, Butane Fired
Kit \$1249, RTR \$1499



Ruby #1 0-4-0T
1:20.3, Butane Fired
Kit \$599, RTR \$649
New version 2022



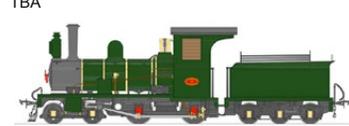
Dora 0-4-0T
1:20.3, Butane Fired
Black, Maroon, Blue & Green
RTR \$499



'Cranmore' Peckett
1:19, Butane Fired
RTR \$1795



Lawley 4-4-0
1:19, Butane Fired
TBA



"Tallylyn" Railway 0-4-2ST
1:19, Butane Fired
RTR \$1700



Kerr Stuart 'Wren' 0-4-0ST
1:13.7, Butane Fired
RTR \$1775



Forney SR&RL & WW&F
1:13.7, Butane or Coal
Butane \$3200, Coal \$4200



"Train Bleu" CIWL Sleeper J&M Models
1:32, Brass
\$950/Car, \$3800/Set of 4



BR Mk1 Passenger Cars
1:32, Plastic body, Metal Trucks
\$275/Car



L&SWR Coaches J&M Models
1:32, Brass
\$800/Car, \$3040/Set of 4 Cars



Jackson & Sharp Coach AMS
1:20.3, Ball Bearing Trucks, Lighting
\$295/Car



Logging Disconnects AMS
1:20.3, Plastic Body, Metal Trucks
\$120/Car



Gondola AMS
1:20.3, Plastic Body, Metal Trucks
\$140/Car



GP60/GP60M AML
1:29, DCC & Sound Option
\$549



3-Bay Hopper AML
1:29, Plastic Body, Metal Trucks
\$140/Car



High Cube Box Cars AML
1:29, Plastic Body, Metal Trucks
\$140/Car



Allchin MAXITRAK
1.5" Scale, Butane Fired
RTR \$3800



Austerity 0-6-0T MAXITRAK
5" & 4 3/4" Gauge
Kit \$5800 RTR \$6050



RGS #6 Goose
2.5" Scale, 7.5" Gauge
\$4950



2-4-0 7.5" Gauge Ride-on
2.5" Scale, Coal Fired
Kit \$15000 RTR \$18000



Code 332 Rail
Brass and Alum Rail System



The Kittatinny Mountain Railroad: From Childhood Dreams to Adult Reality

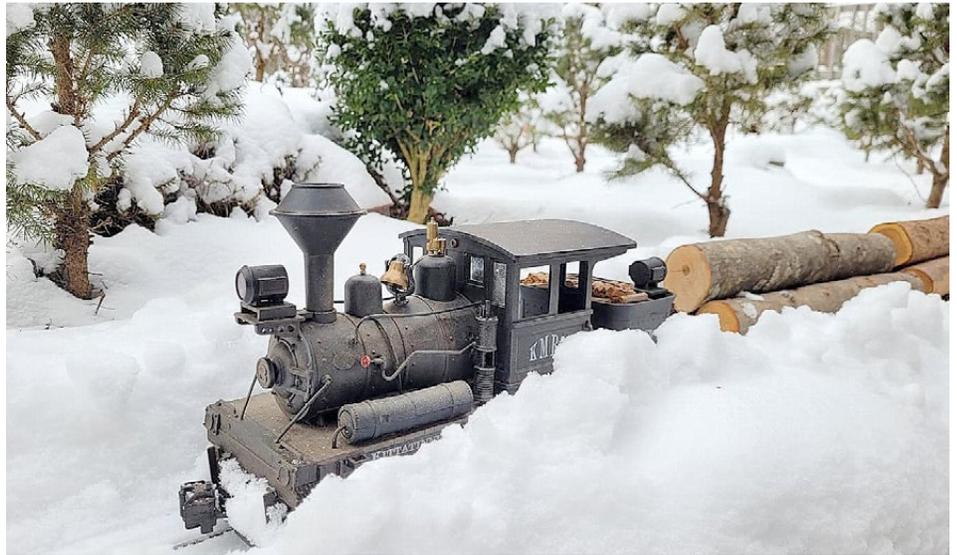
By Shawn Viggiano

'A Man for All Seasons' in New Jersey

How did the Kittatinny Mountain Railroad come about? It started in 2008 when I bought my first G scale train, a Bachmann Big Hauler set. As a kid, I remember seeing G scale trains at my local True Value store and always wishing I could own one. It wasn't until much later that my childhood dreams came true. My intention was to run a train around the Christmas tree, but my train would be too large to run all year indoors. Then, via the internet, I learned that G scale trains would run outdoors.

My research brought childhood memories when I would take my HO track outdoors, pretending it was a line through the woods with my Lego buildings as structures. The biggest difference was, as a child, I would push the train around, no track power then! Remembering the frustration of pushing a train on uneven track, I spent the winter researching garden railroads and, by the spring of 2009, had broken ground on my first garden railroad.

Now, I needed a theme for the railroad and took inspiration from local history. Kittatinny Mountain is Native American for "Endless Mountains." It's a mountain ridge that starts in Pennsylvania as the Blue Mountains, extends into New Jersey as the Kittatinny Mountains, and ends in New York State as the Shawangunk Mountains. During the late 1800s, my area had a railroad called the Sussex Railroad which never crossed the Kittatinny Mountains. The lines ended in the small towns in the valley below. The Sussex Railroad was a freight and passenger line serving the local farms in the area.



A battery-powered Hartland Big John pulls a logging train through the pine forest in winter, past piles of snow cleared from the track.



A quick stop at a scratch-built station as a family of raccoons plot their next move.

I always had a fascination for steam trains, especially trains that ran during the late 1800s. Being an avid outdoor person and having a site for mountains and woods, I thought, "What if the Sussex Railroad went into the Kittatinny Mountains? What if trains had been used for logging operations?"

The Kittatinny Mountains were logged, but the logs were transported via horse and sleigh and then floated down the Delaware River. The mountain communities had sawmills, failed mines, small farms, and prosperous

charcoal industries. After reading the history of the area, the theme for my railroad emerged, a narrow-gauge logging line.

Let's fast forward to today, almost 13 years later. The railroad's theme has stayed the same, but my knowledge of garden railroading has grown and that's what I will focus on. My first layout was track powered and its focus was narrow gauge at 1:22 to 1:24 scale. As time went on, I shifted my focus to battery power and live steam, and put more emphasis on modeling at 1:20.3 scale.

Starting out, I had no experience in modeling, little knowledge of what scale meant, and had to teach myself how to disassemble an engine to convert it to battery power. I was determined to learn, to save money and be able to afford the hobby. I used the money I saved to buy live steam trains.

I'm not a fine scale modeler. I model by eyeballing things. Modeling a narrow-gauge logging theme allows my mistakes to work, since, back then, things were built to function and not look pretty. My eyeballing modeling method is my signature. It makes my layout unique from other layouts. I'm a big fan of keeping things simple. That's one of the things I tell people getting into garden railroading: "Don't overthink things. Get track down and have fun."

My layout started out as a folded dog bone loop with a connector between the two loops. The folded dog bone had two reversing switches. I have since taken the two switches out for more reliable operations. An outer loop is 10' diameter; an inner loop, the 'Backwoods Line' is 8' diameter.

A second layout was built for live steam so the layout had to be level, although we all know that is an impossible task when dealing with track on the ground. Grades change seasonally. One season a spot is level, the next season a slight grade appears or vice versa. One end of the layout is elevated about 1 to 2 feet. This gives me a perfect spot for a small yard where I can prep my steam trains. On the low end of the layout, I have a deck that makes a perfect elevated area to sit and watch the trains. The layout lies next to my garage, providing easy storage access.

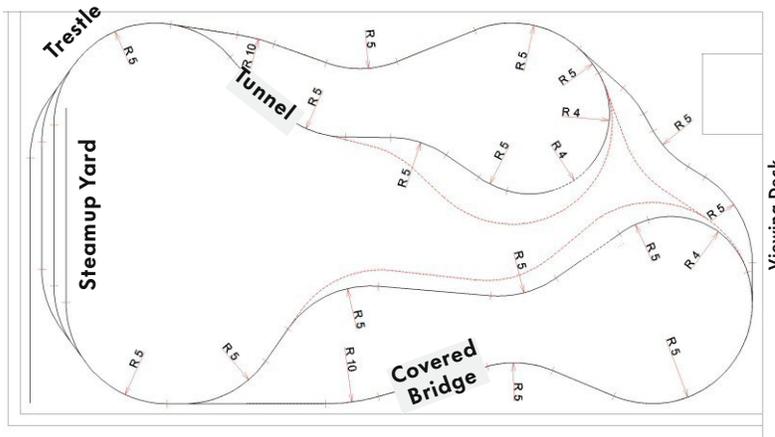
One of the biggest things I decided to do on the new layout was to hand lay all track using cedar ties and miniature railroad spikes. It was a task many warned against, but I'm glad I went with my gut and hand laid my track. In my eyes, plastic ties will never look as good as real wood ties and cedar ties fit the theme of the KMRR.



A logging train hauling a load of logs after a snowstorm.



A Hartland Big John (a cross between a Heisler and Dunkirk engine) powers a summer logging consist through the thickly vegetated pine forest.



The track plan for Shawn's current layout allows small locomotives to take tighter curves through the backwoods.

All track is floating on stone dust ballast. Rainfall drains well through the ballast, frost-heave is not a problem. It holds the track well, acting as a weak cement.

Live steam was missing until a friend brought a live steam loco to an open railroad day. I'll never forget watching his locomotive coming out one of my tunnels with its steam plumes, whistle blowing and the chug sound. I knew from that moment I needed to run live steam to complete the theme of the KMRR.

My first live steam locomotive was an Aristocraft 0-4-0. It was a great first live steam loco, but didn't fit my logging theme. After selling it, I purchased an Accucraft Forney, a loco that fit my theme and became one of my favorite rod locomotives. Over the next few years, I purchased more live steam locomotives. I found that I really enjoyed running smaller style locomotives like 0-4-0's and smaller logging locomotives like the Heislars, Climaxes and Shays, as well as a few smaller rod engines like an Accucraft Legend 4-4-0. They all fit my railroad's theme!

I enjoy running trains in the winter, especially when it snows. There is something magical about waking up to a fresh coating of snow and seeing my buildings lit up, one reason my buildings stay out year-round. It's rewarding to look out and see my railroad empire even though no trains are running. I love steaming a locomotive through a snowy landscape with its steam plumes. I enjoy pushing the limits. I'll clear the line using a kid's shovel, create a canyon, then run a train through it, with snow walls as high as 2 feet. There are many challenges running in the winter: staying warm, ice on the tracks, and keeping the locomotive hot enough to produce enough steam. For me that's part of the fun, just as each new season brings different challenges. The KMRR has withstood blizzards, hurricanes, extreme cold and extreme heat. It even survived Yogi the Bear walking through it.



Hand laid track with cedar ties, newly laid above, is weathering well over the years.



A live steam Roundhouse Forney crossing the trestle on fall day.



A small BAGRS Project Engines backwoods locomotive transports a load of wood on a cold morning.

I have found that the more plants, the better the KMRR looks. I have experimented with different plants; some worked out well, while others have not. I use a lot of different ground covers, a variety of sedums, thyme, phlox, bluets and many more that I forget. In the northeast, forests tend to be thick; adding different varieties of ground cover helps me get that look. I don't try to separate my plants. I let mother nature decide what grows where. Some of the hardier plants take over the weaker ones. Eventually the plants find balance giving everything a natural look. For trees, I use Dwarf Alberta Spruce. Pine forests are my favorite forests and Dwarf Alberta Spruces are very affordable, found at most box stores. In six years, I have acquired over 70 pine trees. I wanted my layout to have the feel of the backwoods. That meant few structures and letting the conifers steal the show.

I love photographing my layout, creating scenes with and without trains. I try to make realistic, believable scenes, like a logger warming up around a barrel fire with a real fire inside. I'll set some old brush on fire to convey a forest or brush fire. [Ed. Note: Not recommended in areas prone to wildfires.] I also enjoy creating videos of my trains running past the scenes.

Social media platforms like Facebook and Instagram have allowed me to share my photos and videos with people all over the world. Thirteen years ago, I would never have dreamed that the Kittatinny Mountain Railroad would appear in multiple magazines and be known worldwide. I have many friends all over the world. Many I have never met in person, but communicate with via the web. Some of them have come from all parts of the world to visit the KMRR.

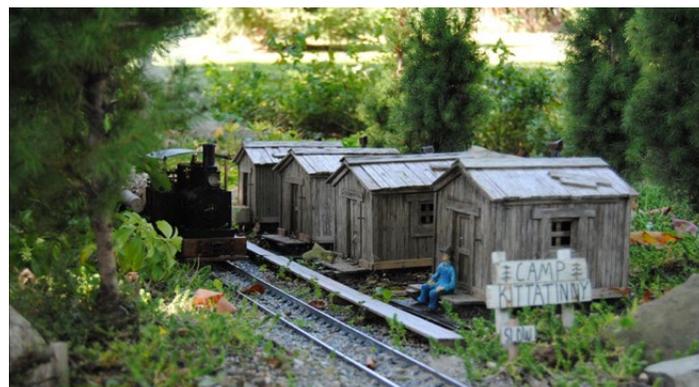
The Kittatinny Mountain Railroad has been a labor of love and my escape from reality. I spend more time outdoors with Mother Nature, both alone and with others. It's an art that is never truly finished. Inspiration for improvement strikes often, whether it's redoing a structure, relaying a section of track, switching buildings around or an idea seen on-line. The possibilities are endless.

Web site: www.kittatinnymountainrailroad.tripod.com

Go to page 37 for a snowy scene on the Kittatinny.



A Shay pulls this logging load to the sawmill.



The logging camp sits in thick forest amid tall spruce.



A realistic backwoods scene at the sawmill: loggers on break warm themselves with a real fire.



A Regner live steam Class A Climax steam loco hauls logs to the sawmill in early spring.



Hainseville depot at sunset as seen from the steamup yard.



LGB® Garden Railroading Get on board and join the fun!

Amtrak is all set to celebrate its 50th anniversary in 2021. For five decades, Amtrak trains have been taking passengers where they want to go. LGB is proud to announce a special series for the anniversary “50 Years of Amtrak.”



21581 F7B Diesel Locomotive



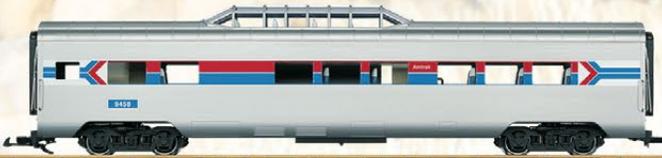
21580 / 21582 F7A Diesel Locomotive (different road numbers)



36601 Coach Passenger Car (#4813)



36600 Baggage Car



36603 Vista Dome Car



36602 Coach Passenger Car (#4817)



36605 Observation Car



36604 Dining Car

Running sounds for the digital F7A Amtrak Locomotives work in analog operation.

The famous “Sunset Limited” train can be assembled using the new Amtrak cars. All cars include built-in LED interior lighting.

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Christmas Modular Display at the Cradle of Aviation



New model of Hell's Gate Bridge courtesy of George Stamataides



Extension of the yards and the turntable



Member turnout at the Cradle was good. The New Lift Bridge showed a lot of interest. There are a few bugs that still have to be engineered out. But that is to be expected with any engineering project of this magnitude.

“Interactive trains with younger attendees”, a short story.

One day recently at the Cradle I noticed two young boys watching our trains. They were so attentive and behaved so I walked over to them and talked with their mother who was with them. I asked if the boys could help me blow the steam whistle. She said yes. Christopher was 8, Dannell 6. I told them when the train comes around you can help me blow the train whistle. I held the controller and told Christopher to press number 2 on the bottom. Lo and behold the engine whistle was blowing. I repeated for Dannell.



The next day guess who was back at the trains. You guessed it. Christopher and Dannell. Again I went over to them. Their mom told me that the boys couldn't wait to come back. All they were talking about was that train whistle and that they made it blow. I told them and their mom sorry I didn't have my trains today. All were disappointed. Next, now the third day the boys were back. This time I had my trains and again let them blow the whistle. By the way, they have season passes to the Cradle. They weren't going to be there on the fourth day, they were going to New Jersey. What I am trying to get at is this. We need to make our modules and possibly our ground display interactive with kids if we have any chance of enticing them to love trains.



We have to show them that there are other buttons to push that can be fun besides their phones. I am working on a module and planning to make it interactive. Hoping it will work. Only time will tell.

—Mike Kmeth, President LIGRS



New drawbridge construction working fine



CLUB CORNER

Curated by Bill Derville, Past President
Rose City Garden Railway Society • Portland, Oregon

How are we going to grow or at least sustain our hobby? That question is what drove a number of us to start this magazine after Kalmbach stopped printing *Garden Railways* magazine. We need to grow our club membership to get people to run committees, join our board of directors, build new layouts, and keep the club strong. This is a troubling question for many clubs. You can't expect people to seek you out; you need to seek them, recruit them.

As clubs age, members are less and less inclined to do this. But if we want to keep things going, this is what we must do. How do you attract new members? Constructing a G-Scale layout and running trains in trains shows is one helpful way. I will tackle portable layouts in a future column. But for most of us, garden railroading is more about trains running outside in our gardens. A train running through a garden with small plants, rocks, bridges, water features, miniature buildings, tunnels and real dirt mountains is interesting, and it attracts people not currently engaged in trains.

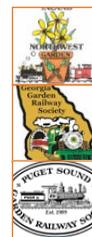
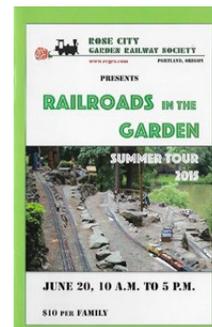
The Rose City Garden Railway Society has hosted a public tour every year (except the last two years due to COVID restrictions) since 2001. We had about 50 individual members then, and now we have grown to about 140 families. The layout featured in the first issue of *Garden Railroading News* was a layout built by Tom Gaps, one of our club members who joined after attending one of our Summer Tours. He got interested in trains after visiting several club layouts and decided he could build one in his back yard. Now his has been a part of our Summer Tour for many years and attracts more people to our hobby.

Tom is one of many people that got excited by touring our beautiful outdoor layouts. We encourage people like Tom to join our club, and many are now our good friends. We have had as many as 750 people attend this annual event, but usually we have 250 to 350 each year. Many of our guests have attended previous Summer Tours, and some come every year. We usually have a dozen layouts open, more than anyone can comfortably see in a single day. When people spend an enjoyable day with their family touring our railroads, they plan to return again to see the layouts they missed.

We have learned a lot over the years on how to conduct this tour, but our basic formula is the same. Arrange for club members to open their garden railroads to the public on the same day. Prepare a guide booklet and have a printer assemble it for us. Booklets are then given to 13 garden centers and hobby shops to sell for \$10. They return \$9 of each sale to the club, and they in turn are listed on the back cover of the booklet along with their name, address, phone number, and website. It costs them nothing to participate, and they get free advertising to several hundred people just for keeping track of booklet sales. After the tour is over, we pick up unsold booklets and our money.

In the March column, I will explain more of the details.

— Bill



Share your ideas with me by email at bill@derville4.com and your experience may be in a future column.

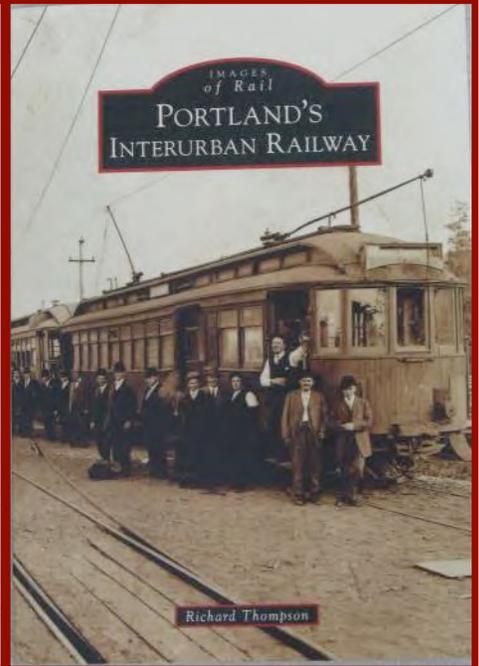
Modeler's Workbench



Bruce McKinney

O.W.P. & RY CO Car

Here's a historical update for those following the bouncing ball. This "train" was known as a motor carrier. At the turn of the century - the OWP & Railway Company (Oregon Water Power and Railway Company) was running amok around the Portland area and its suburbs delivering goods. In 1902, Oregon City enacted a city ordinance banning regular freight cars down city streets (yes, trains used to go right down the middle of some main Streets). So, to get around this ordinance, the OWP put motored trucks and two driver's positions on converted boxcars - hence - not a "regular freight car" - so they were allowed into Oregon City delivering mail and goods. (Below: Inspiration photo's and research material)



When OWP took over in 1902, new freight motors were created by adding four-motored trucks and motormen's cabs to boxcars. These box motors were configured as mail and express cars partly in order to avoid an Oregon City ordinance banning the operation of regular freight trains on city streets. (In 1907, No. 103 was rebuilt again, this time as caboose No. 1452; see the photograph on page 52). (Courtesy Mark Moore.)



LOVE this "odd ball" stuff! So, I ordered (got off e-Bay) a Bachmann G scale wooden boxcar kit (Left) that received the razor saw treatment to make this OWP RY. Co. car....used the "kit" primarily for size and as a pallet to glue stuff.



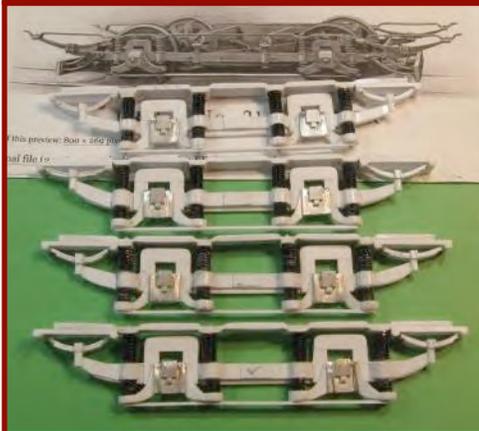
A little interior detail - but, what I can see in pictures - cabs were not too busy. The roof was changed from a wood roof to metal - the wood (plastic) was WAY TOO busy for me.....



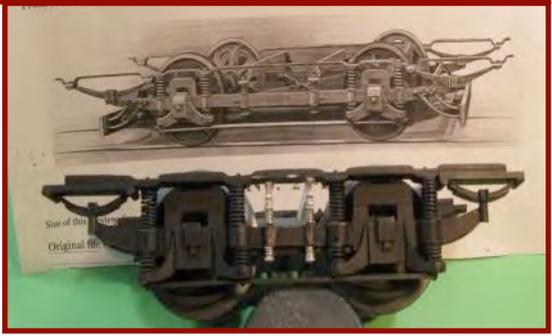
Continued on next page



That's a Lionel O scale cow catcher on a Bachmann product. Figured there would be some required trimming to get a good fit....amazingly - the cow catcher fit PERFECTLY into a slot on the Bachmann undercarriage - almost like it was made for the fit.



My modeler's creative license comes into play here. With no real decent pictures of the trucks on these motor carriers, a Google search found period trucks from 1913 for streetcar and interurban trains. (A Brill no. 21E truck for those counting) Well - this is technically an interurban train - so, I went with these. Thought they looked reasonably easy to scratch-build, and the fact I know it's for interurban cars - I figure I can't be too far off.



Trucks are in place and look pretty decent - well worth the hours at the workbench on these. Originally, I was not going to add that "bumper" supported by two rods that sit behind the cowcatcher. But, when the trucks were in place - there was a large gap that looked like something was missing - which, it was. So, I went back and filled in the void with that "bumper"...don't know what it did, but it was on the 'real' truck and is now on this copy in miniature. It filled in the void nicely!



My decal guy came thru with another perfect set of decals for this thing. Really dresses up the side.



The device on top of this model is a US 23 Trolley Base. On close examination of the real deal, the picture shows this particular carrier did not sport this device, but rather a single spring carrier. However, this is where "modeling artistic licensing" comes into play. These two spring devices looked WAY cooler and, I had a really good picture of one of these. I would include that picture - but it's in a catalog of somebody that makes these US 23 devices and charges quite a bit of money for them. So, to avoid somebody getting all legal on me, I used their example and scratch-built two of my own for about 50 cents in materials. Trust me - they are an EXACT copy of the expensive kit.

G scale figures generally really suck!!! Poor castings and not much detail. So, the figure I used is from a 1:24 scale Henry Ford figure set from a company called ICM. Henry was a bit too tall so, out came the razor knife for a trim of about 1/8 of an inch from his waist and cuffs. Based on the inspiration photo of the guys in the door, I got the height about right, and I'm pleased with the period look of the figure. The Original Henry was sporting a wrench but, I switched it out for an oil can.

This was a really fun and educational project. I learned a lot about how many RR and trolley service lines ran around Portland and the surrounding areas - they're all 🙄 gone now but we had a 🙄 ton of lines.



US Botanic Garden 2021 Outdoor Holiday Train Display

Photos by Thomas White
Old Dominion Railways



*Tree trunks and branches create the supports and roadbed for multiple train tracks.
Tree stumps serve as platforms for farm scenes built from botanical materials.*

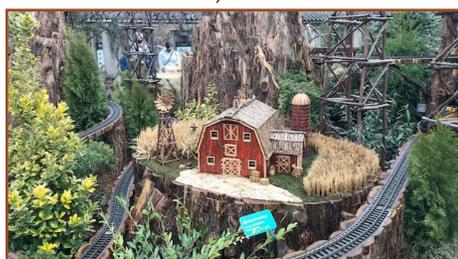
Tom accompanied his photos with this note, "I visited the U.S. Botanic Garden's annual holiday large scale trains display yesterday. The U.S. Capitol owns and operates the U.S. Botanic Garden, a very nice facility just below the U.S. Capitol building. They've set up a large scale display inside the building for years, but this year set it up outside. And it's larger this year with more space available. The layout is DC analog powered and the Garden's Engineering Department maintains the railroad, locomotives and rolling stock." The theme this year was "Farming Around the World"—with seven trains running past 13 miniature scenes. The railroad, buildings and scenes were fabricated out of plant material by Applied Imagination, Paul Busse's company now run by Laura Busse Dolan. Their work can be seen around the country at seasonal and permanent displays in public gardens, fairgrounds and occasional businesses.



*Cranberry Bog, Massachusetts,
United States, North America*



*Terrace Farming, Rice and
Lentils, Nepal, Asia*



*Wheat and Corn Farm, Kansas,
United States, North America*



*Artichoke Farm, California,
United States, North America*

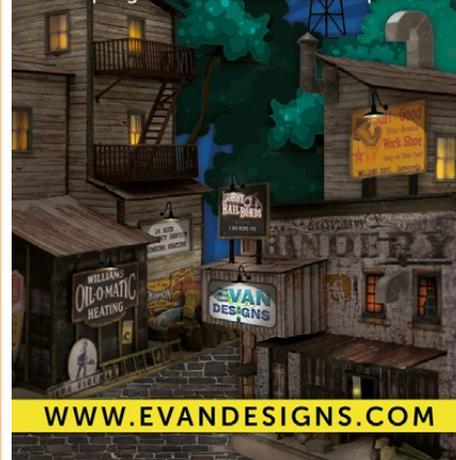
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Cotoneaster Ground Cover as a Tree *Cotoneaster dammeri* 'Streib's Findling' & *Cotoneaster microphyllus* 'Thymifolius'

by Carla Brand Breitner, Garden Railroading News Editor

Streib's Findling, a cotoneaster, turned up in photos of the dwarf Chinese elms at Steve and Malinda Jungst's J2A Railroad in Nashville when your editor was assembling the *Dwarf Chinese elm* article for the July/August 2021 *Garden Railroading News*. Vard Moore of North Texas Garden Railroad Club also wrote up Streib's Findling in the July/August *NTGRC News*. Richard Murray had written about small leaf cotoneaster, another variety, for the Bay Area GRS. These two cotoneaster ground covers seem to do well from Tennessee to California. Perhaps one of them will suit your area as well.

As parkway ground covers, these plants can spread up to 8 feet wide, but can be pruned to either a G Scale tree shape or a hedge shape as needed on your railroad. Regular pruning will keep your shaping and control spreading. Small leaf cotoneaster may tolerate higher temperatures than Streib's Findling. Both varieties can grow in soil ranging from clay to sand or rocky banks, as long as they do not become waterlogged. Water regularly while they are being established. Water as needed for your local conditions when your cotoneasters have been shaped to your needs. *C. microphyllus* has a smaller, darker leaf than *C. dammeri*.



Photo by Carla Brand Breitner

BOTANICAL NAME: *Cotoneaster dammeri* 'Streib's Findling'

COMMON NAME: Streib's Findling, Bearberry cotoneaster

USDA HARDINESS Zone: 5a–8b

SUNSET Zone: 2–9, 14–24, 29–41

Steve Jungst of Nashville writes that, "In the spring (late April, early May), the Streib's Findling is covered with little white flowers. They are beautiful when in full bloom, but unfortunately the flowers only last for about a week."



Photo by Vard Moore

Streib's Findling flowering in North Texas.

Vard Moore wrote that "Those of you familiar with cotoneaster, and the fairly large varieties that have naturalized in North Texas, may be surprised that we found a miniature variety that grows here called *Cotoneaster Dammeri* 'Streib's Findling'. The tiny leaves are about as close to scale as you can get. It has white blooms in spring and red berries follow. It would be a perfect G scale tree except that it has a prostrate, spreading growth habit. This cotoneaster is called semi-evergreen, but seems fully evergreen here."

Cotoneaster Microphyllus on next page

Cotoneaster

Cotoneaster dammeri 'Streib's Findling'
common names: Streib's Findling,
Bearberry cotoneaster

Cotoneaster microphyllus 'Thymifolius'
common name: Small leaf cotoneaster,
Thyme-leaf rockspray

USDA Hardiness Zone: 5–9

Sunset Zone: 2–9, 14–24, 29–41

Sun or part shade, avoid poorly drained soil

Trim regularly as needed for shape

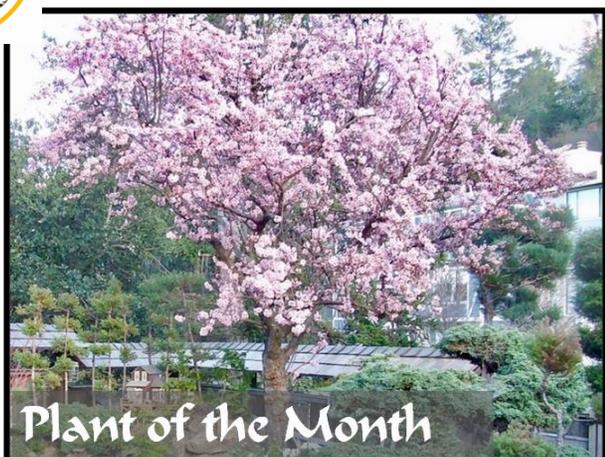


Photo by Carla Brand Breitner

Streib's Findling as a row of trees (above), as apple trees in town (left), and as a hedge (below) along the mainline on the J2A RR in Nashville. Branches are fairly rigid so don't plant too close to tracks to avoid paint damage on passing cars.



Photo by Steve Jungst



-- By Richard Murray

BOTANICAL NAME: *Cotoneaster microphyllus*
'Thymifolius'

COMMON NAME: Small leaf cotoneaster

USDA HARDINESS Zone: 5-7 (down to -20° F)

SUNSET Zone: 2-9, 14-24 [Ed. Note: Western Zones Shown]

This is an evergreen plant with tiny white flowers in the spring and red berries in the fall and winter. Its green leaves are quite tiny and are perfect for miniature themed gardens, like garden railroads, Fairy gardens, and bonsai. References say that the plant can grow to 3' high x 5' wide and can grow 2" to 4" per year. However, my 14 year old plant is only 8" x 8" and gets just minimal pruning each year. References must be giving the plant size for a 50 year old specimen with lots of fertilizer. In any case, this is a low maintenance plant. This variety is often used as a stand in for apple trees, as is my plant pictured top right. Normally, the



plant would have more of a spreading, ground hugging look, but to get the effect of an apple tree, the lower branches have been trimmed off. Branches are usually stiff and mostly horizontal.

It prefers full sun but will tolerate some shade. It is best grown in moist, moderately fertile, well drained loam. On the other hand, this is a tough and adaptable plant that can withstand even poor, rocky soil. As with many plants, avoid wet, poorly drained soil. It becomes drought tolerant when established. It is native to the rocks and slopes of the high alpine areas in the Himalayas.

December 2018

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Derailments

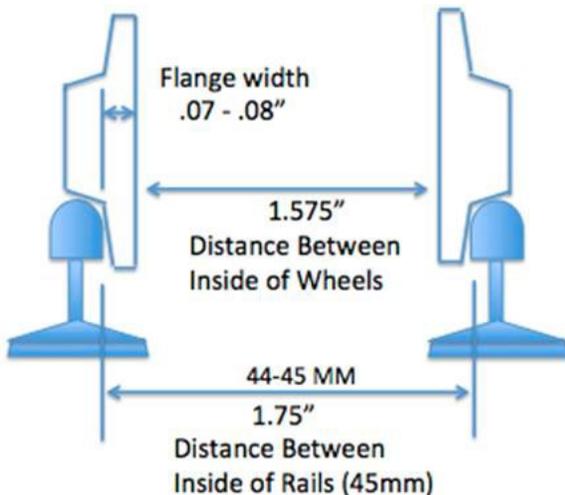
By Norm Baullinger

Car derailments are a pain and are often caused by debris or wheel/track issues.

Debris or track joint discontinuities are two of the most common causes of derailments. First, check for track discontinuities. On turnouts, check to make sure that the points fit closely to the main rail. Often debris prevents them from properly fitting or the throw isn't enough. Check the track gauge on the turnout rails/points, especially when the turnout is switched. Also, check to make sure that the space between the wing and guard rails and main rail are free from debris. Make sure that there are no small rocks or other debris next to the inside of the rails as this can cause a wheel to jump up and derail. At curved track joints, make sure that the rails form a smooth curve and there isn't a large gap between the rail ends.

Wheels can contribute to derailments. Most garden railroad car/wheel manufacturers have their own wheel design, including independent wheel suppliers such as Gary Raymond, Kramer, Kadee, and Sierra Valley. Some are more derail-resistant than others.

I've had derails on my outside layout and many have been tracked back to the wheels on the cars. This is especially likely if one particular car consistently derails. Derailments can often be related to wheel gauge—the distance between the wheels. The rails on Gauge One track are nominally 1.75" apart as measured between the inside of the rails. The distance between the inside of the wheels, wheel gauge, is often quoted as 1.575". Wheel flanges vary in thickness and taper but I found them to generally be 0.07 -0.08" wide at the tread. If the distance between the wheels plus the flange width is greater than 1.75", the wheels won't fit on the track without a lot of binding. The wheel gauge can be less, up to about 0.12" or so, and the wheels will still stay on the track. If much smaller, they might experience some issues going through turnouts if the flangeway on the turnout (or crossover) isn't sufficient to accommodate the smaller wheel gauge. Or, if smaller yet, they won't stay on the track.



Though less likely, another thing to check is to make sure that your track and turnouts are in gauge. Another check is to make sure that flangeways are wide enough to accommodate a potentially thick wheel flange, or a smaller wheel gauge. My two cents is that a flangeway should be about 0.10", ± 0.01".

A bit of caution here. If you have wheels with deep flanges, 0.1" or greater, and you are using code 215 rail, or sometimes even code 250, the flanges may ride on the ties (more likely on code 215 rail) and/or bump on the bottom of a frog as you go over a turnout or crossover as the bottom of the frog may not be deep enough to accommodate the flange depth (height). This may not cause a wheel to derail but it is sort of distracting.

My recommendation for running on outdoor layouts is to use wheels with a flange depth on the order of 0.10" (and on a track with a rail code of 250 or 332).

As discussed above, in addition to wheel gauge, check your wheel profile. In my opinion, it should be like that shown in the sketch at the beginning with a small radius between the flange and wheel surface. The flange height should be on the order of 0.10" or so and there should be a slight taper to the flange and the tread. National codes specify a 3° cone angle on the tread as measured from the horizontal. The cone angles I measured on various commercial wheels varied from 2.2° to 4.9° though due to tread/ flange radius, this number (calculated from wheel measurements) may not be all that accurate. The point is that commercial wheel cone angles do not necessarily match national specifications. More on wheel cone angles later.

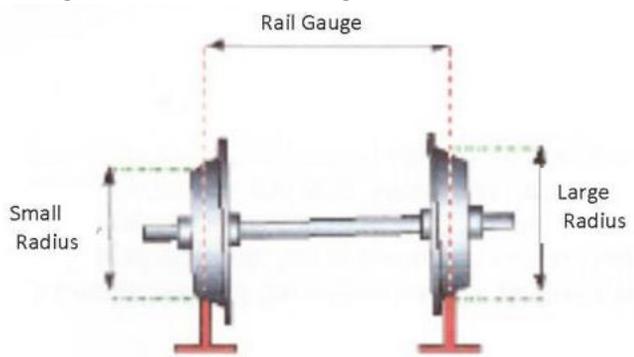
Another cause of a derailment when going around a curve, especially a sharp one, is that the truck/coupler combination is hanging up. That is, the truck isn't allowed to turn sufficiently under the car to go around the curve. I use Kadee body mount couplers, #830 or #906. These couplers use a "gear box" that is square, housing a spring that allows the tongue and knuckle to move fore and aft as well as rotate side-to-side. On sharp curves, as the truck turns, the wheels can hit the side of the gearbox, limiting the angle the truck can rotate, forcing the truck to ride up and over the rail. This is similar to having too short couplers causing the corners of the cars to touch. In either case, the result will be a derail and is specific to that particular car. For the Kadee body mount couplers, the cure can be to file a notch in the side of the gearbox where the wheel hits it allowing a few more degrees of truck rotation. This may be sufficient. Also, check if there are other undercar/frame obstructions. If not, an option may be to reduce the outer diameter of the flange, more tread taper, but to do that on a set of wheels would be a major pain. If more truck rotation is required, another option is to change to a truck mounted coupler. Or, lastly, reduce the rail curvature.

Now for something a bit more subtle. On curves, the outside rail is longer than the inside rail. As the wheel assembly goes around a curve, the outside wheel must travel slightly farther, and therefore, turn slightly more than the inside wheel. However, as most wheel assemblies have a solid axle, both wheels must turn the same amount and therefore travel the same distance. Without any kind of compensation, one or both of the wheels must slip. Slippage between the wheel and rail results in increased friction

Continued on next page.

Continued from previous page.

between the rail and wheel. A long train will require more power going around curves. More battery drain on your locomotive battery means slower speeds around curves and less run time (assuming your locomotives are battery powered). If the tread has a slope to it, and some lateral movement allowed, the wheel on the outside of the curve will ride on the slightly larger diameter part of the wheel (next to the flange) and the wheel on the inside of the curve will ride on the smaller diameter portion of the wheel, thus, matching the difference in rail length.



To allow for lateral movement of the axle/wheel assembly, there should be up to 0.1" (about a half tread width) or so side to side movement on the track. Wheels with a larger cone angle will also help by providing a larger radius differential, and thus more distance differential, allowing for sharper curves.

For slope differential to work, the wheel/axle assembly has to move laterally about half the tread width, or about 0.10" to 0.12", and there should be a slope (cone angle) of about 5+ degrees, inside to outside, on the wheel (tread) surface. This combination should provide sufficient wheel diameter differences on the wheel surface to accommodate a 5-foot radius curve without any or minimum, binding (no slippage).

The photo below shows a wheel that has been milled increasing its flange depth to 0.1" and its cone angle to a 5° angle. However, most wheels have large, tapered flanges, on the order of 0.1" or more and that is the primary reason why most of these wheels stay on the track going around curves. Many commercial wheels do not have these dimensions, tread slope, nor do they allow for much lateral movement.



If wheel gauge, flange, tread cone don't fix your derailments,

Continued on next page.

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the “surest” way to fix a wheel issue is to replace a solid axle/wheel combination with ball bearing wheels. You can get ball bearing wheels with either one or both wheels having the ball bearings. Either will work. I have used two independent after-market wheels; Gary Raymond (semi-fine flange) and Kramer. The Kramer roll-EZ wheels basically have the same profile as an AristoCraft or USA wheel (both have a deep flange, little/no radius). The Gary Raymond wheel has a slightly smaller flange and a larger radius between the flange and tread. Ball bearing wheels significantly reduce friction, effectively increasing locomotive pulling power, and reducing battery drain. Note, ball bearing wheels will not solve the limited truck turning issue.

To summarize:

- **Wheel gauge too large:** fits on the track tight, will cause binding around curves and may ride up and off the rail, and can cause trouble going through turnouts. Reduce wheel gauge. I just put the wheel/axle assembly on a short piece of track and adjust the wheel gauge so that the wheel/axle combination slides sideways about a third to half tread width.

- **Flanges too small:** insufficient height and/or too large of a radius between tread and flange causes wheel to ride up over rail on curves or uneven track. Replace with wheels that have a higher (deeper) flange or “mill” wheel surface down to increase the flange depth to about 0.1”. And once you are doing that, mill the tread cone angle to 5° or so.

- **If wheel adjustments above don’t fix your issue:** replace solid axle/wheel combinations with ball bearing wheels. Expensive but easier.

- **Debris and joints:** on turnouts, eliminate any debris, check track gauge, especially on the points. Check flangeway width (space between main rail and guide/wing rail & frog flangeway). If wheel flanges are too wide at the tread, then they may bind in the flangeway of your turnout. Re-rail the guard/wing rails

on your turnout, mill down the wheel flange width, or replace wheels with different wheel flange/cone dimensions.

On track, look for debris next to the inside of the rail where the flange runs, remove. Fix any joint discontinuities. Although not discussed above, if you are having trouble going into, and out of, a turnout, make sure that the track is straight and level. Often uncoupling occurs if the track adjacent to the turnout is not straight or level (see below).

- **Truck not being able to rotate enough to accommodate curve:** file notches in body mount coupler sides for a few more degrees of rotation, or mill (file down) the outer wheel flange diameter (but not too small) or find other cause limiting truck rotation, e.g., coupler length or under frame components. As a last resort, change to truck mounted couplers, or increase radius of curve. Having truck mounted couplers helps keep the wheels on the track as the pulling force on the trucks, and therefore wheels, are more aligned with the track.

- **The bad news about Kadee truck mounted couplers:** on “rough” outside layouts, pulling a heavy load up a grade or on uneven track, they can slip out of each other and uncouple. That is because Kadee couplers have a smaller knuckle height, especially their #1 gauge couplers, than other manufacturer’s couplers. With truck mounted couplers, there is a lot more “slop” in that they move up/down more on rough track or under heavy load, leading to “coupler slip”. Other manufacturers’ truck mounted couplers have a larger knuckle height that reduces this tendency.

- **A brute force approach:** if all else fails, add weight over the offending truck if limited truck turning angle isn’t the issue. Gravity works pretty well in keeping things down. This is an approach I often use for lightweight cars and steam locomotive pilot/trailing trucks if the spring holding them down on the rails isn’t strong enough.



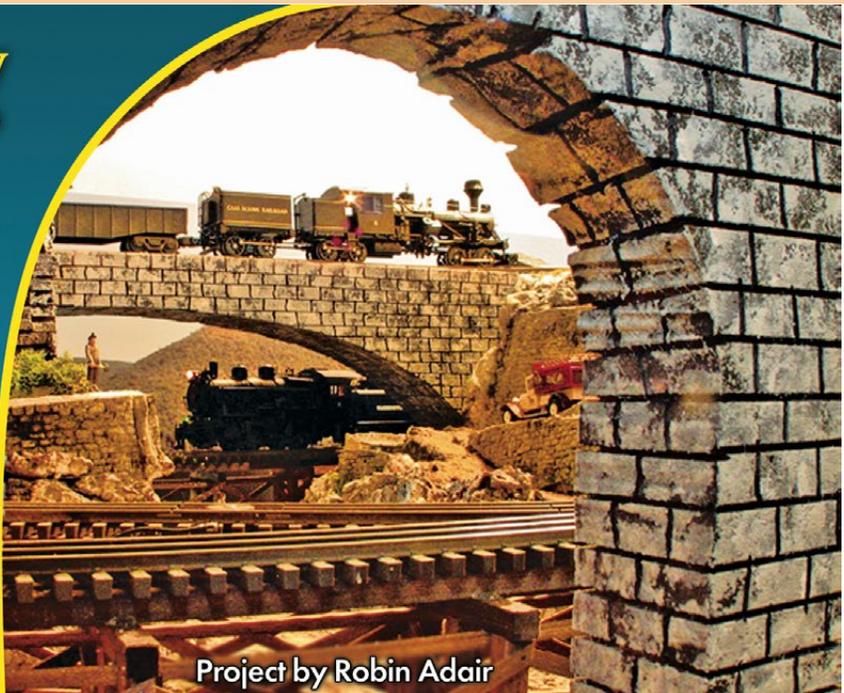
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Project by Robin Adair



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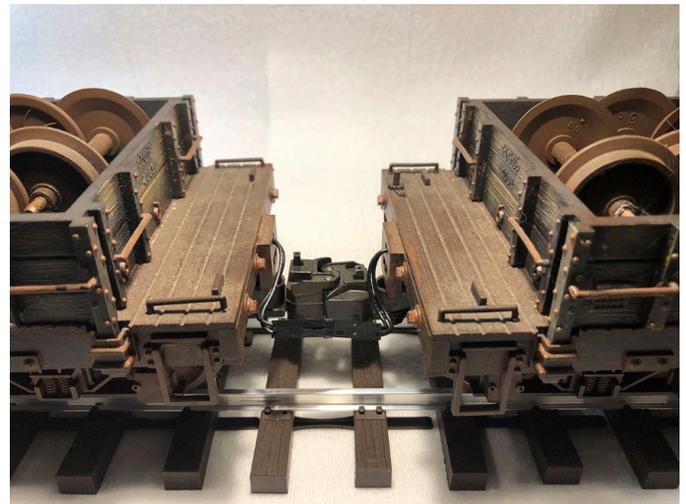
by Jim Hogenson, Birchwood & St. Croix Railroad

I like to run multiple trains simultaneously on my outdoor layout. Even though I clean and inspect all the loops before running, there's nothing to stop a squirrel overhead from depositing an organic decoupling mechanism on the track while trains are running. I haven't found the pause button on that prolific maple tree either. Since I'm often distracted visiting with guests, I sometimes don't notice that a train lost a few cars until the loco loops around and smacks into its own caboose. That's when somebody will finally yell something.

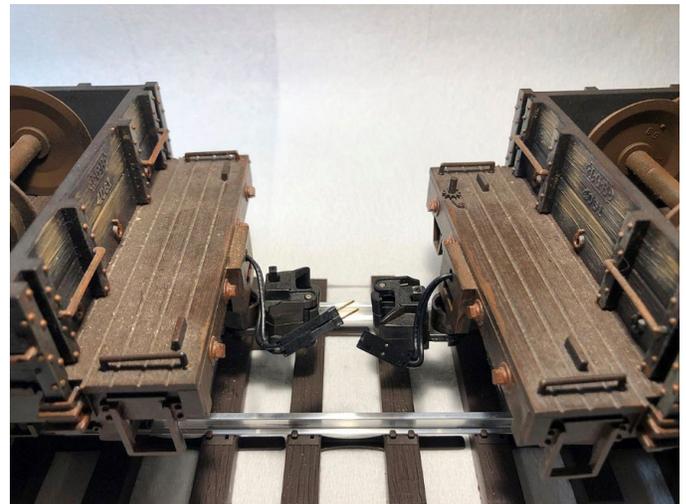
I spent some time conjuring up all sorts of elaborate plans for detecting when a train decoupled. A motion sensor in the caboose was one option. I was contemplating ways to have it sound an alarm to alert me so I could stop the train. Of course, who says I'd hear that anyway. In the end, I came up with the ultimate KISS plan. It requires one relay, some wire, and some connectors. It stops the train automatically, and instantly, without any intervention from me.

I run battery power, so my automatic decoupled car dead stop is very simple to implement. If you run track power, you will need to get a little more creative about how you connect the relay to the onboard controller, but the same concept should be workable with most controllers if you have room in the loco.

The concept for implementing the dead stop on a battery powered loco is very simple. Run the battery power through a relay. The circuit that turns on the relay runs all the way to the end of the train and back via what I'll call the "connect line." If anything becomes decoupled, the slip connectors between each car will disconnect, break that circuit, turn off the relay, kill power, and stop the train instantly.



This is what it looks like with the connect line installed on rolling stock and connected. The connect line does not look too far off of what a brake line would look like going from car to car. It doesn't detract too badly from appearance.



This is what it looks like decoupled. Notice that the pin header that simply slides into the connectors has easily pulled apart, breaking the circuit and immediately stopping the train.

continued on next page

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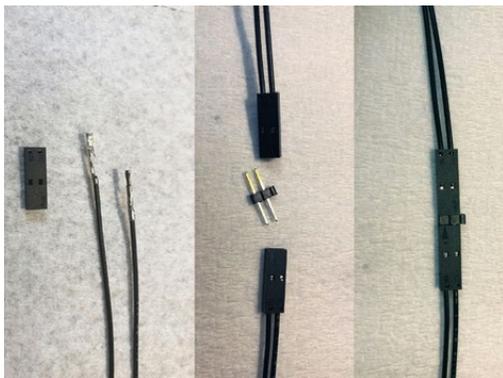


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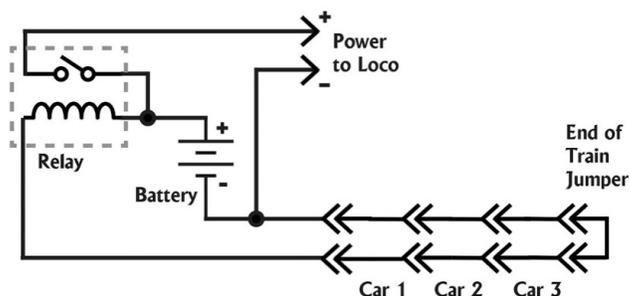
The connect line runs the length of each car with a 2-pin female connector on each end. A 2-pin header is inserted to connect one car to the next. The connect line wires that I used come with terminals on both ends. You can use them as is for short cars, but need to cut the terminals off one end and splice two together for longer cars. You could also buy terminals and a crimp tool and make your own, but unless you need many of them, that is not the lower cost route. Thread the wires through any holes you might need to make before inserting the wires into the connector housing. All you care about is continuity, so there is no concern about polarity here.



The connector at the end of the train has a special 2-pin header inserted. It simply has a wire shorting the two pins together to complete the circuit. You would not have to bring the connect line out the back end of the caboose. You could just terminate the wire under the caboose and have it always be the hidden end of train jumper.



The best place to route the wire will vary from one car to the next, but most often, you can simply glue the wire to the underside with just a few spots of E6000. Clamp in place until set.



This is the schematic showing the battery and relay located most likely in a tender, plus 3 cars represented. I limited the drawing to 3 cars just to keep it on the page. There is no practical limit. The loco will run out of pulling power sooner than the connect line runs out of signal.

continued on next page

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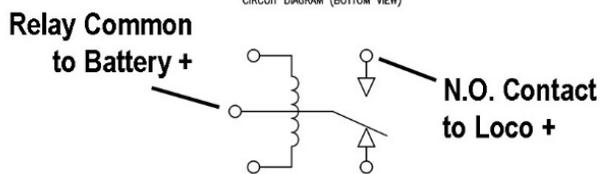
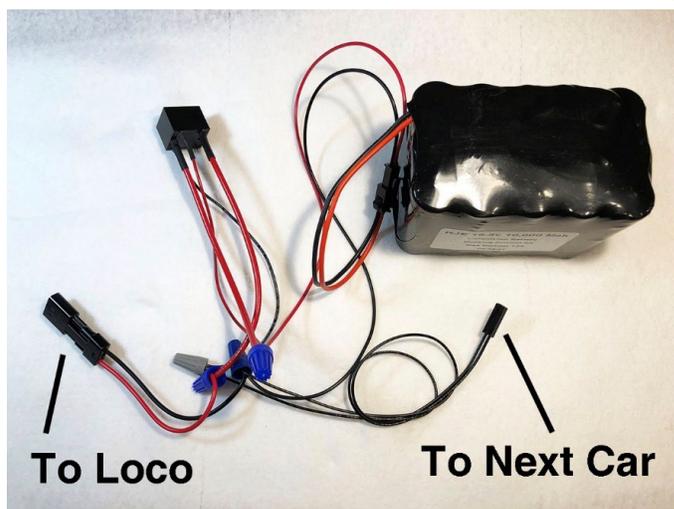
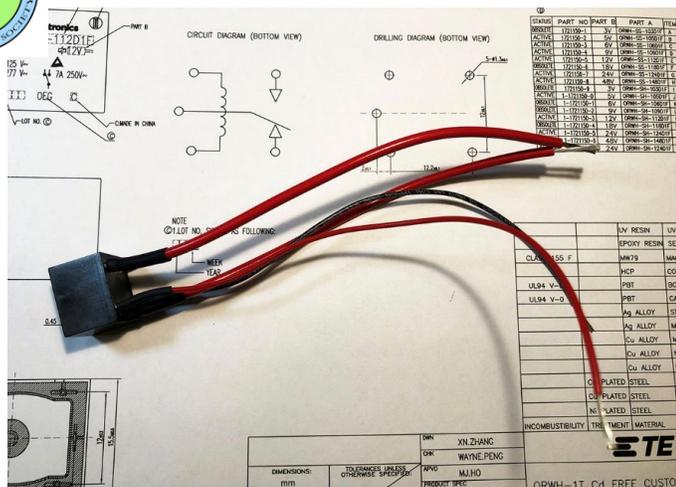
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I assembled the entire circuit outside of a car just to show how simple it is with battery power. This setup is ready to be put inside a tender or box car.



My 4-truck Shay is one of the places I have the automatic decoupled car dead stop neatly tucked away. It works beautifully. Even when I am paying attention and watching the train closely, it will almost always stop sooner than I can visibly see a problem. In fact, it works so well that there is often less than an inch of space between the decoupled cars upon stopping and I have to look closely to see where the decoupling is.

I'm ready for more trains!

You can get relays with spade lugs if you want to do a more "proper" job of connecting to the relay. I like using relays intended to be soldered onto a circuit board and then simply solder wires onto the terminals because these are much more compact. Use the bottom view of the relay as seen on the data sheet to know where to solder wires. The relay I chose has both normally open and normally closed contacts. You want to use the normally open contact.

My trains run on an 18.5V battery. The relay is listed as having a 24V coil. One needs to check to specifications closely. The relay I used is guaranteed to operate at 16.8V, so I'm ok at 18.5V. Load rating is 10 amps at 28VDC.

Other than the battery and wire, I purchased all of the parts needed from Digi-Key in Thief River Falls, MN (www.digikey.com). They stock millions of parts and are easy to buy from online. My parts list follows:

- PB2031-ND relay (1 per train)
- WM15222-ND wire, pre-crimped (usually 4 per car)
- WM2800-ND connector housing (2 per car)
- S1021E-36-ND or S1021-02-ND pin header (I buy the 36-pin and cut into 18 pcs, need one 2-pin per car)

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Fairplex Garden Railroad (est. 1924) Prepares for the Los Angeles County Fair 100th Anniversary Celebration



The rebuilt staging yard during a test of the new controls.



Big Boy #4000 on a siding at Fairplex Garden Railroad. Union Pacific may bring restored #4014 to Fairplex for the 100th Anniversary of the LA County Fair, May 5 to 30.

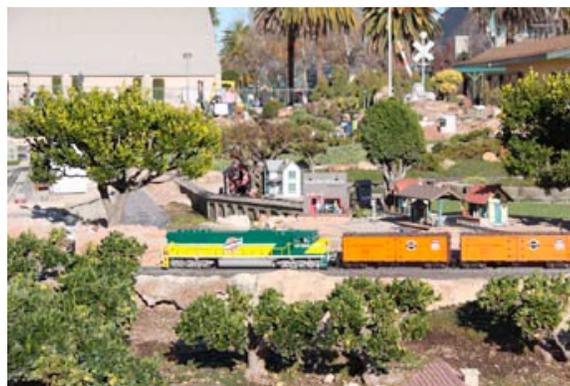


One of the interactive loops at FGRR during a pre-masks run.

The Fairplex Garden Railroad in Pomona, California, started in a tent during the Los Angeles County Fair of 1924 and moved to its present 100 x 300 foot location in 1935. Hand-built, 1/2 inch scale trains were replaced by G gauge in 1997 and the half inch roadbed was repurposed to run cars on roads. The railroad circles a lake and runs through models and scenes illustrating the history of Southern California. Information and public run dates are at www.fgrr.org. The railroad runs every day of the Los Angeles County Fair, moving from September to May in 2022 as the Fair celebrates its 100th Anniversary with a "Back to Our Roots" theme. The Fairplex Garden Railroad Volunteers are working with John Huie, who rebuilt and ran the FGRR from 1968 to 1996, to display some of the historic trains during this year's Fair.

Rick Bremer, FGRR Coordinator writes, "We re-opened for our Public Run days in January. After being closed for six months in 2020, we worked with a crew of 4 for some time. The amount of weeds and debris was almost overwhelming! Now, with some restrictions, we are open and following Fairplex masking and social distancing policy. Visitors can still see all of the trains from our fence and on run days we will always have our interactive areas open when visitors can run the trains. We will be open every day of the LA County Fair which has moved to May 5–30 this year. We are excited about having the fair in cooler weather!

"During the time that Fairplex was closed to the public our volunteers have used the time to upgrade the layout. Nearly 75% of the layout has now been rewired and we have introduced a touch screen JMRI control to our yard area. Our staging yard has also been rebuilt."

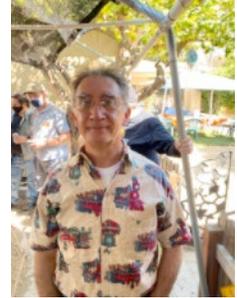


A visit to see the Fairplex Garden Railroad is always worth the trip.

Victor Vazquez

Nacionales de Mexico Coach Modifications

The selection of the piece is the first step; preferably that it is an undecorated piece since it will facilitate the remodeling process and will not be necessary strip the color of the piece.



Door opening

Using a knife, a space will be opened in the contour of the door, this process is very delicate since the knife will have to be inserted with great care and grating each end, 3 to four steps each time per side, in a period of 30 minutes the door will eventually come off.

Once the door is separated, each window will be cut, using 2 mm thick transparent acrylic. 2 holes of 0.15 to 0.2 mm diameter will be drilled in the end of the door, in there 2 pieces of brass wire will be inserted so that the door can have movement.

Two holes will also be drilled, one in the car chassis and the other in the car body where the door will be installed.



continued on next page



Interior

The modification will consist of manufacturing a new floor or base to install the seats on it. The seats to be installed will be those that are in the model, these will be cut from the base in which they are to be re-installed in the new base. Using a 2 mm thick acrylic or styrene plate, a rectangle will be cut to measure the base of the model's seats. In this rectangle, 2 sections will be cut, one for the bathroom compartment (square) and other for the heating stove (circular). Once the piece is cut, it will be painted in wood color and the drawing of the stove will be made in order to enhance the detail of the floor.

The next step is the placement and gluing of the seats. Before placing the adhesive on the base of the seats, the position of each seat must have been marked; this distribution will be based on the figures that will be placed on the seats, in this way there will be enough space for each figure and seat to maintain a distance between them. Their position is distributed symmetrically.

The distribution of the seats and figures is made according to the decision of the modeler..



continued on next page



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In the bathroom compartment, a section of plastic tube 10 cm in length will be placed; it will serve as a guide and protector to hide the cables that conduct electricity from the car wheels to the diode strips.

The diode strips will be fixed on the roof of the car; the cables that connect to the diodes will be passed through the tube installed in the bathroom compartment. The cables will go to the chassis of the car to connect to the diode bridge and the electrical pickups of the truck wheels.



Finished car including paint, decals and Kadee couplers!

TRAINZ

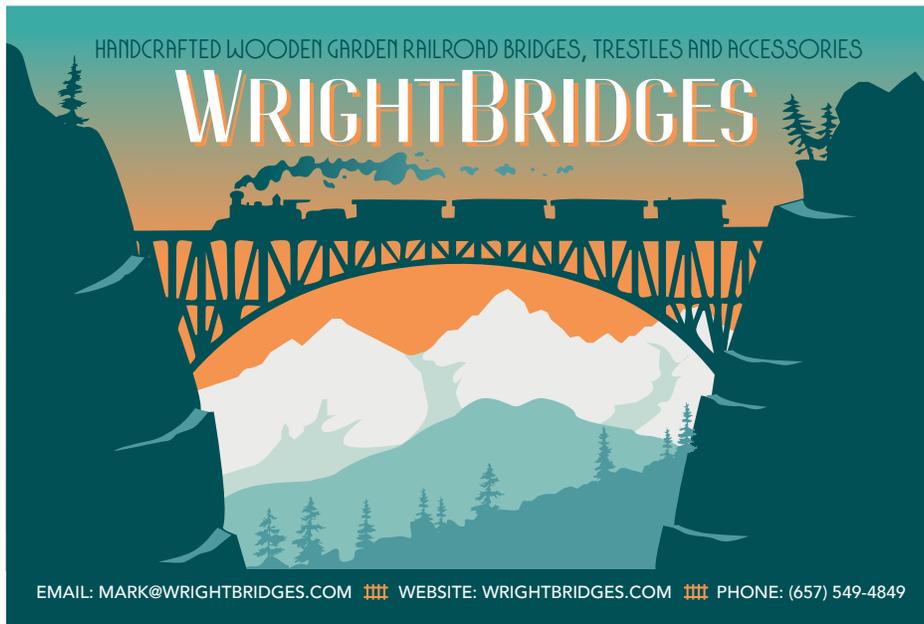
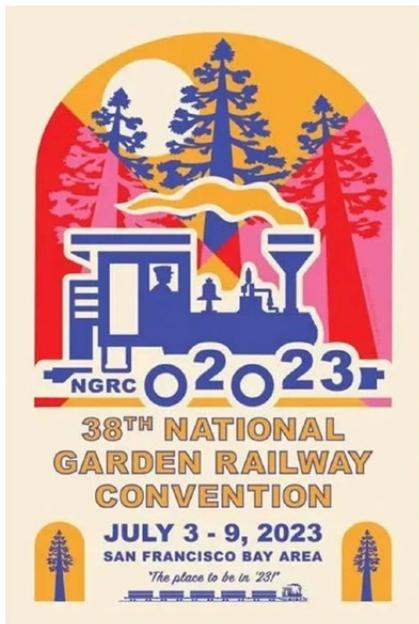
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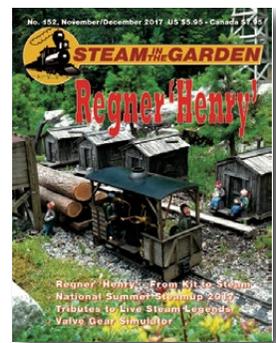
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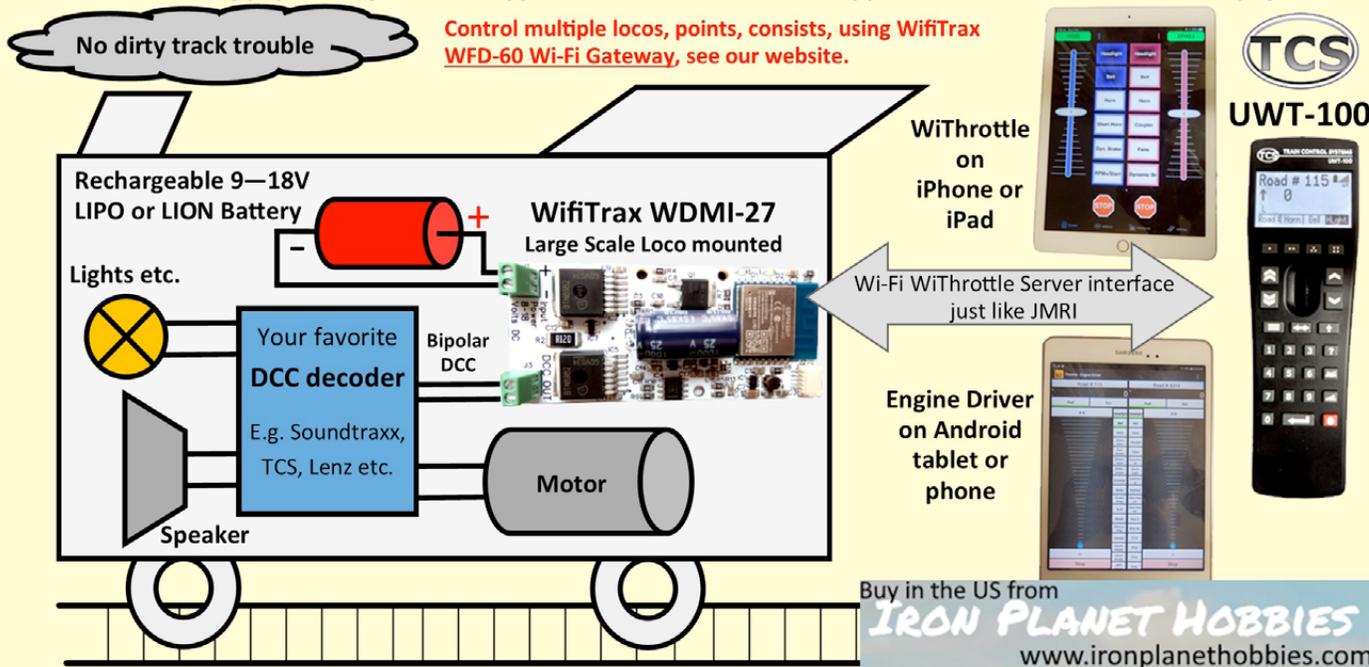
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Good Fences Make Good Neighbors

Building a Buckrail Fence

by John Cushman

BUCKRAIL FENCES are common sights in Colorado, Wyoming, and other Western States. Often built from unfinished lodgepole pine logs, a buckrail fence is self-supporting and relatively easy to build. These fences do not require digging holes and pouring concrete to support the poles in soil. Instead the “X” shape bucks sit on top of the ground, and sections can easily follow the terrain. They can be moved as needed.

The differences between posts buried in the ground and the self-supporting fence that sits on top of the landscape can be seen in this photograph. A buckrail fence, also known as a buck fence, a Jack fence or Jackleg fence, is a traditional rustic style with a great number of uses including marking roads, sectioning rolling fields, and corralling livestock. Two, three or more poles are placed on one side of the buck and a “rub rail” is placed at the bottom of the other side to prevent animals from pushing under the fence if used for a corral.

FOR MY MODEL, I built sections of two lengths, and joined them with scale lumber to give the look of a long, continuous fence. They will be placed on my elevated railway, and removed for storage when the snow flies. I reduced the number of rails to just two, skipped the “rub rail,” and used a fencing jig to evenly space supports and simplify assembly. [Ed. Note: These fences would be easy to set out on a temporary train layout.]

continued on next page



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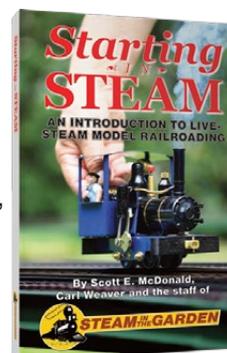
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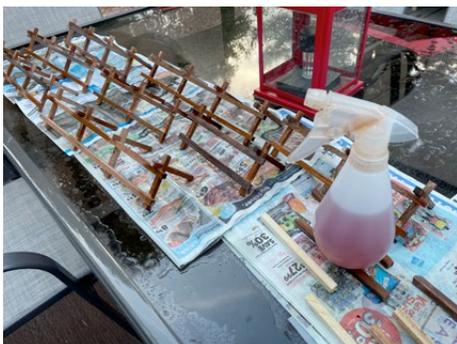
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While I prefer to work with redwood, it's scarce and expensive in Colorado. Thin cedar fence planks can be found with even grain, and they weather well. I cut cedar into 1/4" by 1/4" planks where 1 inch equals 2 feet of prototype. Buck posts are 3" long, and notched, glued and stapled where they connect.

A final coating of "Age-it" solution gives the fence a weathered look. Age-it is a great natural finish for raw wood brewed up from steel wool that has been dissolved in warmed vinegar. The solution can be sprayed on wood, and it flows easily into corners to give a grey, barnwood look.



*Before I built a wall I'd ask to know
What I was walling in or walling out,
And to whom I was like to give offense.*

— Robert Frost

Blushing from Frost's clever pun, I can think of several places on my layout where I will run some buckrail.

It will run beside some long stretches of track with a few wild animals peering over the top rail.

It will adjoin the horse corrals and loading ramps.

The national park will have some sections of buckrail to keep out critters near the cabins.

Are there places on your railroad that you are likely to give offense? Is there something you need to wall in, or wall out? A buckrail fence is an easy project that adds a western feel to rural garden railroads.



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Garden Railroading News From Concept to 9 Editions in 18 Months

Eighteen months ago, Bill Derville, from Portland, invited 30 representatives from the 14 Garden Railway Clubs in the West Coast Newsletter Exchange to discuss (on ZOOM) the void created by the cessation of *Garden Railways* magazine. All agreed that the resulting disconnect between vendors and hobbyists threatened the future of our hobby. The reduced flow of information between regions and countries would rob the hobby of shared inspiration, knowledge and encouragement. National Conventions would be much harder to promote. Action was needed! We needed to act to sustain the hobby we love.

Carla Brand Breitner agreed to edit a digital garden railroad magazine built from the great articles appearing in club newsletters. We envisioned a volunteer-fueled digital magazine, produced by garden railroaders for garden railroaders. A free magazine where vendors could still reach us economically. A free magazine that would inform, entertain and inspire garden railroaders and attract new hobbyists. A magazine that would be distributed through clubs, but would also reach garden railroaders who do not belong to a club. Mick Spilsbury jumped on board to oversee marketing and distribution... and the train pulled out of the station! This is our journey since then.

August to December 2020

- **August/September 2020:** The West Coast Task Force approves a 'sample' magazine that includes ads from club member vendors. The sample is published mid-September and opened by 2,400+ readers.
- **September/October/November 2020:** The West Coast Task Force recruits clubs across North America. Twelve volunteers reach out to around 120 clubs by email and phone. The response is positive and, by December 2020, 82 clubs agree to distribute the magazine.
- **October/November 2020:** The website www.GRNews.org is launched. A GR News Facebook Group is created.
- **December 2020:** The first edition of *Garden Railroading News* is published. It has **25 pages** of articles. **30 Vendors** appear. It is sent to **82 clubs**. It is promoted on web forums and social media. It is opened by **7,000+ curious readers**.
- **December 2020:** Advertising prices are set and advertising vendors are recruited to cover publishing expenses going forward. Steve Cogswell from Portland becomes our Treasurer. Planning to grow our hobby and keep garden railroaders connected in 2021 is underway.



continued on next page

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Garden Railroading News From Concept to 9 Editions in 18 Months

January to December 2021

January to December 2021: In Summary

- 6 editions are published with average readership of 5,000+.
- 50 Vendors place at least one ad in the six 2021 editions. Let them know you appreciate their support for *GR News*.
- 133 clubs are now sharing news of new editions as part of *Garden Railroading News* community—12 from overseas.
- By year end 2021, our website has had 17,000+ unique visitors from 75 countries. *GR News*' Facebook Group grows to 2,400 members. Posting on Instagram as GRNewsImages starts in April; by December 2021, we have 400 followers.
- A National Formation Committee provides national perspectives and our Mission Statement: "Growing the Garden Railroading Community." We become an LLC. Bill Derville takes vendor relations off Carla's hands.
- We have a booth and a clinic at the National Convention in Nashville. An on-line Survey seeks readers' suggestions.

January 2022

- **January 2022:** We introduce a *Garden Railroading News* logo and new cover design in this edition, available by web-link shared through our 133 clubs, and with 12,500+ garden railroaders across GR social media sites.

Looking Back

LOOKING BACK

The willingness of 133 clubs to jump on board was key to getting *GR News* in front of garden railroaders, supported by our presence on social media. The willingness of vendors to jump on board was also key. The time devoted by volunteers from West Coast Clubs provided lift off. Volunteers from beyond the West Coast helped us expand our perspectives. Thank you to everyone who helped us get here and who continue to encourage, sustain and support *GR News*.



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Garden Railroading News From Concept to 9 Editions in 18 Months

2022 ↑

LOOKING FORWARD

- We plan to publish editions on the 15th of March, May, July, September & November.
- We will start to source more articles from individual contributors to supplement content from club newsletters.
- We will stay active on social media and reach out to more clubs overseas.
- We will be back with a booth and a clinic at the National Convention in Denver.
- Reader input will fine-tune the focus and material in *Garden Railroading News*; new resources will appear on the GRNews.org website.
- Volunteer 'Regional Advisors' will help us stay on top of garden railroading priorities across North America.

The journey is far from over!



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Seen On the Tracks



Photo by Pete Comley

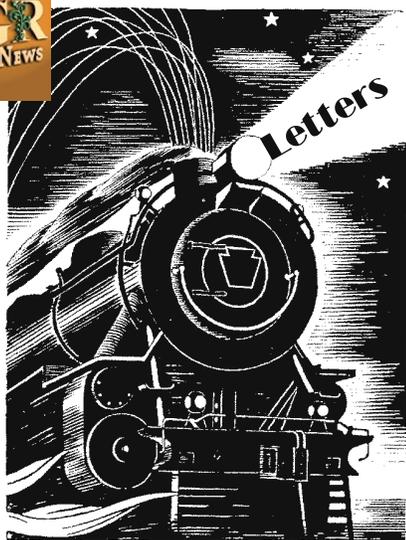
Above: An Accucraft coal-fired live steam D&RGW K-28 pulls a mixed consist past the cooling tower on Lee Barrett's high desert tracks. • San Jacinto & Santa Rosa Mountains, California



Below & Left: A light dusting of snow won't require a snow plow on the Kittatinny Mountain Railroad yet, but the National Park Ranger will need a fire in the cabin to stay warm. Fortunately for him, the Fire Tower is closed for the season. • Kittatinny Mountains, New Jersey



Photo by Shawn Viggiano



Stan Cedarleaf: A Gentle Man



My husband, Stan, passed away on December 30th. It was unexpected and quick. As a family, we grieve our loss, but we rejoice that he is home with His Lord and Savior. He loved his family. He loved people. He never knew a stranger. He was a friend to many. His friends and clients within the world of toy trains will miss his passion and his love of customizing their decals and promoting the hobby. We will miss him.

Kay Cedarleaf via Facebook

Stan was well known in the hobby for his small business, Cedarleaf Custom Decals. Stan could deliver those problematic white decals, and also helped design logos and rolling stock color schemes for our 'private roads.' Stan always took the extra step to make sure his customers were satisfied. But more importantly, Stan always seemed to have an authentic interest and a smile for everyone. He embodied Will Rogers' epigram, "I never met a man I didn't like."

Gary Woolard
Santa Clarita Garden Railroad Club

Stan always had a smile for friends running trains and at train shows. He shared his skill with decal design with clinics and advice. He will be missed.

Carla Brand Breitner
Santa Clarita Garden Railroad Club
Garden Railroading News

STRAIGHT FROM THE IRON HORSE'S MOUTH

Letters to the Editor should be sent as e-mails only to Carla Brand Breitner at:
Editor@GRNews.org

Letters will then be addressed accordingly and/or passed on to the author for further edification. Unless marked otherwise, letters to this publication are assumed to be submitted for print. Please include your name and club affiliation. Please note that we may not be able to print all letters, though we will try to respond to them. Letters may be edited for length and clarity. We are unable to answer requests for information about specific products or systems; these are best addressed to the appropriate manufacturer.

All of us from GR News were so sad to learn of Stan's passing and send condolences and hugs to his family. Stan was a star in the world of GR and will be missed.

Mick Spilsbury
Bay Area Garden Railway Society
Garden Railroading News

The first time I met Stan was when I attended a clinic he conducted on decals many years ago at a national convention. But I only got to know Stan personally in the past two years as he helped me embark on a huge project to convert 13 engines and 60 cars from Colorado Southern and Denver Rio Grande to Northern Pacific. He cheerfully and patiently produced many drafts of about 1,000 decals to complete this project. His decals were always excellently produced and arrived carefully packaged. I still have about 1/3 of the cars left to do, and as I continue my conversion, I will think about the fun we had in working on this project together. I will miss his cheery, can-do attitude, jokes, and infinite patience he had in working with me. He has helped countless others like me, and the hobby has lost a great person who has helped so many improve their models.

Bill Derville
Rose City Garden Railway Society
Garden Railroading News

I first met Stan in 2007 at the annual MLS gathering at Marty Cozad's home in Nebraska. Marty's huge layout was battery only, so I could not operate my train. Talking with Stan, he offered me a great deal on an old system he had that used an R/C unit formerly used for model airplanes. In those days, I had very little budget for trains, so he allowed me to get my feet wet. The following year, he brought the equipment and helped me convert my Bumblebee Ten-wheeler to battery and remote control. Sharon and I enjoyed our visits with Stan and Kay at Marty's over the remaining years the event was held. We often kept in touch via email and a bit on Facebook in the later years. I will certainly miss my friend and regret that in our travels we were never able to meet up again in Arizona.

Michael and Sharon Barnes
Dallas, Oregon

Photos Welcome for Seen on the Tracks

A G Scale Realistic Scene Photo Gallery

Please send uncompressed photo (with caption information describing the scene and rolling stock, railroad name & proprietors, location, and photographer's credit) to:

Editor@GRNews.org ; photos may also appear on the **GR News** website and social media.



- AR Greater Hot Springs Garden Railway Society
Northwest Arkansas Garden Railway Society
- AR/OK/MO*... Ozark Garden Railroad Society
- AZ Arizona Big Trains Operators
Central Arizona Model RR Club
Gadsden Pacific Div. Toy Train Operating Museum
Oracle Community Learning Garden Kid's Railroad
Tucson Garden Railway Society
VDO Garden Railroad Club
- CA 1:32 Scale Group
Bay Area Garden Railway Society
Central California Coast Garden Railroad Society
Del Oro Pacific Large Scale Modular Railroaders
Diablo Pacific Short Line
Fairplex Garden Railroad Volunteers
Gandydancers
Gold Coast Garden Railway Society
Mendocino Coast Model RR & Navigation Co.
Orange County Garden Railway Society
Redwood Empire Garden Railway Society
Sacramento Valley Garden Railway Society
San Diego Garden Railway Society
San Joaquin Garden Railway Society
San Leandro Historical Railway Society G&O Rwy
Santa Clarita Valley Garden Railroad Club
Santa Fe & Butthead Cove RR Train Group
Shasta Garden Railway Society
Southern California Garden Railway Society
Upland Garden Railroad Society
- CO Denver Garden Railway Society
Grand Valley Model Railroad Club
Mile High Garden Railway Society
Northern Colorado Garden Railroaders
- CT Central Connecticut "G" Gaugers Modular Club
Central Connecticut "G" Scalers
- D.C./MD/VA* Washington, Virginia & Maryland GRS
- DE First State Model Railroad Club
Shore Line Garden Railroad
- FL Emerald Coast Garden Railway Club
Florida Garden Railway Society
Model RR Division of Florida RR Museum
Tradewinds & Atlantic Railroad, Inc
West Florida Railroad Museum
- GA Georgia Garden Railway Society
- IA Central Iowa Garden Railway Society
- ID Southern Idaho G-Scale Railroad Society
- ID/WA* Inland Northwest Garden Railroad Society
- IL Chicago Area Garden Railway Society
LGB Model Railroad Club of Chicago
Midwest RAILS (Railroaders Active In Large Scale)
- IN Illiana Garden Railway Society
Indiana Large Scale Railroaders
- KS/MO* MO-KAN Garden Railroaders
- KY/OH* Greater Cincinnati Garden Railway Society
- MA Rusty Rails & Rotten Ties
- MD Mason Dixon Large Scale Railroad Society
- MD/DC/VA* Washington, Virginia & Maryland GRS
- ME Maine Garden Railway Society
- MI Lakeshore Garden Railway Club
- MN Minnesota Garden Railway Society
- MO/KS* MO-KAN Garden Railroaders
MO/AR/OK*... Ozark Garden Railroad Society
- NC Coastal Carolina Garden Railroad Society
Gibson Valley Garden Railroad
North Carolina Garden Railway Society
Piedmont Garden Railway Society
- NE Rivercity Railroaders
- NH New Hampshire Garden Railway Society
- NJ South Jersey Garden Railway Society
- NM New Mexico Garden Railroaders
- NV Las Vegas Garden Railroad Society
Northern Nevada Garden Railroad Society
- NY Central New York Large Scale Railway Society
Finger Lakes Live Steamers
Genesee G Gauge Railway Society
Long Island Garden Railway Society, Inc.
Western New York Garden Railway Society
- OH Buckeye State Garden Railroaders
Columbus Garden Railway Society
Greater Cincinnati Garden Railway Society
Miami Valley Garden Railway Society
Northern Ohio Garden Railway Society
Riverside Railroad Crew
- OH/KY* Greater Cincinnati Garden Railway Society
- OK Central Oklahoma Garden Railroad Society
OK/AR/MO*... Ozark Garden Railroad Society
Tulsa Garden Railway Club
- OR Cascade Crossing Module G-Scale Group
Medford Garden Railroaders
Northwest "G" Railroad Club
Rose City Garden Railway Society
Train Mountain Railroad Museum
- PA Lehigh Valley Garden Railroaders
North Central Pennsylvania Mountains GRS
Pennsylvania Garden Rail Society
Pittsburgh Garden Railway Society
Southeastern Pennsylvania Garden Railway Society
Susquehanna Valley Garden Railway Society
- TN Crossville Model Railroad Club
Mid-South Garden Railway Society
Nashville Garden Railway Society
- TX Houston Area G Gaugers
North Texas Garden Railroad Club
San Antonio Garden Railway Engineer Society
- UT Color Country Model Railroad Club
Utah Garden Railway Society
- VA Piedmont Railroaders
Tidewater Big Train Operators
VA/DC/MD* Washington, Virginia & Maryland GRS
- WA/ID* Inland Northwest Garden Railroad Society
- WA Puget Sound Garden Railway Society
- WI Kenosha Garden Railroad Society
Wisconsin Garden Railway Society

CANADA

- Canada ... Black Mountain Railway Club
BC Society of Model Engineers
Burlington Model Railway
Central Ontario GR Association
Fraser Valley G-Scale Friends
Golden Horseshoe Live Steamers
Greater Vancouver GRC
London GRS
Northern Alberta Garden Railroaders
Ontario's West GRS
Ottawa Valley GRS
Rocky Mountain Garden Railroaders
Vancouver Island GR Club

NATIONAL US Big Train Operator Club LGB of America

* Club/Society includes members from multiple states and is listed under each state.



COUNTRIES BEYOND NORTH AMERICA

- AUS Garden Railway Club of Australia Inc.
Australian Model Rwyw Assoc Queensland
- NZ Auckland Garden Railway Group
Christchurch Garden Railway Group
Locos, Lads & Lasses
Waikato Garden Railway Group
Wairarapa Garden Railway Group
Wellington Garden Railway Group
- SWE NTJ, Nässets Trädgårds Järväg (Varmland)
Sveriges Tradgardsjarngar (Stockholm)
- CH US G-Scale Friends Switzerland
- UK G Scale Society United Kingdom
Kent Group: G Scale Society

Check www.GRNews.org for an up-to-date Club Listing.

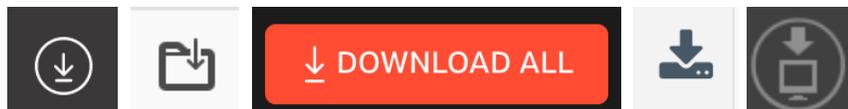


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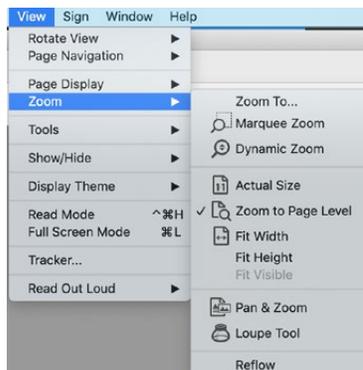
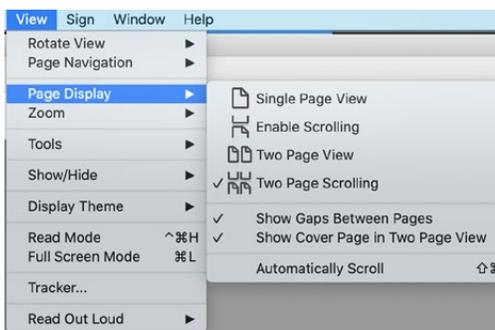
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Hope these explainers helps make reading GR News more fun. Enjoy.



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