



Gold Coast Flyer

July 2020

MEETS

July 11
Joe & Leslie Bussing
Simi Valley

July 25
Gary & Marilyn Siegel
Montecito

August 8
John Power & Angela
Camarillo

August 29
Sal & Deborah Mele
Santa Barbara

September 19
Gary & Marilyn Siegel
Montecito

October 10
Jim & Sylvia Eldridge
Burbank

October 31
Georges & Marie Arseneault -
Winnetka

*Newsletter: John Lyans
lyans@pacbell.net*

*Treasurer/Dues/Badges:
Bruce Kuebler
pbkuebler@sbcglobal.net*

*Web Page: Gary Olmstead
<https://www.gcgrs.com/>*

*Facebook: John & Kim
Whitaker
<https://www.facebook.com/groups/145996342219253/>*

BUSSING MEET SCHEDULED FOR JULY 11

Well, for the first time since early March, some members of the GCGRS will attend a meet, only the fourth meet this year. On July 11, Joe and Leslie Bussing are going to host the get-together and they are going to great lengths to make it a safe get-together with social distancing and no shared food. The crowd may be a bit smaller than usual because not everyone feels comfortable meeting at this time, especially with more people in the county testing positive for the illness.

Joe has built a really cool railroad with lots to see and is great fun to operate on. Here is Joe's description of the event. **Please read the rules.**

Hello GCGRS members!

Leslie and I are definitely hosting our meet on July 11 at 11:00AM. It should be a beautiful day with a predicted high temperature of 87 degrees. In order to stay safe during these uncertain times, we would like to enumerate the precautions we will take during our meet.

1. Bring your mask and plan on wearing it any time you cannot maintain a minimum six-foot distance from others.
2. Plan on "brown bagging it," bringing your own lunch so we can avoid the health risks of a communal buffet table. We recommend food that you can eat in your lap so you can sit comfortably at a distance.
3. We will provide bottled water that can be picked up by its neck from an open tub of ice, so you do not need to touch any other container.
4. In the bathroom, we'll have a pump soap dispenser, paper towels and pump hand sanitizer. We will also have pump hand sanitizer available on the patio.
5. We have a large yard with plenty of shade from trees, plus a large patio cover and pop-ups, so we will be able to spread out and practice social distancing.
6. This is an outdoor event. The house is off limits except for the bathroom.
7. To prevent overcrowding, the meet is primarily for GCGRS members. While we do not want to prohibit non-members, please exercise discretion and limit your non-member invitations.

(Continued next page)

NOW FOR THE FUN STUFF!

The railroad layout is looking “shipshape.” I’ve expanded the layout to approximately 1,000 feet of track, so we’ll have plenty of room to run multiple trains. The theme is narrow gauge, small town America circa 1900 to 1940. Since our last meet five years ago, I’ve been converting it toward running operations. There are freight depots, oil storage facilities, a stockyard, grain silos, etc., all with sidings for cars. There’s lots of new infrastructure for you to see.

Also, you can take a look at my early 20th century scratch-built oil rig. It took first prize in the 2018 national modeling competition at LargeScaleCentral.com. The rules were simple. Take a wooden 2x4 and \$30, then build whatever you like in 30 days. Virtually everything on it is hand made.

If you plan on running a train, here are some pointers to keep in mind. The layout features curves as tight as 9 ½ feet in diameter and grades up to 4%. It is battery only, no track power. The layout runs throughout the yard so you will need to walk along with your train in order to keep it in sight.

Locomotives in 1:20.3 should not be larger than a Connie 2-8-0 or a C-19. Trains comprising seven or less cars fit nicely on many of the sidings. You shouldn’t have a problem running modern 1:32 engines with a few more cars.

The layout features my scratch-built hand-operated turntable on the southern tip of the railway. It has a few eccentricities but I encourage you to give it a try. It’s a lot of fun, and I’ll have instructions along side of it. The goal is to switch the train from westbound to eastbound by turning around the engine and moving the caboose to the opposite end of the train.

Give Operations a try:

I will spot a few cars around the layout, and I’ve prepared several manifests for anyone who would like to have a taste of Operations. I’ll have the trusty Shay #2 ready to go. After a 5-10 minute briefing I’ll turn you loose! There will be plenty of guys willing to help if you need it, and it really doesn’t matter if you screw it up!

We are excited to see all of you and host this meet, and if we all take these few simple precautions, we should have a great time while staying healthy and safe.

We hope to see you on the July 11th at 11:00AM!

Joe & Leslie Bussing

SANTA CRUZ SUB DIVISION IS GETTING SOME MUCH NEEDED MAINTENANCE AND REPAIR

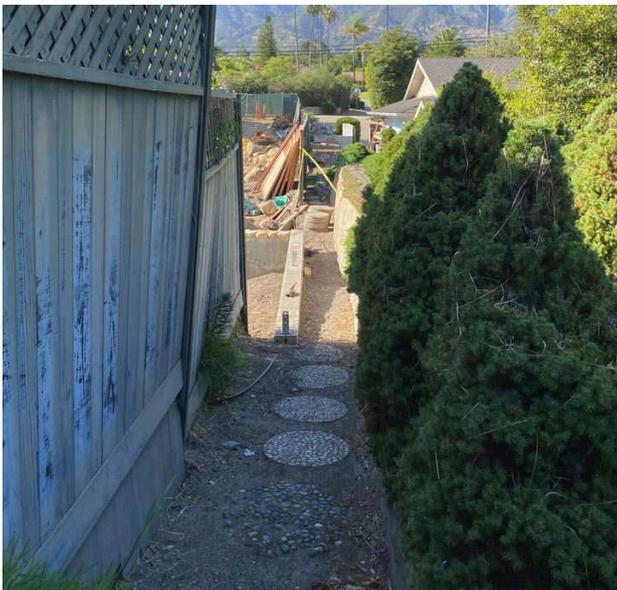
As most of us are aware, John Ryan is retiring as the chief of building and maintenance of Gary Siegal's SP Santa Cruz Sub Division. John lives with his 90 year old father and his many obligations doing that. Several weeks ago he went over to Gary's for the first time since the cancellation of Gary's meet in March. He wanted to see what the railroad looked like and he wanted to talk with Gary. Here is what found:

"I could only imagine the condition of the railroad before I got there. The first thing I discovered was that work has begun on the fence that divides the two properties. The neighbors were planning to make an 18in wide path. Imagine how narrow that would be. Gary fought for a 24 in path and the neighbors relented. It's narrow but it's doable. It's hard to tell just how long the workers next door will be working in such close proximity to the railroad. It could be a bit of a safety hazard until they finally close it off. The railroad itself is in pretty rough condition. Tracks have been kicked around (we suspect Gary's gardening crew), vegetation has grown across the tracks, tracks are not joined and there are weeds everywhere. Gary and I both agreed that the meet on July 25 should be canceled due to the condition of the railroad and safety considerations."

Secondly, I had to come to a hard decision. Working out at Gary's just takes too much of my time. A round trip venture out to Gary's alone can take an hour on a good traffic day. So, I informed Gary that I can no longer manage and or oversee the railroad. He understood and was supportive. So, where does that put the railroad?A number of club members have offered to be part of work parties for the RR. The question is, who's willing to organize the work parties? I may participate in a work party from time to time but I'm not willing to organize them."

Thank you John Ryan for the years of work and maintenance on the railroad. Everyone has loved operating on the Santa Cruz Sub! John has promised to consult and advise on future maintenance.

Within a day of putting this information out to our group, Nick Conti agreed to take over the task of organizing the work parties. Wow, thank you Nick. Nick lives close to Gary's place and he is excited to see the railroad repaired and cleaned up. He met with John Ryan and Gary to get an idea of what needs to be done. He has posted many pictures on GCGRS@groups.io that show the condition of the line. At first glance the railroad looks to be in pretty sad shape



Here is what the neighbors are allowing. It's going to be tight and no balloon loop.



Overgrown, looks like it is abandoned.

Nick is planning some work parties to get the railroad ready for a meet in September. Not wanting to wait though, he organized an impromptu work day last Saturday with the Whitakers and Byron McCracken and they actually got a lot done. Kim made the following report:

“We had a productive and fun day clearing track and trimming brush. Filled four barrels for green waste. Thank you to Nick Conti for helping coordinate the day, as well as taking mental note of what needs to be done in the near future in preparation for the Siegels Sept 19th meet.....All of the Main Line is cleared to expose which sections need repair or replacement. Mining Line is clear from east loop switch to approximately 25 ft east of the fire pit area. The east loop needs yet to be cleared and repaired as it appears that a section of track is missing or has been moved. The west fence is currently being replaced and painted by the new neighbor. Gary was able to convince the neighbor to give him 6" for a total of 24" for the walk path. He is wanting to build a roundtable in the Santa Cruz yard.”



Looking better already!



Looks to me like they are planning a train robbery!
(Question; who were the DeAutremonts)?

The same group is planning further work on Sunday, July 12, the day after the Bussing's meet. John Whitaker is planning on wire brushing and painting bridges. Kim is going to trim trees. Nick reports there are enough ties available to repair the track, and research is being done on where to obtain the proper colored decomposed granite for ballast. If you are interested in working on that day, (or another day), please contact Nick or Kim. Nick is also looking for people that want to come by during the week to do some work. John and Kim are planning on helping Nick do some recruiting for work sessions. Nick has developed protocols for safe working and he will fill you in on those when you volunteer to work.

Thank you Gary and Marilyn for sharing your railroad and home with the GCGRS.

Trestle Construction on the La Patera & Pacific Railroad

by Art Sylvester, Proprietor

I built two trestles: One for part of the spiral loop at the top of the layout, and one for the layout's extension into the center of the backyard. I wanted to elevate the track so I wouldn't have to maintain it on my hands and knees.



Red flags mark the proposed right-of-way in the center of the yard. Construction in the foreground is for pads for redwood benches.



The concrete blocks terminate where the trestle will begin. New redwood benches allow places to rest and view the handiwork.

I elevated track initially with concrete blocks which I later shrouded with exquisite boulders collected from a wash in the Mojave Desert.



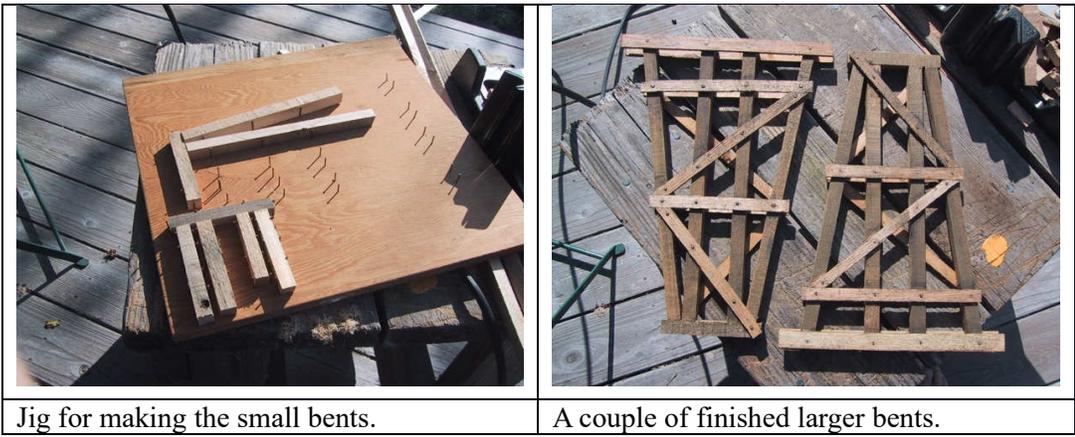
The mainline is an invaginated loop. Boulders shroud the concrete blocks.



Four of these blocks will be removed to make way for a trestle. A discarded Christmas tree comprises part of the landscaping.

I studied model and prototype trestles, both in the literature and in the field, to learn how to configure the various elements of bents. Then I made two jigs to assemble the bents – one for short bents, one for long bents. Because the ground slopes somewhat and the track gradient increases slightly, each bent is unique in length and so is made individually for its eventual position within the entire trestle.

Bents were made from 3/4"x8"x6' redwood fence planks sliced into 1/8"x1/2"x6' and 1/2"x1/2"x6' strips on a full-size table saw. Those were then cut to length with a nifty Proxxon mini table saw, one of the best investments I ever made for this railroad. I soaked each bent, all the cross braces and ancillary pieces in Olympic water-proofing sealer.



Jig for making the small bents.

A couple of finished larger bents.

Common bricks, both whole and sliced in half lengthwise, comprise pediments for the bents. The bricks were positioned according to the curvature of the track. Lots of clamps temporarily spaced and held the bents in place while exterior cross brace and other auxiliary pieces were cut to length.

The upper yard trestle was built in place from bent to bent, because I placed each brick flush with the ground surface, whereas the center yard trestle was built modularly. Bents are all the same length, but the brick pediments are different heights above the ground.



Half brick pediments in the upper yard loop. Each bent is different length. A rubber hammer is useful for pounding the bricks into position.



Whole brick pediments hold up the bents while various elements, such as exterior cross braces, are cut to fit and clamped to form a module.

I clamped the trestle elements into modular sections that I could assemble on a bench. At first I thought I could simply tie everything together with Titebond III Ultimate Outdoor Wood Glue, but I quickly learned that wasn't going to work, so I nailed everything together with lots of 1/2" and 3/4" brass escutcheon pins.



Modular trestle section held together only with clamps. Long wooden strips merely hold the bents in their proper spacing.



Trestle section as built and emplaced within the layout.

The bents and modules were tied together with track support beams in the upper loop trestle, which was built in place from bent to bent rather than modularly as was done for the trestle in the center of the yard.



A steel plate and a section of prototype track weight the bents in place so that the side support beams can be positioned and fastened. Planks in upper left indicate where a bridge will be located to carry the tracks over another section of the mainline.



A short section of track helps to determine where to position and fasten the interior support beams.

I built double bents to form piers that support a steel plate bridge over a section of the mainline. Gradients of the two tracks do not leave space for some sort of a hanging bridge. The steel plate is plenty strong by itself, so I don't need to decorate the layout with yet another bridge, although I may yet build some sort of a faux bridge there, such as a Howe truss.



Upper loop trestle with support beams. The whole just needs track to be completed.



A double set of bents comprise the wooden piers for bridge in upper loop.

The upper loop trestle was completed some months before that in the center of the yard. I learned from that first trestle, so whereas I built the upper trestle from bent to bent, I built the trestle in the center of the yard in modules that I fastened together once all of them were in place. The modular approach saved so much hands and knees toil.



Two views of the upper loop trestle, 15 years after its construction.

Both trestles have held up well over the 15 years since I built them. Oh how time flies! Some of the thin, exterior cross braces have broken somehow. All of them have stood up well to the elements.



Two views of the center yard loop, also 15 years after construction.

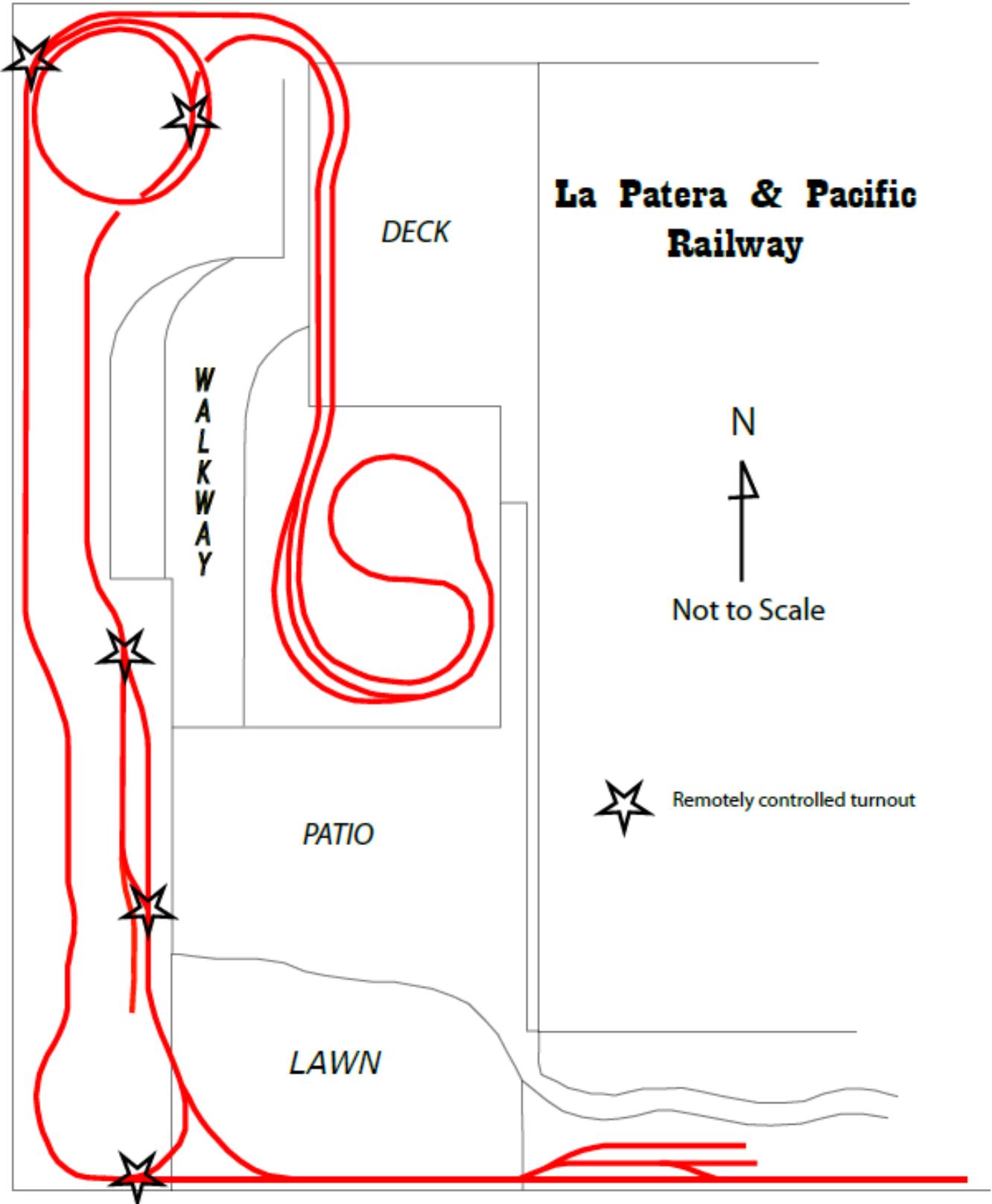
I had plenty of wood stock available once I finished the two trestles, so I got on a roll and built other wood structures I needed or wanted. I don't need a spur track, but I needed to bridge the gap where the mainline comes off the deck onto concrete blocks beneath the invaginated loop in the center of the yard. I had no model for that bridge; I just built what seemed necessary and sufficient. I'm considering getting rid of the spur.



Double track trestle between deck and loop in the center of the yard.



Trestle for useless spur track.



La Patera & Pacific Railway

N



Not to Scale



Remotely controlled turnout

DECK

W
A
L
K
W
A
Y

PATIO

LAWN

Howe Truss Bridge

Art Sylvester was able to save this awesome bridge



About one third of the bridge was missing after I removed the damaged wood.



The light colored wood replaced the damaged one third of the bridge.

Conger Railroad Lantern

Last week a friend gave me this “Conger” railroad lantern. His father worked for the Atchison, Topeka and Santa Fe Railroad in Needles, California. I was not familiar with these lanterns. (I’m sure Don Morgan could have filled me in)!

With a little research I found out that the Conger Lantern Company was originally located in Portland, Oregon and in 1982 the company was purchased by the Star Headlight & Lantern Company in Honeoye Falls, New York. This particular lantern was made in Portland and was used in the 1950’s. The lantern was popular due to its lightweight, rust-proof stainless steel body and rubber coated handle. The lantern has sockets for two bulbs; the bulb with reflector below the lantern body makes a focused beam that can be used as a flashlight and plain bulb was used for signaling. Only one bulb can be lit at a time. It is powered by a large, 6 volt lantern battery.

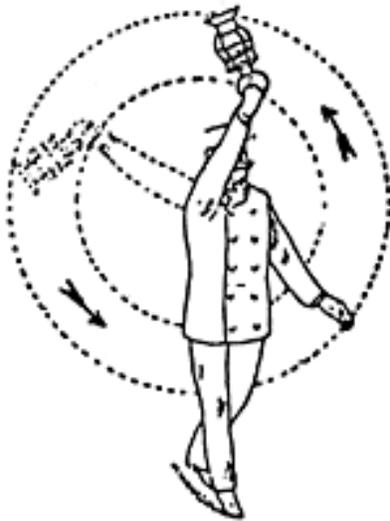
Before the advent of portable two way radios, train crews communicated via hand signals during the day, and lantern signals during periods of low visibility or at night. Hand lantern signals are still used in situations when radio intercommunication is impractical. Specific motions of the lantern convey precise instructions such as “stop,” “proceed” “reverse” “apply brakes,” “release brakes,” or “train has parted.”

I cleaned the lantern and scrubbed it with fine steel wool and bought a battery for it at Lowes. The bulbs were still good. Now we just need to bring back the caboose!

John Lyans



Lantern Signals



1. TRAIN HAS PARTED



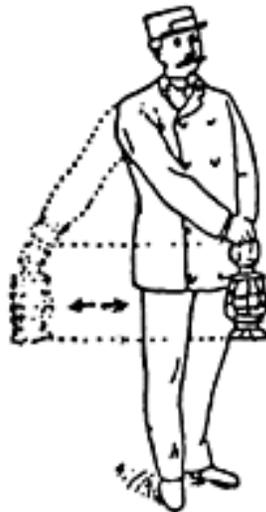
2. APPLY AIR BRAKES



3. BACK UP



4. RELEASE AIR BRAKES



5. STOP



6. PROCEED

Santa Paula Local - July 1, 2020



I was just getting ready to email this newsletter when I heard the horn of this local train on the seldom used Santa Paula branch line. I live about two blocks away so I drove over to the crossing on Montgomery St. and snapped this picture. About once a month, one, or sometimes two cars, are hauled to Santa Paula. These two 4 axles were hauling one car. I suppose the reason they use two engines is because they need to run with the cab facing forward and there is no place to turn the engine in Santa Paula. Once a year the Fillmore and Western runs their steam engine over to this section of track in Ventura for their "Santa Claus" train. The Fillmore and Western would like to haul the monthly car to Santa Paula but for some reason the UP continues to want this business.



Odds and Ends

Dues: Send \$10 to Bruce Kuebler. Make your checks out to Bruce Kuebler, GCGRS in memo.

Next month: I'll try again for weathering yellow refrigerator cars

Check out our website for more articles and past issues of the newsletters. Thanks to Gary Olmstead, our webmaster. <https://www.gcgrs.com/>

Check out the Facebook page courtesy of Kim Whitaker. Kim posts many pictures from the meets. I'm sure you can find yourself in at least one of those pictures! Thanks Kim.

<https://www.facebook.com/groups/145996342219253/>

Make sure you sign up for Groups.io if you have not done that yet. Make sure to look at the polls on Groups.io Again, check your email for the invite or request to join by going to <https://groups.io/g/GCGRS> and hit the 'join' button.

Please send me articles, write-ups and pictures about your projects and ideas. It works best for me if you send your articles in Word (doc, docx, etc), Open Office (.odt), Libre Office (.odt), or anything like .txt files. If you send me files in a .pdf format make sure they are editable. That makes it much easier to incorporate your articles into the newsletter. Thanks!

Please, everyone stay healthy,

John Lyans

Gold Coast Garden Railway Society Membership Application



Membership in the Gold Coast Garden Railway Society is open to anyone who is interested in outdoor model railroading.

Dues are \$10 per year per household. Annual Memberships are valid from January through December. NEW memberships submitted after August 1st will extend through December of the following year.

Date _____

1) First Name _____ Last Name _____

2) First Name _____ Last Name _____

3) First Name _____ Last Name _____

4) First Name _____ Last Name _____

(Additional names on back)

Membership, household			\$ 10
Nametags, pin	\$6 ea x	Qty	\$
Nametags, magnet	\$8 ea x	Qty	\$
Shipping			\$ 4
Total submitted			\$ _____

Street Address _____ City _____ St _____ Zip _____

Mailing Address _____ City _____ St _____ Zip _____

Preferred Phone _____ Mobile/Text _____

1) Email _____ 2) Email _____

Experience with garden railroading: planning stage/need help under construction
 completed & operational schedule meet

Name of your railroad: _____

The sharpest curve is _____ ft radius. The steepest grade is _____%

Please make checks payable and remit to:

Bruce Kuebler

Memo: GCGRS

10908 Encino Drive

Oak View, CA 93022-9238

gcgrs.com
 goldcoastgardenrailwayCA@gmail.com
 Facebook: GCGRS Members Only