

Calendar

October 9
Jim and Sylvia Eldridge
Track and battery power
11:00-3:00

October 23
Georges and Marie Arsenault
Battery power one gauge
1" scale ride-on electric and
live steam.
11:00-whenver

November 20
Gary and Marilyn Siegel
Battery power

December 12
Mike & Lorraine Newlon
Ride-on live steam
G scale
Members only

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OCTOBER 2021

Upcoming Meets

Eldridge – October 9

First up this month will be at the home of Jim and Sylvia Edridge in Burbank .

Jim has built a layout that is elevated off the ground with access on all four sides. He has installed a shade cover over the entire layout. The track is configured with two overlapping loops and is made using Llagas Creek, code 250 rail with #4 turnouts. The track is powered and it is also suitable for battery operation. It features 4' radius curves so smaller 1:20.3 engines will be able to run. There is one bridge that Jim said is G scale and some larger engines may have a bit of a clearance issue. Jim said the layout is 95% complete and the track has been leveled and is in good condition. He is still working on a pond that has been plagued by a stubborn leak.

The Eldridge's would like people to bring their own lunch. Please feel welcome to bring a dessert to share if you would like.

Jim and Sylvia ask that we wear masks as there will be people there who have not been vaccinated.

It's been a long time since we've been to the Eldridge's so this should be fun. The run will be from 11:00 am to 3:00 pm.

Arsenault – October 23

Our second run this month will be at Georges and Marie Arsenault's home in Winnetka.

Georges has a large yard with three separate, one gauge loops, and large 1" gauge ride-on loop that circles both the front and back yard. The work-horse motive power for the ride on train is a couple of Santa Fe F units that will be running through out the day. George also has a new live steam engine for the 1" line to add to his other two live steamers and he might have it running on the 23rd if he can acquire an necessary hose.

The one gauge track is code 332 rail with wide radius curves that make up three large loops. He has installed some new sidings and he will have 2-3 trains staged there for people to run who do not bring their own trains. One of the number one gauge lines has a reversing loop at the far end and Georges promised that will make for some interesting operation.

As has been our custom for this last year you can bring your own lunch and if you would like you may bring a dessert or appetizer to share.

There will be a pinata for the kids

11:00 to whenever. Masks are optional.

Report on Siegel's November run

Report and photos by Gary Olmstead

We had great weather (when is it ever bad weather in Santa Barbara) and a great crowd. The rest of you missed a very nice day.

Randy Bryie brought two new-to-him locos, a steamer with so many pieces missing that it could be any of several different locos and a diesel that he got from Art Sylvester that was irresistibly perfectly weathered. He also brought his odometer car and measured Gary's main line. Depending on exactly where you define end-of-track, it's very close to 700 feet around the mainline.

Gary Raymond and Georges Arseneault had dueling biggest 1:32 MTH steamers: Georges with his Challenger, and Gary with his Big Boy. They were also going for the longest train. Gary had more cards, but Georges' cars were longer, and so was his train. Gary would win the best sound for his modified sound effects except that we don't offer a best sound award. He installed a larger speaker in the tender, and a second, smaller speaker in the loco boiler. It was noticeably better.

Lynn Ledgerwood brought a Piko Mogul that he detailed and weathered into a real beauty.

Jim Eldridge brought an all Chessie train. He once tried to claim that it was Sylvia's, but she didn't seem to know anything about it.

Mark and Sheila Goodman brought their grandson, Aden, and ran him around until his batteries ran low, and then they took him home to recharge.





Teaching the next generation. Sheila Goodman and her grandson Aiden.



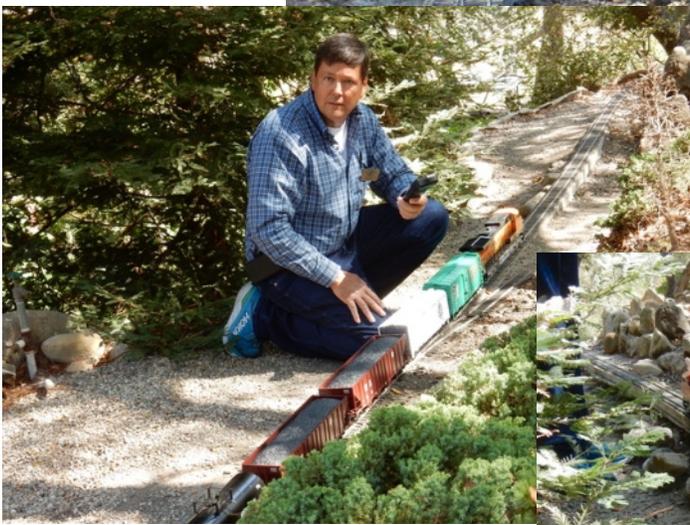
Lynn Ledgerwood's nicely weathered Piko Mogul.



Lunch time and visiting



New bridge on the Boulder Creek branch



John Whitaker at work



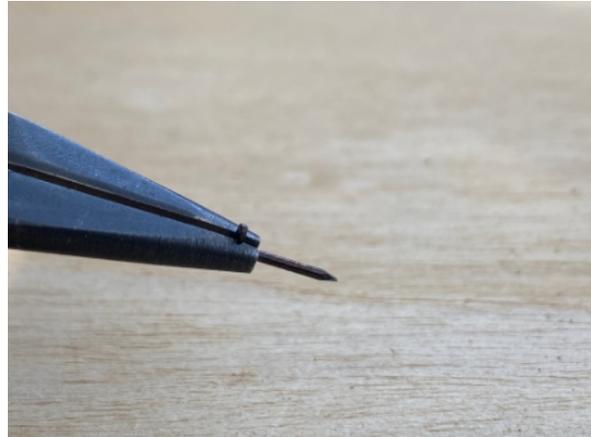
John Whitaker train wreck

Hand Spiking Your Rail

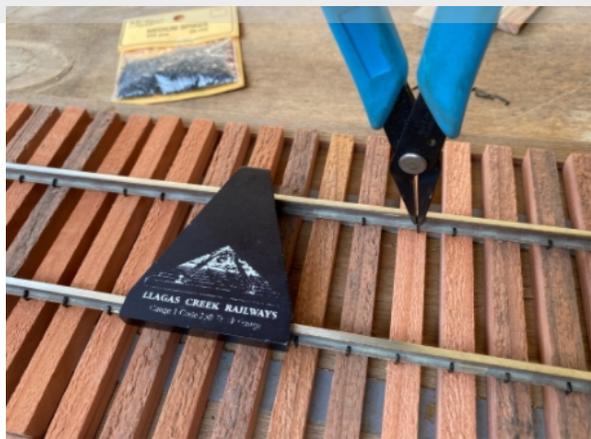
An easy, fun project for greater realism

By John Lyans

I first witnessed an attempt at hand spiking rail when GCGRS member Herb Barnes, (1924–2007), hand laid his entire railroad using code 197, Old Pullman, nickle silver rail spiked to untreated redwood ties. Wow, it looked beautiful! But that attempt ended in utter failure when the ties started to rot away within about 18 months. He was so discouraged he let the entire railroad fall into disrepair and he never rebuilt it. The two things that I took away from that attempt were, first, don't put the track directly in the dirt, and second, make sure to treat the wood. When I built my first trestle I decided to give hand spiking a try on the trestle because the commercial track didn't look correct on a bridge. Bridge ties are usually much taller and they are spaced very close together. I cut my ties and then stained and sealed them with Thompson's Water Seal Timber Oil. Then I used Micro Engineering spikes to fasten the rail to the bridge ties. I was pleased to discover that the treated redwood ties on a bridge have held up great. I have had one bridge outside for over 25 years and it still has the rails held in gauge perfectly. When I decided to change my railroad I didn't hesitate to cut and treat the ties for some new bridges and to hand spike the rails. I still use the UV resistant commercial plastic ties for the balance of the railroad. I am tempted to try a short siding on a concrete roadbed with DG ballast to see how that would hold up. Hand spiking the rails is easy and I think the improved appearance is worth the effort. Hand laying your track also imparts a sort of historical sense that you are "building" a railroad much like the full scale railroads did.



I used Micro Engineering Spikes and special spike holding pliers that I ordered from Micro Mark



I cut the ties, and made a "jig" of sorts to hold the ties and used a thin piece of wood to space the ties. A Llagas Creek track gauge was used to hold the rail in gauge while spiking.



Thompson's Water Seal, Timber Oil is available at Lowe's or Home Depot and comes in clear or colors. I've only had to re-apply the oil once in over 25 years.



Above: *If you run into a tie that is too hard you can drill a starter hole a couple of mm deep to help with inserting the spike. I was able to just use the pliers 99% of the time to push the spikes into the ties*

Right: *Trestle stained, sealed and rail spiked in place. I still need to add a guard rail to the trestle.*





Above is the bridge with sectional track. **Right and below** is the bridge with hand spiked, stained and sealed redwood bridge style ties. The little amount of effort really improves the look of your bridge.



Walt Thompson's track speeder modification

I think we've all purchased at least one of these little gems or at least thought about it. In this article, Walt Thompson shares what he did with one of his speeders. He has a couple of others that he has posted in his GCGRS photo gallery but they are a little more involved with more modifications. Walt says, "I got on a roooooooll with the speeders, but at least i didn't lose track!"

Walt notes that no matter who's name it was sold under, K-Line, USA Trains, Bachmann, the speeders are all the same, except the price kept going up!

Sitmohr & Doolittle's Speeder



Here we see 'the boys' are on the job with a load of ballast

Built just for the fun of it. My thinking was, if you're going to have a speeder on your roster, it might as well be something a little different than the rest of them and at the same time be useful for your railroad. I think we accomplished all that with this one!

I started with a USA Trains Speeder stripped down to the motor assembly and adapted to an LGB 4043 Ore Car frame. Major alterations were made plus special brackets fabricated to get the proper fit and make it all durable.

The CAB area:

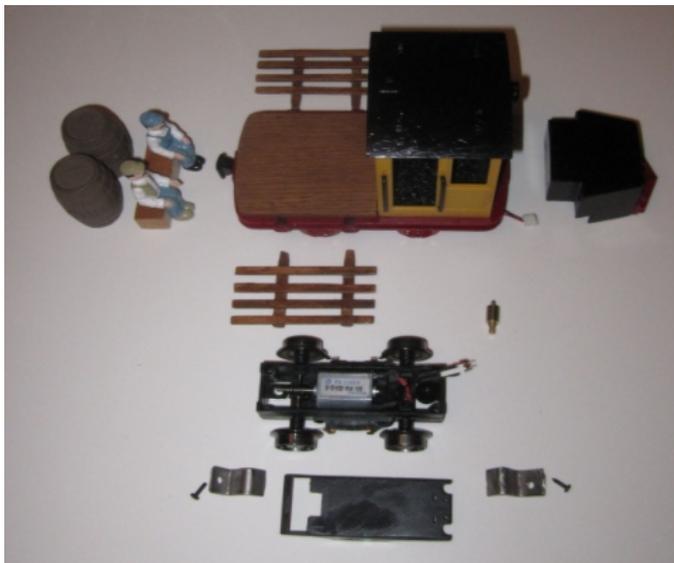
- Cab shell, an eBay purchase from a while back with considerable alterations. Originally yellow and remains unpainted. The post between the window and door was eventually removed to allow added visibility for the operator.
- Head light assembly is a "Crouse-Hinds" Streetcar Headlight with an LED bulb.
- The cab floor was fabricated from a ¼ inch thick ABS sheet.
- Engine compartment was crafted from a block of redwood that was shaped, sealed, painted and has a cow guard that was something from we're not sure where but it worked? The nose piece is a Hartford Products brass coupler pin. The carrier on the roof was an afterthought made from Evans Wood with a water barrel.
- The whistle was originally from Delton Locomotive Works and altered for this project.
- Grab irons for the cab door openings were made from #12 brass wire and painted.
- Our operator today is Brutus from Bachmann.
- Misc. gauges and controls are bits and pieces from around the shop.

The BED area:

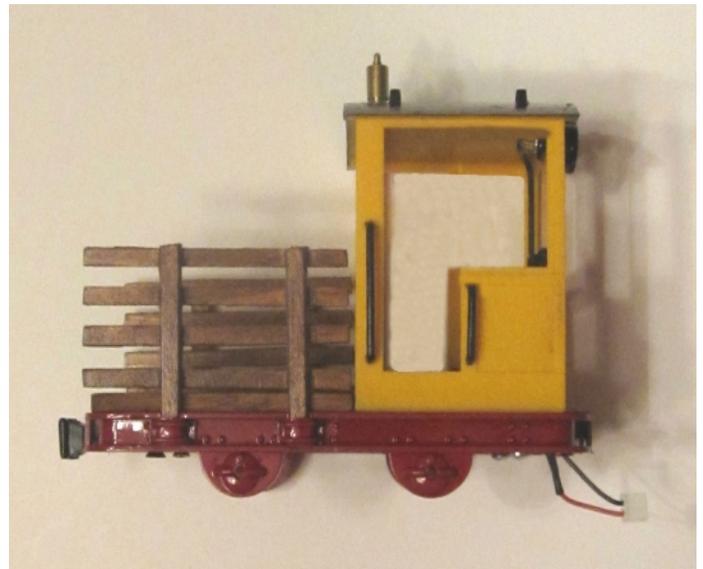
- Floor area was cut from a slab of oak and contoured to correspond to the 4043's frame.
- Stake pockets are Ozark Miniatures and were altered to fit inside the 4043 frame.
- Stake bed sides were built from some unrelated Evans wood and stained.
- Wine Barrels are from American Diorama and are held in place with chain from Ozark Miniatures.
- Sitmohr & Doolittle came with the USA Trains Speeder and are sitting on a block of Evans Wood.
- The rear coupler is a modified Link-n-Pin style assembly from Hartford Products.

The Gondola:

This gondola is a drastically altered LGB 4044 High Sided Gondola. It was lowered on the frame, has Gary Raymond metal wheels, modified Hartford Link-n-Pin couplers and carries a ballast load for 'the boys' to distribute along the rails as deemed necessary.



Display of parts and pieces



Frame, cab & bed assembly



This picture was taken prior to modification of the cab entry. Here we are pulling a scratch built water car that was built on a LGB 4043 Side Dump Car chassis. The platform as well as the tank (which was a peanut can) are surfaced with Popsicle sticks. The tank rims are secured with brass angle stock and tacked on. The metal wheels are from Gary Raymond and the accessories like the brake wheel and water hatch are from Ozark Miniatures. Both couplers are modified link-n-pin style from Hartford Products. The reclining hobo with pole that is riding on the back is Lazy Luke from AristoCraft's Lit'l People.

Final note: These boys have earned a reputation that appears to follow them around the railroad



Track Speeder as purchased

FROM THE
SHOP OF
WALT
THOMPSON

Review

Mainline Bridges 24" Deck Girder, Large Scale Bridge

Damian Cavasos of Mainline Bridges sent me this very nice deck girder bridge. It has an innovative construction process with cast urethane sides that are bonded to a 1 ½" square aluminum tube. The urethane sides have exceptional rivet detail and the aluminum core makes it very sturdy and eliminates the problem of rust. Damian included an optional, welded steel catwalk and handrails that would be subject to rust if they were not painted. The bridges are available painted black, rusty weathered black oxide red or silver. This model is 24" long but they can be ordered longer or shorter. Damian is selling these bridges on eBay or you can contact Mainline Bridges directly. On Ebay this particular configuration and size with the catwalk and handrails is listed at \$165. If you've looked at similar sized bridges you will realize that this is an amazing price for a large scale bridge with this level of detail. He also has cast metal bridge feet for \$5.00 each. I cut some ties and stained them dark and hand spiked rail to ties and this makes for a great looking, sturdy, bridge. All in all, a super nice product!



Mainline Bridges
7341 W. St. John Rd
Glendale, AZ 85308
(512)688-0621
<https://mainlinebridges.com>

Urethane casting on the sides make up the girder with beautiful rivet detail. The steel catwalks are attached to the girder with self-tapping screws.





End view of the deck girder bridge showing the urethane sides bonded to the 1 ½" square aluminum tube. I have added redwood ties with hand spiked rail but commercial sectional track works as well.



**GOLD COAST STATION'S 10TH ANNUAL
OPEN HOUSE
OCTOBER 8, 9, 10, 2021**

**426 N CURRY STREET, TEHACHAPI, CA 93561
PHONE NUMBERS: (805) 339-0379 OR (661) 822-5026
EMAIL: LGBHANS@GOLDCOASTSTATION.NET
WEBSITE: WWW.GOLDCOASTSTATION.NET**

**LGB, BACHMANN, ACCUCRAFT & PIKO
REPRESENTATIVES WILL BE DISPLAYING NEW
PRODUCTS, AND WILL BE AVAILABLE TO ANSWER
QUESTIONS OR ADDRESS CONCERNS**

EVERYTHING TO BE GREATLY DISCOUNTED

**MANY ITEMS WILL BE OFFERED AT BLOW OUT
PRICES**

**OFFER TABLES WILL BE AVAILABLE – NO
REASONABLE OFFER REFUSED**

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My son is the poultry manager on an organic farm in Junction City, Oregon. We just returned from visiting there and I helped round up 600 chickens so that they could be taken for “processing” as my 8 year old granddaughter calls it. So I kind of have chickens on my mind this month.

I was driving along a country road when a 3-legged chicken ran under my car. I got out, looked at the dead chicken then looked around, saw a farmhouse on the hill and walked up to it, saw the farmer and said, “I just ran over a 3-legged chicken.”

“I know,” said the farmer, “I breed them.” I asked, “why”?

“Well I like a leg, the missus likes a leg and the boy likes a leg.”

I said, “that’s amazing! What do they taste like?”

“Dunno,” said the farmer, “can’t catch em.”

A new supermarket opened near my house. It has an automatic water mister to keep the produce fresh. Just before it goes on you hear the sound of distant thunder and the smell of fresh rain. When you approach the milk cases, you hear cows mooing and experience the scent of fresh hay. When you approach the egg case, you hear hens cluck and cackle and the air is filled with the pleasing aroma of bacon and eggs frying. The vegetable department features the smell of fresh buttered corn. I don’t buy toilet paper there any more.



Please submit articles and write-ups about your projects and garden railroad activities to me, John Lyans, lyans@pacbell.net Thanks! Happy Halloween.