



Garden Railroading News

September/October 2022 • 2022 #5 • www.GRNews.org



Making a S.R.&R.L. Consist

Engine House Under Construction

Maryland Central RR: Railroad on a Right of Way

A free digital magazine produced by garden railroaders for garden railroaders



Garden Railroading News

September/October 2022 • 2022 #5 • GRNews.org

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It's the Little Things that Make a Big Difference.

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Go to Page 40 for An Online Magazine Explainer
How to Download a PDF & Customize Page View to Your Preference.



Magnifying GR News and the "Hamburger" Icon.





Photo by Pete Comley

Above: Pete Comley built this "streamlined" version of a Darjeeling B locomotive with 1930s coaches used very briefly on the Darjeeling Himalayan Railway. The 1:19 scale model shell sits over a Roundhouse Darjeeling class B chassis with the gas tank in the tender. • San Jacinto & Santa Rosa Mountains, California

Below: Eric Strauss' Roundhouse Darjeeling B locomotive in DHR green with prototypical consist steams on its home rail for a memorial run. The consist includes vans, wagons, first and second class carriages with figures by Rob Bennett of BusyBodies, and a guards car at the rear. • Sherman Oaks, California



Photo by Carla Brand Breitner



*MAY
WE SUGGEST...
Something New*

Railroading Controller Software May Need Updating; Always Check for the Latest Version for Safe Running

As our hobby moves into computer technology to control our trains, add a step to your railroad maintenance schedule. Check with your controller's manufacturer every once in a while to see if there are software upgrades to download to your controller. Some software can be downloaded directly from the device, some will require a computer download via USB cable, some will come as an upgrade to an app on your smartphone. Upgraded software may be available to add features, handle bug fixes, and improve performance. Check your equipment manual for the method to use to take this important maintenance step.

**Coming Soon in GR News:
Modifications to Make a Sandy
River RR Consist, Part Two
Converting Coaches to 2-Foot Gauge**
by Mike Hilliard, Auckland, New Zealand



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instagram.com/GRNewsimages

youtube.com/channel/UCmuyDnk2QRy1e1Q1AMFXrJw

Live Steam Station Offers the 1:19 Accucraft UK NG6 4-4-0 'Lawley'

4-4-0 locomotives were popular around the world as railroads were built in the 1890s. The 'Lawley' served in South Africa where the Beira Railway built a 2-foot gauge railroad from Beira in Mozambique to Umtali across the Rhodesian border. These locomotives were nicknamed 'Lawleys', after the Beira Railway construction subcontractor, Alfred Lawley. When the Beira Railway went to 'Cape Gauge' track, the South African Railway repurposed these locomotives for their 2-foot service.



S19-36B Lawley [SAR Green]

This butane-fired live steam model uses the single window in the cab design and comes in Beira green, South African Railway green or SAR black. Gauge is adjustable: 32mm or 45mm. The model is built from stainless steel, copper and brass and will be supplied with both single and double-skinned cab roofs as well as a choice of glazed or louvred cab windows.

For more information:
www.livesteamstation.com/16mm-1-19

Bachmann G-Scale GE Dash 9 Locomotive Arriving Shortly

Bachmann brought examples of the GE Dash 9-44CW to inspect at the 2022 National Garden Railway Convention in Denver. These locomotives, in UP, BSNF, Santa Fe, CSX and Norfolk Southern livery with two engine numbers each, are available for preorder and expected to arrive by November. These engines were in tooling-testing in March of 2021, giving us a glimpse into the added complications COVID-19 created in the manufacturing process. It's good to see 1:29 diesel locomotives back at Bachmann.

Check your favorite train retailer for more information. And, if they advertise in *Garden Railroading News*, please let them know you noticed their ad here.



LGB America Haunts the Halloween Rails with this Repair Crew Car

LGB Model 20063 models a typical gang car, aka speeder, that is still occasionally used on North American railroads. It has finely detailed construction in a yellow paint scheme. This gang car is imprinted on both sides with a whimsical Halloween theme.



20063 Halloween Gang Car

Both wheel sets are driven from a powerful motor with ball bearings. The white headlights/red marker lights change over with the direction of travel.

For more information, contact:
customerservice@marklin.com

For other Fall items, visit: www.LGB.com

Commodities Move on Rail Cars from PIKO America

2022 has highlighted the importance of rail in our modern, integrated shipping network. PIKO America brought new cars to ship a variety of commodities on your G-Scale railroad to your favorite hobby store this month.

For the historian, Denver & Rio Grande Western single ore cars are available.



38931 D&RGW Single Ore Car (2)

To transport oil, tanker cars now come in Texaco and Sinclair Oil livery.



38781 Texaco Tanker Car

38782 Sinclair Oils Tanker Car

For fans of Deutsche Reichsbahn, the German National Railway, a gray chassis cement silo car and a self-unloading ballast hopper car can deliver building materials and help with track repair.



37796 DR IV Cement Silo Car



37850 DR IV Self-Unloading Hopper

More information at: www.piko-america.com

Garden Railroading News Introduces our International Region Advisor

Mick Spilsbury is the regional advisor for our 19 clubs beyond North America. He was happy to take on the role, believing that, in time, he needs to visit all 19 clubs! He grew up in the United Kingdom and has relations in Australia and New Zealand.



Mick has lived in northern California for forty years. A large British financial institution sent him to San Francisco for international experience. His assignment was for two years but he decided to extend it! For the rest of his career, he held executive posts in four financial institutions before moving into consulting to multinational corporations. While he has been responsible for virtually every function found in large corporations, his first love was and remains marketing.

Mick got into garden railroading in 1990 when his wife, Liz, bought him a G-scale starter set for his birthday. Liz now calls it the most expensive present she ever gave him. Mick's first garden railroad was ambitious and complex. It was featured in and on the cover of *Garden Railways* magazine. Fifteen years later, when Mick was doing a lot of consulting travel, the railroad fell into disuse. Ten years after that, Liz asked him to dismantle the railroad and build her a vegetable garden in its location.

Mick took that opportunity to build his current railroad. Learning from his first experience, the new Black Canyon Railroad is less complex and much easier to maintain. His articles about "on demand garden railroading" published in *Garden Railroading News* last year (and combined in a PDF under the "Bonus Content" tab at www.GRNews.org) tell all about his new approach.

Mick also has fun with the backstory behind his fictional railroad, tying the it to real events in Marin County in the late 1800s. The railroad is owned by "Baron Spilsbury," known to his friends as "BS" and there is a fair amount of that to be found around the Black Canyon RR. Mick adamantly denies GR News marketing contains any BS!



Garden Railroading News

International Region • www.GRNews.org

In addition to his work as International Region Advisor, Mick has been handling marketing and distribution of *Garden Railroading News*. He handles the GRNews.org website, posting of each new issue, club notification that issues are available... and, in his free time, he posts to Facebook, Instagram and YouTube. He can be reached at: marketing@GRNews.org for your railroad to be included in his social media postings.

Mick is collecting the ten images with the most "likes" for 2022 to publish in 2023. See page 29 for details.

LIVE STEAM STATION



THE WORLD'S LARGEST STORE FOR MODEL STEAM TRAIN SUPPLIES
ACCUCRAFT · ASTER HOBBY · MAXITRAK · J&M MODELS · ARGYLE LOCO WORKS · AMS

Southern Pacific P8
1:32, Alcohol or Butane
Kit \$3995, RTR \$4495



LNER B1
1:32, Alcohol Fired
Kit \$3100, RTR \$3600



USRA Mikado Heavy
1:32, Alcohol Fired w/ 6 Free Cars
Kit \$4400, RTR \$5500



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
\$3200-\$3600



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



Ruby #1 0-4-0T
1:20.3, Butane Fired
Black, Red, Blue and Brown
Kit \$649, RTR \$699
New 2022



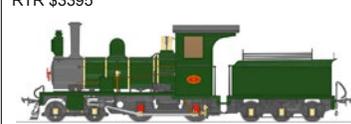
Dora 0-4-0T
1:20.3, Butane Fired
Black, Maroon, Blue & Green
RTR \$499



'Cranmore' Peckett
1:19, Butane Fired
Kit \$1695
RTR \$1795



Lawley 4-4-0
1:19, Butane Fired
RTR \$3395



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



Shay 13T
1:13.7, Butane Fired
Kit \$1995, RTR \$2145
New 2022



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
\$295/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
\$135/Car



Gondola AMS
1:20.3, Plastic Body, Metal Trucks
\$170/Car



GP60/GP60M AML
1:29, DCC & Sound Option
\$599 Base model, \$799 Sound



3-Bay Hopper AML
1:29, Plastic Body, Metal Trucks
\$160/Car



High Cube Box Cars AML
1:29, Plastic Body, Metal Trucks
\$160/Car



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



Austerity 0-6-0T MAXITRAK
5" 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





Right of Way Reimagined: A G-Scale Railroad Where 1:1 Rail Ran

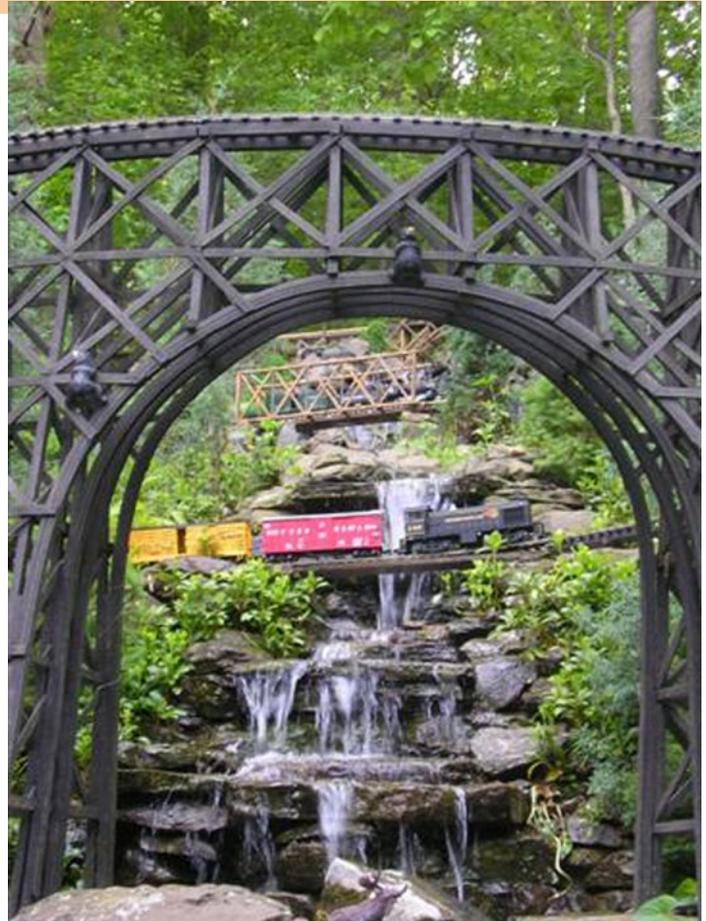
By Richard T. Weatherby
Fallston, Maryland

Our backyard railroad is 20 years old and exists on the ROW (right of way) of the former Maryland & Pennsylvania Railroad and its narrow gauge predecessors. The Maryland Central RR started in 1867 and reached our neighborhood in 1883. After several mergers and name changes, it became the standard gauge, famous "Ma & Pa RR" [www.maparailroadhist.org] running 77 miles from Baltimore to York, PA. The Maryland portion of the railroad was basically abandoned in 1958. The standard gauge ROW goes through our house, while the narrow gauge ROW goes along the base of the hill. We have numerous photos and artifacts covering more than 75 years of the railroad's history.

Even though I grew up with this railroad, strangely enough, our railroad is not modeled after all this history. Our railroad does utilize the contours of the original site created by the real railroad. Building on a hillside qualifies as a "raised" layout—plenty of exercise, climbing up and down, and digging flat areas for track. The railroad involves separate loops at various levels on the hill. The lowest level runs along an ever-expanding retaining wall.

A major issue of a hillside is that the track layout wanders along the hillside until you need to turn around—and then trestles are a must. Two locations utilize a helix to turn, and the tiered upper dogbone loops are long parallel runs on hillside or trestle. About 1,000 feet of track traverses about 150 feet along the hill side.

One of the early additions to the hillside features a 20-foot waterfall, stairstepping down the hill. This was ac-



This waterfall adds drama to the Maryland Central.

complished by building a rock retaining wall surrounding a pre-made plastic pond shell. The waterfall's uphill portion is accomplished with stair stepped terrain, rubber roofing, and many large flagstone rocks. Under the rubber is 2-inch reinforced vinyl hose. At the top is a large storage tub buried in the ground. The water at the bottom is pumped to the top with a 4,000 gph submersible pump. The problem

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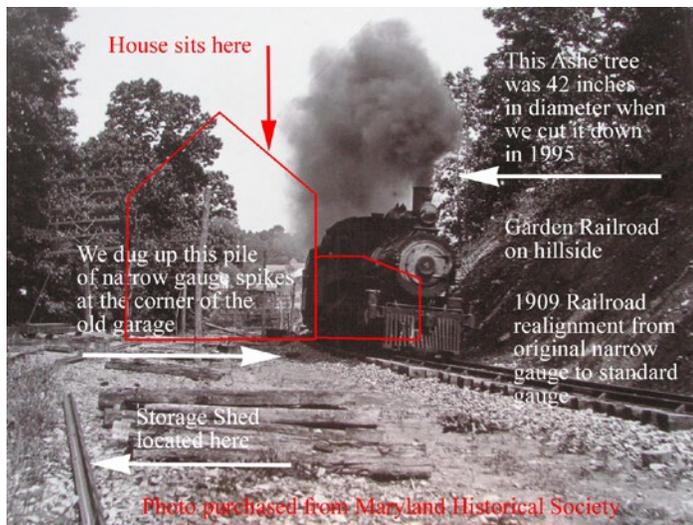


Photo from Maryland & Pennsylvania RR Historical Society

The Weatherby's Maryland Central Railroad runs on the hillside beside the original MCCR right of way.



Year 2000 Building Waterfalls and Helix Track

Construction of the waterfall included laying a helix loop over the pond and a loop along the top of the hill.



Two-track train traffic runs along a retaining wall at the bottom of the hill. The helix loop passes a farm in operation since 2000. Middle tracks use tunnels past a stamp mill. The high line trestle serves the lumber mill above the waterfall.

here is you need to fill and refill the bottom pond until the water comes back down. Then when the pump is shut down, all the water comes down and flows out onto the driveway.

The first trestle at the base of the waterfalls is constructed from Trex, a composite of sawdust and plastic bags. It has held up quite well over the 20 years. The circular nature of the arches (an architect's vision) is to allow viewing of the waterfalls without looking like a fence. Other trestles were constructed of treated lumber. The thin cross bracing tends to split and pop off on the brad nails. Pre-staining the cut lumber seems to work best. Templates are a must and are patterned after the real ones from the Ma & Pa RR.

The roadbed consists of 2"x 6" treated lumber with long lap splices to avoid dips and peaks. In many locations a 2"x 4" pointed stake is driven in the ground to maintain

the proper grade. Exposed sides of any lumber get covered with metal lath and mortar with rocks. Tunnels were constructed with concrete blocks/mortar and covered with large concrete pavers. The tunnels are covered with shower curtains (cheap waterproofing), dirt, rocks, and landscape.

Landscaping consists of typical dwarfed Alberta spruce, junipers, boxwood, and *Pachysandra*. The white tail deer tend to eat cypress, hosta, and small plants. Living in a deciduous woods does not provide a lot of sunlight and buries us in leaves come the fall season. Leaf blowing seems to damage the lower branches of the spruce trees. Landscaping is not our specialty, but the layout does stay green all year.

Structures consist of every type and materials. Typical Pola, Piko, and Aristocraft buildings are scattered around.

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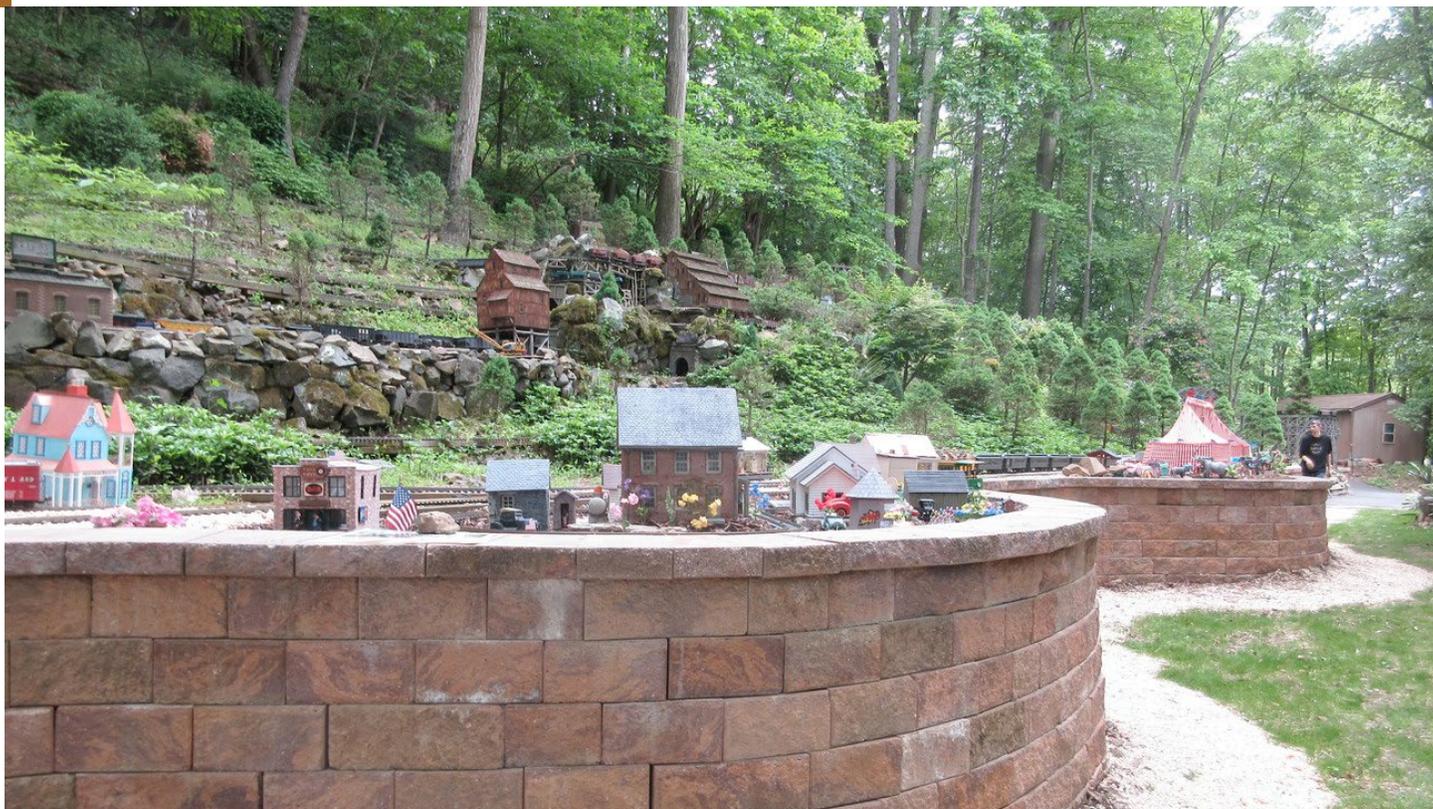
1909 Ma & Pa RR double trestle (Winter's Run) is a prototype for MCRR trestles.



Arched trestle helix is designed to frame views of the waterfall.



Tunnels crisscross the hillside, sometimes with timely reminders.

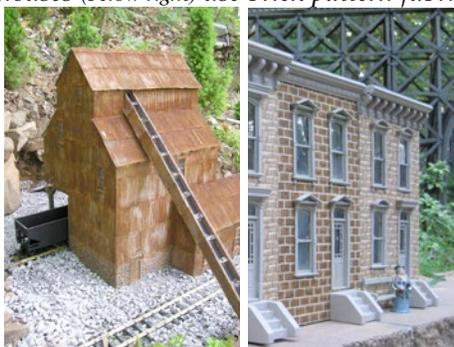


Recently added retaining wall islands provided room for a village and Judy's Circus. The light brick building (on left in village) is covered in brick-patterned fabric and fabric signage. The Stamp Mill complex on the hillside also serves as access to a tunnel.

A building that I made of concrete has been outside for more than 22 years. There is also a small concrete roundhouse which only accommodates Porter locomotives. I call this "my porter house stake." A coal mine and coal tippie were constructed with plywood covered with corrugated aluminum beverage cans that were rusted with a rust metal effects paint kit of primer, paint with iron filings, and activator. A major lumber mill project was constructed with a table saw (using a dado blade for creating board & batten and shingles). It uses table legs for tall chimneys. The related wigwam saw-



Porter House Stake (above) is concrete; Row houses (below right) use brick pattern fabric.



Coal Mine (above left), Coal Tippie and Stamp Mill (below) are metal-clad buildings.



Loganville Station, a plastic model, awaits the next train.



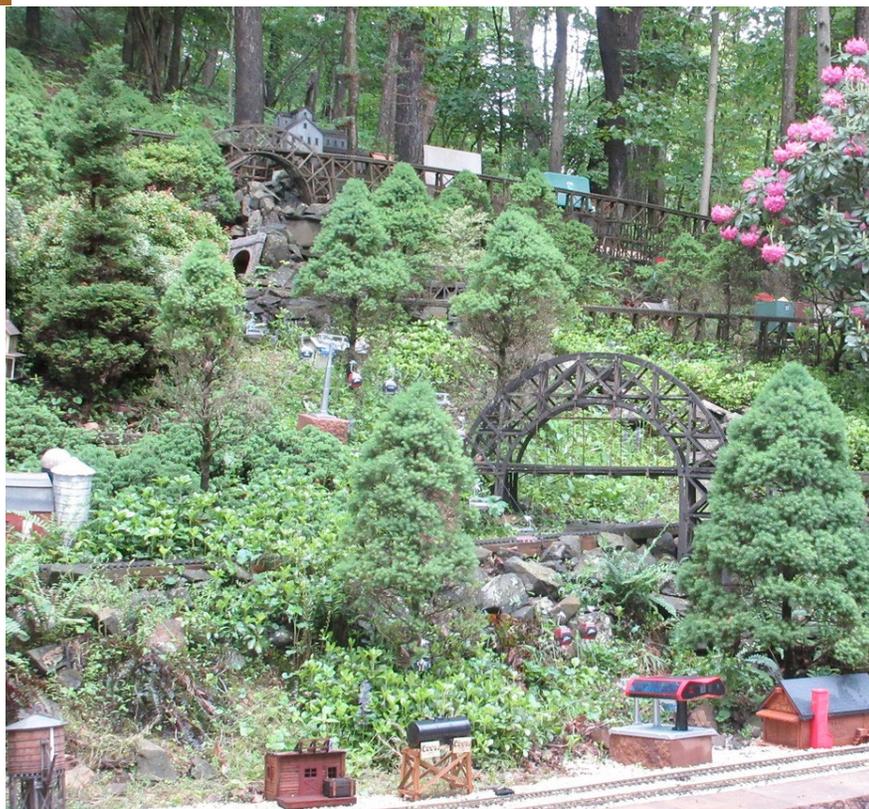
dust burners are made with sheet aluminum, dollar store strainers and wire wastebasket mesh. The central stamp mill is another plywood & beverage can building; it is hinged forward for access to tunnel interiors. A more recent station and a 12-stall roundhouse [See page 20] are constructed using cellular PVC material. A few other buildings are covered with "landscape design" fabrics with brick patterns. Fabric "signs" identify the neighborhood bar.

Before we move on, I must acknowledge the rest of the family. Number one is my son, Dedric, who has expanded the layout by getting

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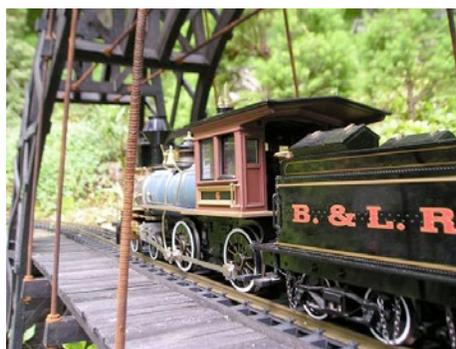
The sawmill and wigwam burners are central structures at the top of the hill.



Over time, the farm near the helix acquired grain silos, the railroad built additional infrastructure (water tanks, storage sheds, and such), and a ski lift climbed the slope near the waterfall. During the summer, the ski lift takes tourists to a hilltop view.

the retaining wall built; it is now waist high. This added several hundred feet of track and storage using tunnels into that area. This south end expansion is where the major round house and 5-foot turntable is located. This roundhouse and turntable will accommodate the USAT Big Boy locomotive. Dedic also built an overhead electric cog railroad up the side of the hill. He has gone way beyond all this by installing a major 7-1/2 inch gauge ride-on railroad with 12- and 16-foot trestles, but that is another story.

Judy, wife and mother, has built a major 3-ring circus with spectators and all the performers and animals. The circus tent is almost 4 feet by 8 feet by almost 3 feet tall. Dumbo is flying above Timothy in the center ring. Judy



has a full circus train pulled by an articulated Aristocraft locomotive.

So far, I have neglected to mention our trains and their operation. I prefer electrically operated track powered steam locomotives, such as the narrow gauge DRG&W, unless a diesel represents the real Ma & Pa RR. Dedic prefers anything "live steam," from a "Grasshopper" to "NW611." Judy has her circus train and is in charge of more than a dozen Eggliners. The layout is track powered with 12-gauge landscape wire to a single location on each loop from six Aristo "Train Engineers" powered by a Bridgewater's 15 amp transformer.

continued on next page



This cog railway climbs from within the train storage shed.



The railroad operates year-round and many of the structures light up at night.

Besides the main layout, there is a side layout which has been for the grandchildren and whimsy. This layout has a fairy castle and a "Hen House" for Judy's Eggliners. Thomas Tank and Sesame Street trains also operate here.

There is always something to enjoy — and bring a smile — when we run trains on our Maryland Central.



Editor's Note: A library of How-To articles by Richard T. Weatherby on building for G-Scale can be found in back issues of AwNuts! and Garden Railways magazines. His tips can also be found on Facebook.



The castle line features whimsy and fantasy to entertain grandkids of all ages. Dick built the Eggliner Hen House (right).



Judy's Circus features 3 rings of action under a Big Top almost three feet tall.



The village features a trolley. The red brick concrete building was built in 2000.



Judy's Bakery, a plastic showpiece, has windows full of tasty treats.



LGB® Garden Railroading

LGB Creates Christmas Traditions That Last a Lifetime!



72308 Christmas Train Starter Set

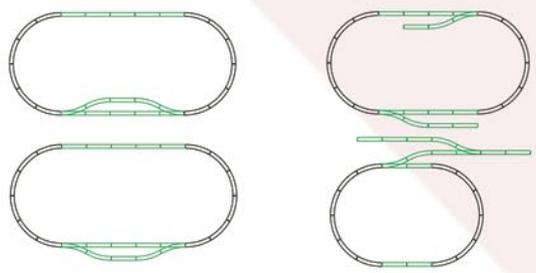
Electric, ready-to-run starter set includes everything needed to set up and run, right out of the box. (Includes 3-piece train, 48" circle of track, controller, electric hookups, power supply and a Santa figure)

36022 Annual Christmas Car for 2022

Accessories to Expand the Running of the Christmas Train

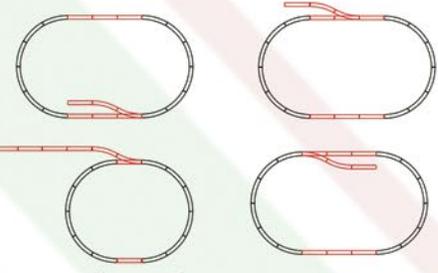


69576 Powered Tender with Sound Includes tender stickers to accompany the Christmas Train locomotive



19902 Station Track Set

Expand the starter set circle of track into an oval with passing track



19901 Siding Track Set

Expand the starter set circle of track into an oval with a siding for train storage

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CLUB CORNER

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

Fall is coming, and that means Halloween is on its way. Halloween is a fun time for many reasons, and it can be a fun time for garden railroad clubs as well. An open house in October is an invitation for everyone to bring their Halloween-decorated cars to run.

The Rose City Garden Railway Society does this every year, and I am sure many other clubs do it as well. During the open house, everyone's Halloween cars are strung together to run on the layout "scaring" passersby.

One issue however is couplers. You will need to connect all the cars of the same coupler together. A "conversion" car is useful with hook and loop couplers on one end and knuckle couplers at the other to connect the differently coupler-equipped cars together.

Halloween cars can be purchased or built. PIKO offers Halloween-themed hopper and ore cars [Garden Railroading News July/August 2022, page 4], LGB has a Ghost Gang Car [see page 5], but most people have fun creating their own Halloween cars using flat and gondola cars. You can add a bale of hay, bare trees, scarecrows, witches, ghosts, and ghoul figures. Modify your G-Scale figures or look in the seasonal aisles as you shop. Try

Sculpey, a polymer clay that is another great material for creating any thing or creature you can imagine.

Why not hold a club contest for favorite car? Everyone can vote on a secret ballot and the winner gets a prize (maybe an old flat car for making next year's haunted car).

Some clubs also set up a Halloween themed train display at a mall or train show with haunted houses, castles, a haunted forest, and whatever your club members can imagine. You can make Halloween scenes using Hot Wire Foam Factory tools [ad on page 31] to create spooky scenes from foam board or styrofoam packing blocks. Craft stores usually stock lots of small Halloween decorations you can use on your cars and buildings. Even purists don't worry about proper scale when it comes to making Halloween cars and scenes.

EnterTrainment Junction [ad on page 24] is doing Halloween-themed trains and displays, so make a club excursion if you are located anywhere near Cincinnati. It is the largest display of indoor G-Scale trains in the world and not to be missed.

Don't be "scared" to try something new this Halloween.



Jeff Lange created most of the cars shown. The night scene is on Warner Swarmer's railroad.

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



FALL PLATES FOR YOUR ENGINES

By Tim Smith and Paul Wagner

Fall plates are large pieces of metal that are made to cover the spaces between railroad locomotives and the tender. Numerous cables and hoses are connected between the loco and tender which would present hazards that the railroad crews would have to contend with. The fall plate effectively covers these hazards, as well as making it easier for the fireman to walk from the loco to the tender.

The fall plate is hinged so that it can be lifted out of the way when coupling the tender. Once the tender is coupled to the engine, cables and hoses will be connected together and tested before lowering the fall plate into position, effectively covering the connections and providing a safe walking area for the fireman. The hinge also allows the plate to ride up and down with unevenness of the track as the engine pulls the tender down the track.

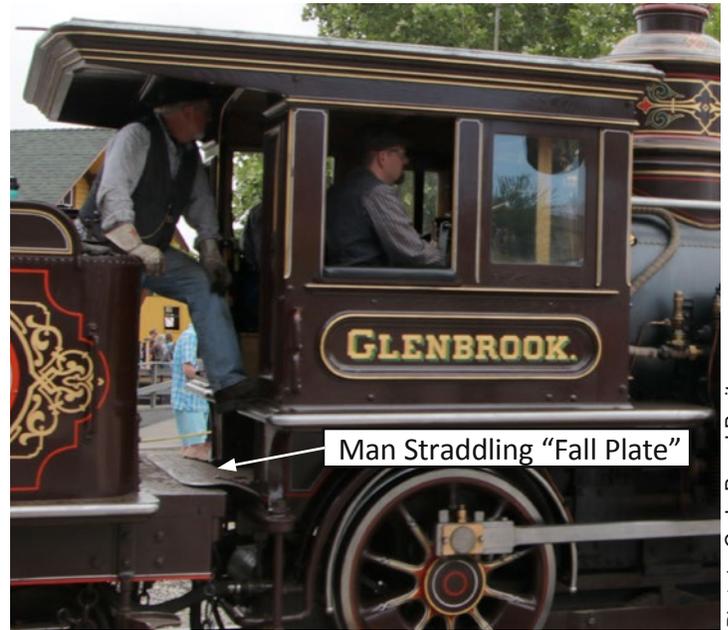


Photo by Carla Brand Breithner

The Glenbrook, a 2-6-0 Mogul, at the Nevada State RR Museum

Tim Smith had noticed that the Bachmann 4-4-0s are one of the very few G-Scale locomotives (actually an F scale 1:20.3 model) that came with a fall plate installed. He owns several of these engines, and also noticed that all but one of his were missing their fall plates. Couldn't stand for that!

Tim described his project in an email to some friends:

"Here is how I make them:

Take a piece of black 1/16th inch thick plastic and cut it to size.

Fall plates for a Bachmann 4-4-0 are 2-5/8 inches long at the loco, 1-1/2 inches long at the tender, and 1-inch deep. See the pix for the corners to be cut off... looks sort of like a six-sided trapezoid.

Remove both ends of a PCB jumper wire... and discard the copper wire!

Use the black plastic ends as hinges. Run a 1/16 bit through the 12 removed ends to expand the pin hole just a bit.

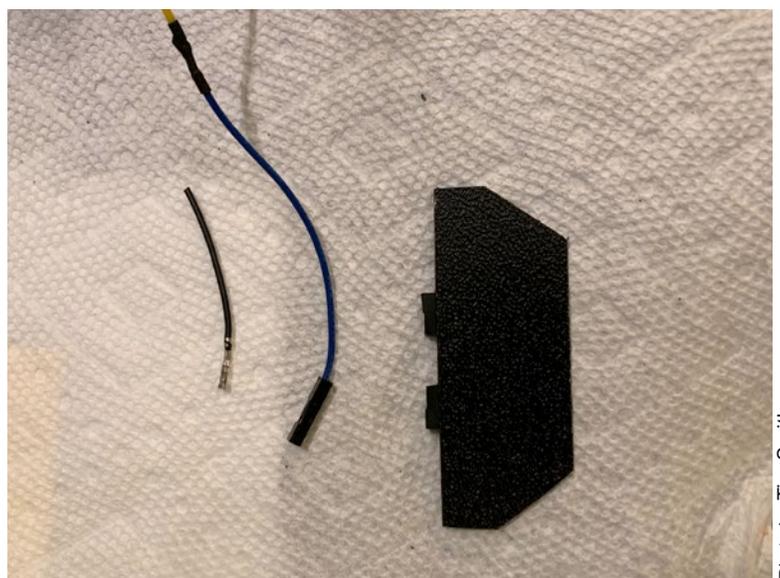


Photo by Tim Smith



continued on next page

Super-glue the two jumper ends at the proper location on the edge of the loco side of the fall plate (just inside the two corresponding hinges on the loco). If the build process or gluing have caused an unsightly appearance of the fall plate, spray on some black primer or color of your choice!

Let everything dry and set before you actually install it on the loco.

Set the new fall plate hinges between the existing loco hinges and carefully run a 3/64 inch brass rod through both hinges and cut the rod just a bit long on each end. No brass rod? No problem...a sturdy paper clip will likely work!

Squeeze the brass rod tips out of round on each end using needle nose pliers. That keeps the brass rod from coming out during use. If you use a paper clip, you will have to squeeze the pliers pretty hard! Or use "vise grips" instead of needle nose pliers.

Congratulate yourself on a job well done!

I am unsure how long the hinge glue joint will last or how much abuse it will take, but I have made two more of these so far and both have lasted without issue during my routine operations."

continued on next page



Photo by Tim Smith

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It just so happened that fellow modeler Paul Wagner had also constructed a fall plate. His was for an Aristocraft 0-4-0 he was re-working. He compared notes with Tim when he received the email about Tim's project.

Paul also constructed the plate from a piece of plastic (ABS) sheet, and glued a piece of screen to the surface to simulate "diamond plate."

The Aristo 0-4-0 had never been designed with a fall plate, and Paul was also dissatisfied with the overly long spacing of the standard Aristo tender coupler.

Not as sophisticated as Tim, Paul made a tongue on the fall plate that fits into a recess under the cab floor, and merely fastened the

fall plate to the underside of the cab floor with a screw and washer, leaving the screw loose enough to allow up-and-down movement.



Photo by Paul Wagner



Photo by Paul Wagner

continued on next page



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Paul wrote:

“The disadvantage of not having a real hinge is that the fall plate cannot be raised out of the way for connecting and coupling. It works well enough, BUT... but it makes wiring and coupling difficult. Since I wanted a closer coupling between the 0-4-0 and its tender, I constructed a solid drawbar which I screwed in place from the bottom. It’s such a small engine that handling them as one unit is not a problem, but I’ll definitely construct a hinge similar to Tim’s before I add a fall plate to a big Mikado or Pacific. You really need to think through those issues before starting, as well as any switches and jacks mounted on the tender front or in the cab.

On the 0-4-0, I put the battery charging jack under the tender water-fill lid and put the on-off switch, volume control and programming jack for the Phoenix sound underneath the tender, so no problem there.

The channel selector switch for the Airwire is mounted in the cab, however, and it is extremely difficult to get at to change channels. Fortunately, I don’t have to do that very often.

I’ll bet a lot of visitors won’t even notice these details on my engine as it chugs down the track, but I really get stoked, picturing myself standing in the cab of a steam locomotive like these.”



Photo by Paul Wagner

#765, a 2-8-4 Berkshire, on a run for the Fort Wayne Railroad Historical Society




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Following Up on Railroad Displays

The Minnesota Garden Railway Society visited the Dakota County and Scott County Fairs this year. About fairs Sue Elliott wrote, "Why we do what we do: 1. Entertain kids and make them smile, 2. Make old people remember when..., 3. Keep the hobby alive, and 4. Run our trains."

Here's the link to Scott County Fair video: <https://youtu.be/MY9BXniH4dQ>

Three trailers of track, electronics, scenery, buildings, and tons of trains can be set up on the MGRS green carpet in endless configurations.



(Above) The Dakota County Fair layout included 7 loops;
(Below) A passenger train passes a farm at the Scott County Fair.



The Puget Sound Garden Railway Society returned to the Skagit County Fair in August for the sixth time and won the "Commissioner's Award Ribbon," given to one exhibitor each year. Congratulations.

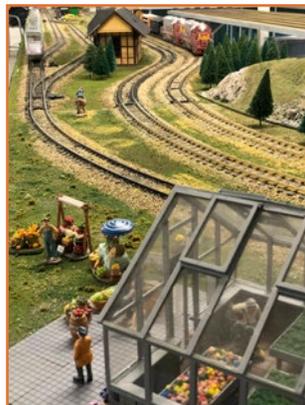


Photo by Alex Osenbach



Photo by Mark Howe

(Left) A greenhouse sits beside the mainline. (Right) The Mandalorian Grogu in his carriage used the Force to race a Heisler and its consist.

Following Up on Railroad Displays continue on page 24

Engine House Under Construction for the Maryland Central RR

by Richard T. Weatherby;
turntable details by Daniel Peck

When Dick and Dedic Weatherby planned their roundhouse with turntable, the first question: What is the largest engine to be turned? The USA Trains Big Boy needed just under 5 feet to fit the bridge, so they asked Daniel Peck of Daniel Custom Products in North Carolina to build them one. Daniel agreed and used 1/8" aluminum for material and cut the pits parts with a CNC water jet. The deck was cut with a CNC router table. The turntable, bridge and handrails involved a metal press, lathe, milling machine and a good bit of TIG (tungsten inert gas) welding.



Photo by Daniel Peck

Daniel Peck of Daniel Custom Products built the turntable, starting by cutting a 5 foot aluminum disk.



Photo by Daniel Peck

Dedic used turntable wiring (shown behind tender) to install 2 "Train Engineer" remotes under the turntable to control rotation and track power.



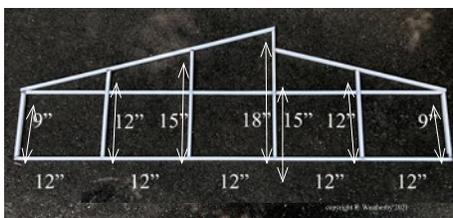
The first 12 bays of the Maryland Central RR roundhouse with walls completed and roof sheathing in place. Still to come are doors and roofing.

Dedic built the roundhouse frame and all components out of cellular PVC (Azek, Veranda, Royal), a durable material which can be worked like wood. Daniel and Dedic worked together to coordinate the geometry of track angles, spacing and wall location to accommodate both Dedic's 1:20.3 live steamers and Dick's track-powered locomotives in several scales. Varying engine widths determined stall openings. The stall frames were glued together using jigs, then brought outside

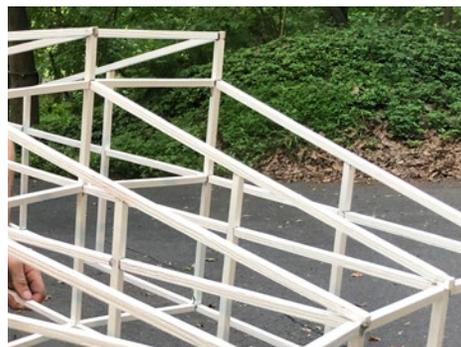


Dedic with stack of frames ready to be added to assembled sections.

continued on next page



Length of stalls can be varied by one foot increments by adjusting side panel heights.



A detail of frame's complex angles.



The framework of the assembled roundhouse. Track is placed for position.



Roundhouse side walls positioned without windows installed. Mainline track connecting to the turntable is seen upper right.

The roundhouse and turntable sit on a platform at one end of the railroad retaining wall right of way. (see page 9)

for final assembly using chalklines on the driveway for positioning.

Dedric also built a PVC board base on 2"x4" pressure-treated framing to level the slight slope where the roundhouse and turntable sit. Eventually there will be two tracks in and out.

Dick is in the process of constructing the walls and roof using 1/2" cellular PVC. To get the appearance of grooved siding for the walls, the exterior side on 1/2" thick cellular PVC is run across a table saw with a 3/8" stack dado blade tilted 15 degrees (with zero clearance insert plate). The fence is moved 3/8 inch for each pass.

Windows are cut in the center of each panel using an oscillating tool.

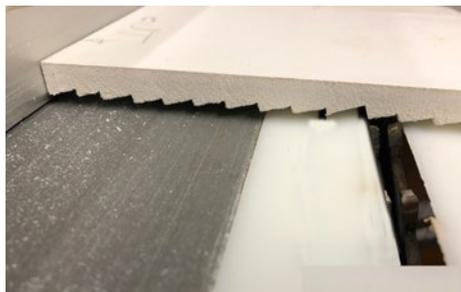
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The PVC framing and walls are painted before the roof is attached. The light tan walls will reflect light on the locomotives inside.



Cellular PVC cut for walls and roof.



Siding pattern was cut into PVC on a table saw with 3/8" dado blade.



The roundhouse trapezoidal roof sections ready for detailing.



Grooved acrylic, painted muntins & mullions, and painted aluminum angle combine to create windows.



Windows are attached to the walls before walls are glued to framing.



The windows are framed with half inch painted aluminum angle. The glazing is sheet acrylic with muntins and mullions cut as a groove to a shallow depth with a thin blade and painted black. The acrylic is wrapped around the edges with electrical tape, drilled in the four corners, and screwed on the interior side. Clerestory windows in the roof will require some flashing and silicone sealant.

The method of completing the roof is still under consideration. Since each segment is a trapezoid, the table saw and hand chisel method Dick described in the last printed issue of *Garden Railways* is difficult. He is considering having a stencil cut to spray paint joint lines on the roof.

Doors will be the final addition to complete this 12-bay roundhouse. Meanwhile the turntable and roundhouse are in service on the "Ma & Pa".



Installing roofing sections.



Testing the turntable with Accucraft's live steam K-28 D&RGW #473.

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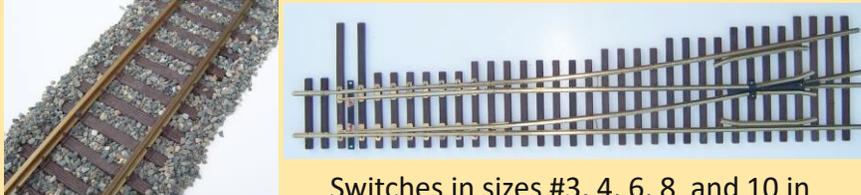
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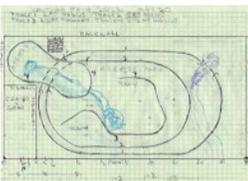
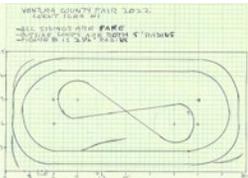
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Following Up on Railroad Displays

Gary Olmstead led the Gold Coast Garden Railway Society team that won the Fair Theme Award at the 2023 Ventura (California) County Fair. A railroad was ready-made for the theme, "VC Fair Rides Again." The club entered the Floriculture competition for "Over 300 square feet, landscape of exhibitor's choice" and won Best Construction, Best Use of Water, and Second Place in their division.



Layout planning began in early Spring and changed as club members gave notes, incorporating storage and access as well as train running needs. A water feature with waterfall and pond was added. A second "water feature" of white and purple alyssum, a flowering ground cover, would illustrate plantings as geographical elements.



Sweet alyssum "river" runs through a rock channel.

Photo by Gary Olmstead unless otherwise noted

Early plans for layout.

Stages of construction.



Loops had radii of six and five feet. Joe Heumphreus' Santa Barbara & Suburban Railway trolley ran two foot radius curves on the point-to-point line to and from town.

Construction by club volunteers happened over two weeks. Judging took place on the day before the fair opened, with 100 plants, the water feature and all tracks running.

Club members signed up for two-person five-hour shifts to watch trains and promote the club from 12 noon to 10 PM during the twelve days of the fair. A lockable storage bin between the layout and the fence provided overnight train storage close by.

continued on next page

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A circus train ran regularly to entertain fair goers.

Around three hundred business cards with club contact information were given away during the fair. Gary wrote, "Lots of people came by, but not so many that we couldn't take the time to answer all their questions."

Great job by GCGRS.



A Santa Barbara & Suburban Railway trolley.



The trolley line passes over the pond on the layout.



Two mainlines and a trolley point-to-point pass the town and a farm at a corner of the layout.



(Above) The Gold Coast GRS layout promoted garden railroading with trains, plants to scale, and a water feature.
(Below) The crew quickly dismantles the railroad.

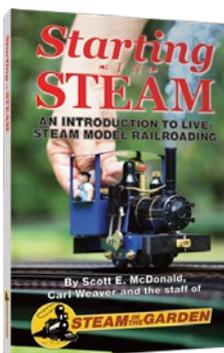


Photos by John Lyans



Following Up on Railroad Displays continue on page 30

Starting in STEAM is the definitive handbook for those just starting in Small Scale Live Steam. Available in digital format, you can take this with you on your laptop or tablet. Assembled from articles in *Steam in the Garden*, this 148-page book not only introduces new hobbyists to the fun and excitement of small-scale live steam, but will also provide experienced steamers with tips and tricks from seasoned hands.



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Wooden Wire Spool

by John Foley

Here is a quick, easy and cheap way to build large wooden wire spools used by the power company that you see on the side of the road.



Photo by PEO ACWA, CC BY 2.0 via Wikimedia Commons

Take a plastic-wheel Bachmann wheel set, pull off the wheels, and put them back on the steel axle in reversed order. Cut the steel axle flush with the plastic sleeve. Fill in between the flanges with small strip wood.

Glue two layers of strip wood perpendicular to each other in a 3" by 3" square. Make two. Using a 2 1/2" hole saw, cut out a circle. The hole in the center will allow the axles to stick out if not trimmed off.

You can add heavy wire to finish the spool. You can weather the spool if you wish.

Editor's Note: Weathering prototypes shown above.



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How To Build A Gauge Bar

by John Foley

I designed this gauge bar a few years back and installed several on my railway. They were to keep the hand-laid track in gauge in an area where the ties were rotting before I replaced the ties, but worked so well I installed them everywhere.

This is for all of us who think hand-built track is the best way to model our railway, allowing us to build the railway to fit into the landscape, instead of the landscape built to the track layout. I built the gauge bars to hold the track in proper gauge.

(Photo 1) The gauge bar is assembled and ready to be installed. You can see the proper order of the parts. Two washers bent at 90° face each other to make a saddle under each rail. The nuts (and screw head) tighten the washers against the rail. Adjust the two screw/two washer set to the proper gauge.

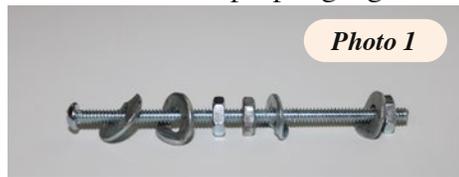


Photo 1

(Photo 2) All the parts:
1 #6-32 x 3" steel screw,
3 #6-32 steel nuts
4 #8 steel washers (after bending)
Brass can be used, but the steel will rust and will blend into the ballast.

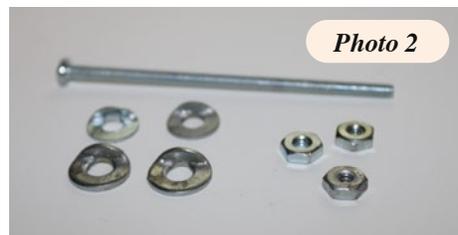


Photo 2

(Photo 3) A washer in a vise positioned to be bent. I placed a nail set in the washer hole to line it up in the vise. You want to bend at the edge of the hole.

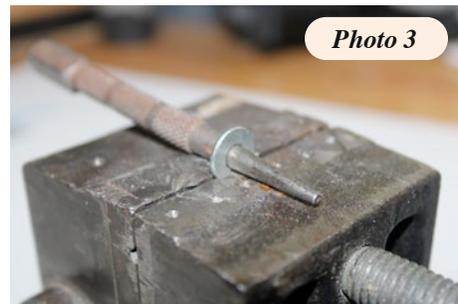


Photo 3

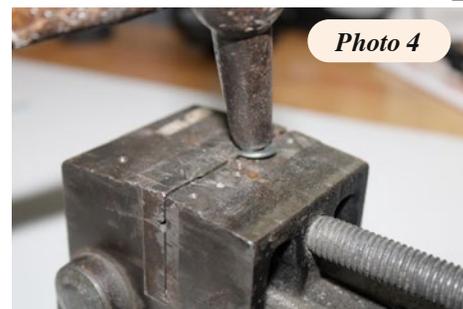


Photo 4

(Photo 4) The washer being bent to a 90 degree angle. A small hammer does the job.

(Photo 5) Here the gauge bar is installed on the track. A cable tie anchored to the roadbed holds the track down in the ballast.

I have had gauge bars in place for a few years in other places on the railway. They have a rust covering and blend into the surrounding ballast. My track is 7/8ths scale, but the gauge bars will work on all "G" scale trackage. The rail shown is Code 332, but I have also used them on Code 250 rail with no problem.



Photo 5



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-- By Richard Murray

BOTANICAL NAME: *Hypericum aegypticum*

COMMON NAME: Egyptian St. John's wort;

less often: dwarf St. John's wort

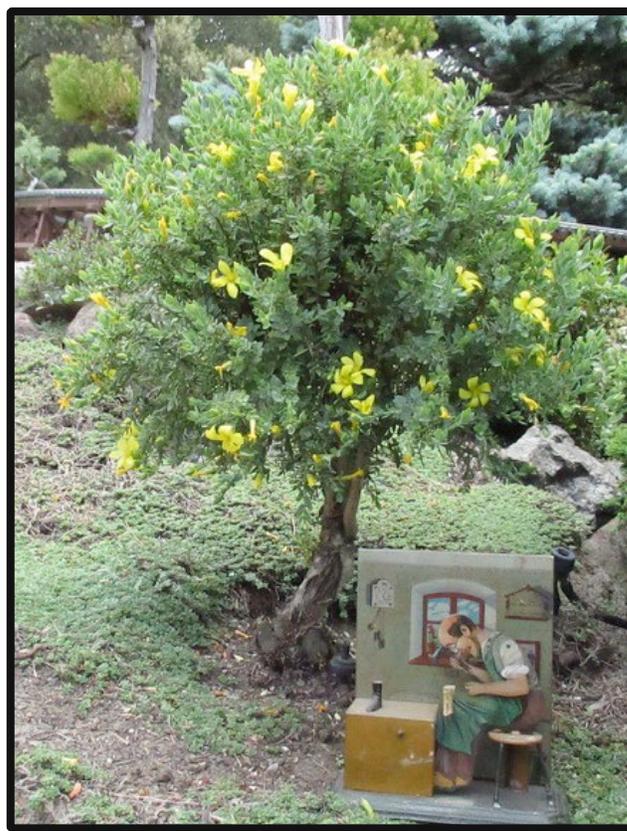
USDA HARDINESS Zone: 9–11 (down to 20° F)

Sunset Zone: 4–24

DESCRIPTION: *Hypericum aegypticum* is an evergreen dwarf shrub. It grows slowly up to 3 feet tall and about as wide. The oval blue-green leaves are pointed and just 1/2" long. The 3/4" yellow flowers are starry and profuse. The solitary flowers are at the end of new growth. One of the best attributes of this plant is that it produces flowers for almost the entire growing season. It does best in mild coastal areas. It can take full sun in coastal areas but needs part sun in hot summer areas. It can tolerate some drought but does better with regular water. It is generally pest and disease free.

PRUNING: The plant in the photo is about 17 years old. A few years ago it finally became a bit too large for its spot and became a bit woody. I pruned it for the first time, and it came back quite dense. The following year I pruned it even more into my desired shape and size. The final result is shown above. Because flowers are produced at the ends of new growth, the plant should be pruned only in early spring. Pruning induces new growth and, therefore, more flowering. If pruned later in the year, there would be less time for new growth, and consequently less flowering. Because the plant naturally produces so many flowers throughout the year, I have never found it necessary to prune just to get more flowers.

ORIGINS: *Hypericum aegypticum* comes from the cliffs and rocks near the Mediterranean Sea. It is indigenous to Malta, Greece, and Morocco, Algeria, and Libya. It can be found in coastal areas anywhere from sea level to 5,000 feet above sea level.

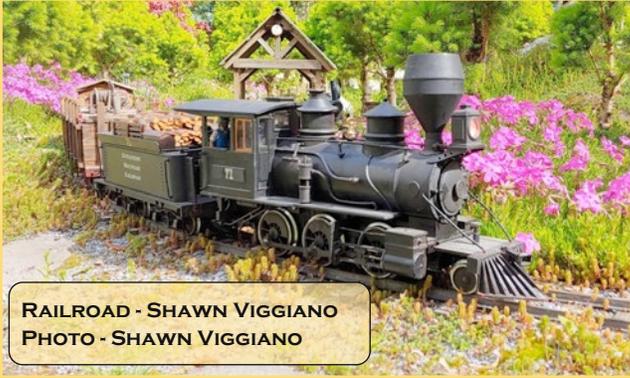


NOMENCLATURE: The name for the genus comes from the Greek words 'hyper' meaning "above" and 'eikon', meaning "image". In ancient times the yellow flowers were placed above images to ward off evil spirits. The specific epithet means "from Egypt" although it is not actually native to Egypt.

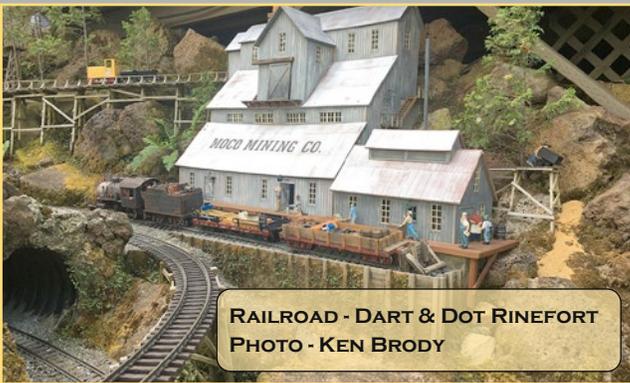
MEDICINAL USE: Several species of *Hypericum* are used for their medicinal properties by drawing out the oily extract of the flowers. As an herbal supplement in the United States, the most common use of St John's wort is to relieve depression and anxiety. The wide variety of side effects include upset stomach, headache, fatigue, and sexual dysfunction. Studies have demonstrated that *Hypericum* constituents may also possess antiviral properties. Hypericin, one of the active ingredients of St John's wort, inhibits the ability of certain viruses to replicate. One of the species is more potent than the others and is the only one commercially grown for herbalism and medicine.

GARDEN USES: A large number of garden uses have been listed. It can be used for a tight spot in a garden. It can be grown in a container. It can be used in a rock garden. It can be placed in a flower border. It looks good in a courtyard garden. It can be used as a small hedge. The only use that is missing in the literature is its most important usage: its small leaves and long-term flowering make Egyptian St. John's wort a terrific plant for garden railroads. Highly recommended.

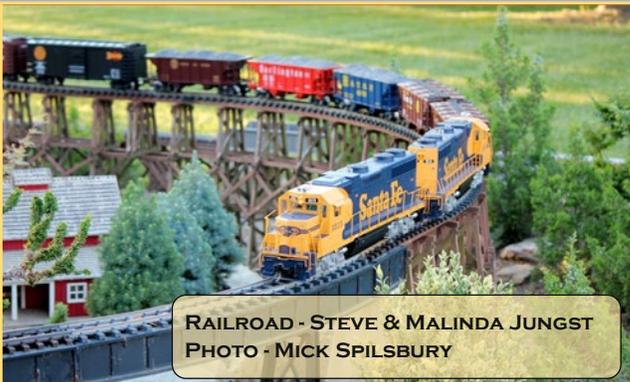
A PHOTO CHALLENGE: What do these 4 images have in common?



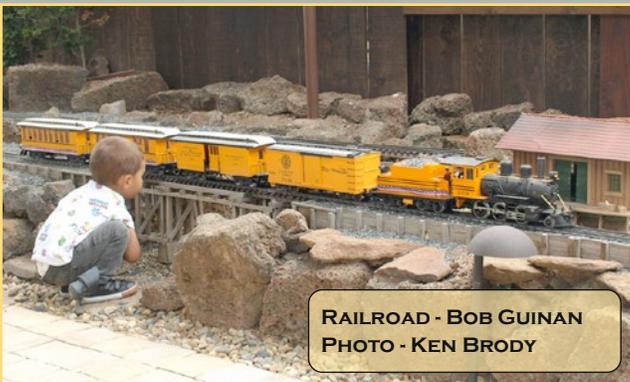
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PHOTO - KEN BRODY



RAILROAD - STEVE & MALINDA JUNGST
PHOTO - MICK SPILSBURY



RAILROAD - BOB GUINAN
PHOTO - KEN BRODY

As we were growing our social media following in the second half of last year, these 4 images received the highest numbers of 'likes' on Instagram /Facebook

This year, we are again identifying images with a lot of 'likes' on Instagram/Facebook.

We are going to publish the 2022 ten most 'liked' posts/images in the first 2023 edition of GR News

THE CHALLENGE

Could one of your images make it into 'THE TOP TEN POSTS OF 2022'

If you think so: No Later than **October 15:**

- ◆ Send up to 3 images via email titled '2022 Top 10'
- ◆ Send more than 3 images by requesting access to a shared Dropbox folder via email
- ◆ (Dropping images into a shared Dropbox folder does not require special technical skill!)

Please know that:

- ◆ We do not publish full children's faces
- ◆ We crop images to Instagram requirements
- ◆ We may also adjust contrast & sharpness
- ◆ We rarely give photo credits on social media
- ◆ We **will** give photo credits for the 2022 Top Ten images when we publish them in GR News
- ◆ We do not share specific image locations
- ◆ We cannot commit to post all images received by the end of this year (or at all)

Mick Spilsbury

You can email me at: marketing@grnews.org

Following Up on Railroad Displays

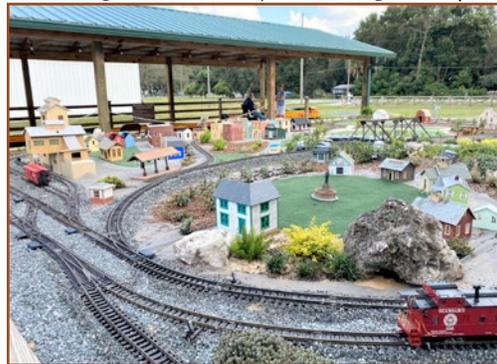
At the rural town of Bushnell, Florida, a group of railroad enthusiasts bought an old church building and grounds, established the Gulf Coast & Central Florida Railroad Museum, and built a finely detailed G-Scale indoor layout. Next they laid about a mile of 7 1/2" gauge track outside for a train ride around the grounds. When members of the Florida Garden Railway Society discovered this gem, known by locals as "Bushnell Station," they approached the board of the museum about building an outdoor G-Scale garden railroad, and the fun began! (See *Track Laying in July/August 2022 Garden Railroading News*) It turned out to be one of the most popular projects undertaken by the FGRS, has drawn attention from all over the state of Florida, and has been entertaining and educating museum visitors about G-Scale trains since June.

For more information: bushnellstation.com and www.fgrs.org

Following Up on Railroad Displays continue on page 32



(Above) An outside loop can accommodate loooooong trains; (Below) the inside loop includes switches to travel a curving center track for viewing variety.



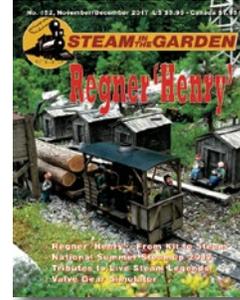
Trains spend the night on an inside display via a tunnel in the wall.

Photos by FSGRS Members



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Articles for *Garden Railroading News* are always welcome.

GR News would like to share the story that guided your plans when you built your railroad and your how-to tips.

Send your *Tale of the Track/How-To* to editor@GRNews.org with illustrating images — and your railroad may be the next *Tale* told.

If you are interested in a wider platform for short videos of your garden railroad, *GR News* will share them on Facebook. Your photos may be posted to GRNewsimages on Instagram.

Contact Mick Spilsbury at marketing@GRNews.org

Videos less than 3 minutes are ideal.

www.youtube.com/channel/UCmuyDnk2QRy1e1Q1AMFXrJw



Bear Creek Park Train, Surrey, BC, Canada

PLANT OF THE MONTH Ground Cover

By Don Herzog



Common Name: *Miniature Mat Daisy*
Botanical Name: *Bellium minutum*
Category: *Ground Cover*

The miniature mat daisy is a superb, easy to grow plant in our area. It grows 1-inch tall in the sun, 1-2 inches tall in filtered sun to part shaded areas and generally spreads slowly to about 14 inches wide. Plant 6-8 inches apart if not in a big rush to fill the space.

It has tiny attractive foliage and produces white ½-inch flowers on 2-inch stems from spring to fall. It can be grown in any soil and over winters here without a problem.

Water daily when planting until it grows ½ inch, which indicates that it has become established. Then, back off to your regular watering schedule. On extremely hot days, it may require additional watering even once established. In Santa Rosa and other areas with heavy clay soil, the soil stays wet longer, so less watering may work. Pieces of established plants can be lifted and easily divided and transplanted in the spring.

Sources: They are sold in full flats and are available or can be ordered from our local full-service nurseries. I have seen some very full 4-inch pots at Friedman's. You can easily get 6 to 8 divisions from a 4-inch pot.

Create Beautiful Scenery for your model railroad displays

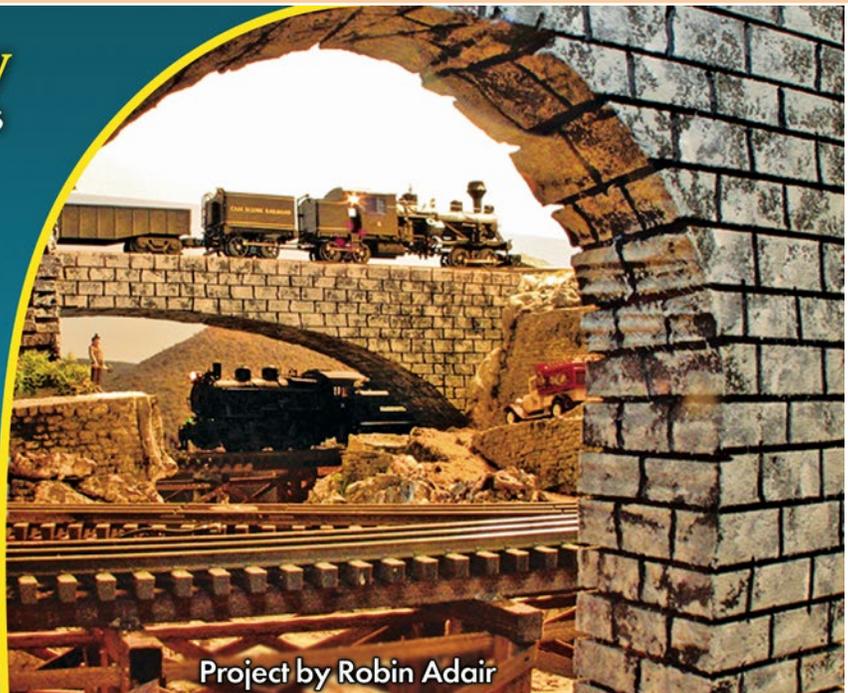


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Project by Robin Adair

Following Up on Railroad Displays



Photo by Neil Bromilow

Gibsonville Garden Railroad is the largest outdoor public garden railroad in North Carolina. Over 2,500 feet of track accommodate 21 trains running at one time. There are also cable cars, incline rail cars, hot air balloons, and Wright Brothers planes. Buildings are arranged to represent Gibsonville in 1855 and 1922, so the Town Historic Walking Tour map can be used to understand the layout, which covers all of North Carolina.

Open free of charge every Saturday from 9 am to noon (April to November). For more photos and videos, visit:

gibsonvillegardenrailroad.com

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37th National Garden Railway Convention, Denver CO

A Sampling of Model Contest Entries in 2022

Photos by Carla Brand Breitner unless otherwise noted

Over thirty models were entered in the Adult and Youth Model Contests at the 37th National Garden Railway Convention in Denver at the end of June. The Best of Show winner was Joyce Junction, entered in the Adult Diorama category. The model belongs to Jack Huffman, whose wife, Joyce, passed away early in 2021. Per the North Texas Garden Railway Society *Newsletter*, "Mike Pritchett built a wonderfully detailed model of the "Joyce Junction" switch tower in Joyce's memory." The detail in this model of a prototypical junction switching station in the early 1900s supported a *Tale of the Track* "where night has fallen, the switchman signals with his lantern and the territory control manager waits to throw the switch lever for the arriving train." Detail inside the office includes a fire in the stove and coffee mug on the desk. USA Trains and PIKO generously donated modeling contest prizes. Steve and Malinda Jungst of Nashville Garden Railway Society provided wood buildings, fences and wood-block loads for well-attended Youth Clinics on "making a load" for USAT-donated open beam cars and "painting/detailing a building." Youth from four to seventeen years old made models at the clinics.



Joyce Junction won Best of Show for this diorama.



Jack Huffman entered this Texas 1920s ranch house with wraparound porch.



Kristine McNara brought a highly detailed Santa Fe Fred Harvey Dining Car.



Luke Miller replicated a GE USO 8-axle diesel built for Union Pacific.



Matt Abreu's "Train Wreck" diorama features a hanging locomotive.

Contestant Photos by Vivian Pershing



A model of a Fairlie Patent (1864) steam locomotive.



James Royal entered this winning Gulf Gas Station, sitting next to an Egghauler caboose.



The Youth Modeling category included work created in youth clinics on making loads and detailing buildings.



Railcars were a popular modeling subject this convention.



From the workbench

Photos and Story, Mike Hilliar, Auckland

Modifications to Make a Sandy River RR Consist Part One

An extended lockdown project

With the continuing lockdown, I needed an alternative project to keep me busy indoors. The changeable Spring weather isn't allowing many days to work on the Rockwood Gorge project, and I couldn't easily source any materials due to lockdown.

After many years of wanting a Roundhouse Sandy River 2-6-2 No. 24—it's too expensive, no I don't need it, etc. etc.—I finally ordered one. Then I found out there is a ten-month waiting list. This was going to be my last big one—where have I heard that one before? I have since slipped in two smaller purchases.

My railway does have an American style of scenery, but I model a global range of trains that I like, so they cover many different scales on the standard G-Scale track. The only scale I haven't modeled is standard gauge 4'8.5"; I have thought about it, but my track curves are too tight for what I like.

Anyway, I had this Sandy River engine coming next year, so I needed a prototypical train for it, and the internet has been put to good use. What I needed was to replicate that long, narrow, lowdown look of the Sandy River two-foot gauge coaches and rolling stock as I am wanting a mixed train.

Very early in my G-Scale career I did commit the crime of chopping up some LGB coaches/combines into a lengthened combine and coach, but they didn't get to the painting stage. I had moved onto my next project, converting a LGB Mogul into an 2-8-0.

Around this time, Dennis Lindsay upscaled from Hon3 to G-Scale, and he liked what I had done to the LGB caboose and carriage. He wished to

continued on next page



The full Sandy River & Rangely Lakes train after a year of waiting and model making. Mike's comment: "I have waited a long time to take this picture."



Mike's first LGB chop D&RGW Combine 215 made from one and a half LGB combines. The other half was added to an LGB coach.



Finished combine 215 painted and decaled by Dennis Lindsay.

THE GARDEN WHISTLE

construct a five coach D&RGW San Juan passenger set on similar lines. Dennis has gone on to build a similar set for another Christchurch member, but this time using Bachmann coaches.

So, this time I consulted Dennis on which was the best make to use, LGB or Bachmann. Bachmann was recommended as it was easier to glue up as it uses a styrene type plastic, it's cheaper, and it also has more features to match that Sandy River style.

There are laser-cut, custom wood kits available; I have built a custom wood kitset train for my South African 2-foot LGB/Aster Garrett. The train is only suitable for outside use in fine dry weather. It's also very fragile, but we

G-Scalers tend to take a robust train along to our get togethers.

Now, the next problem is where do I get the rolling stock required from? Not having a lot of Bachmann, I went to a local NZ Facebook site 'G Scale Buy/sell/exchange in NZ', and ran past the members what I required. Simon had the flat cars, Henrik some box cars, and the carriages were unpainted kitsets from Andrew in Christchurch.

Part Two of this article will cover building the passenger and combine cars. I am now going to discuss the construction of the box and flat cars.

I added more Sandy River featured detail to the Bachmann box cars, like wood side ladders and modified sliding

doors etc. I am not going to go into a lot of detail as the pictures are generally worth a thousand words. The box car roofs were first covered with 1mm styrene to hide the tongue and groove boarding and then covered with a textured paper to represent tar paper.

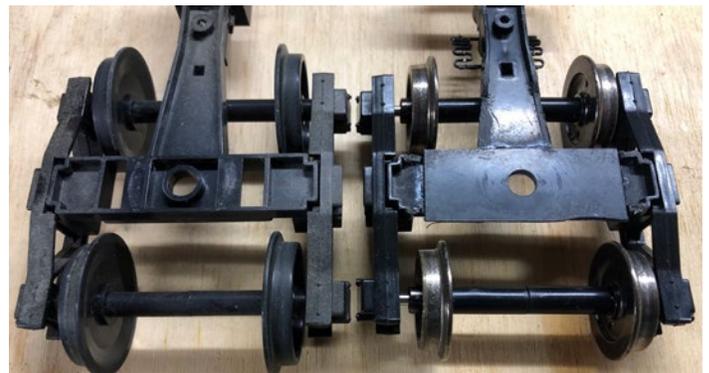
The chassis had more modifications, like the truss rod support beams depth being halved in depth and the inside truss rods moved to the sides as pairs on the flat cars. The box cars have only one set on each side.

Like the passenger cars, I was looking for that long low-to-the-ground look. The first step was to fit the smaller Bachmann wheel sets, but these will only reduce the height by 3mm. On the passenger cars, I chopped out

continued on next page



A look at two Bachmann box cars during modification shows how little is needed to achieve the Sandy River look.



Original Bachmann freight bogie left and Modified bogie right.

Bachmann freight chassis: original bottom, flat car with twin truss rods middle, and box car with single truss rods top.

THE GARDEN WHISTLE

the bolster and reduced it in height then glued it back in. For the box cars, I chose to modify the bogies by cutting out the top ribbing. You can only do this with the Bachmann ones, as they use a webbing type construction. LGB are solid so you can't use this method. The top part of webbing was removed and cleaned up and this gave me further 3mm, but the framework was so weakened I had to glue in a strengthening 1mm flat plate. In the end I only gained a reduced height of 5mm; but that fits nicely, as they are now the same height as the Sandy River Locomotive cab roof line.

The painting was done with three makes of rattle cans hoping to get three different shades of the red oxide, but you would hardly notice. I had to spray them with gloss paint first to set the decals onto, then over sprayed with a final matte finish. The decals were supplied by the late Stan Cedarleaf.

Part Two will cover coach work.



One of four completed box cars.



Completed S.R.&R.L. consist includes a flat car, gondola and box car.



New Zealand Garden Railway Convention

Auckland, New Zealand

4, 5 and 6 February 2023 (Waitangi Weekend 2023)

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BONUS DUKE'S CORNER...



EASY LANDSCAPE LIGHT MODIFICATION

This is yet another topic we can argue like BBQ Sauces or Fords vs Chevys! In truth, there are no wrong answers here.

This is just a fun easy project to choke more lumens out of those LOW VOLTAGE LANDSCAPE LIGHTS.

I personally prefer the wired low voltage lights vs the solar lights as I get much more dependable light and it lasts longer, the solar ones fade out after the batteries get a few months old. To be honest, I don't do a lot of night running, but when I do it's really nice to have the right balance of light to see, run and fix any issues on the railroad. Also it just plain looks really cool at night!

Trains at night in October, a hot apple cider, I'm so ready for that!! Early evening late October, I like to have as much light directed downwards not only to light up the tracks enough to fix issues, but also to walk around the layout after dark. Just enough mix to also see the lights nicely on the locos and rolling stock.



This is a replacement landscape light I got after the hail storm damaged a bunch.

About \$6.00, I've used these since 1995 on the layout. What's in the bag... I won't use all of this as my layout is elevated.

These are the new style LED ones and quite bright. The old ones were small 4 watt incandescent bulbs.

These use so little energy it's great! I have a LOT of these on the layout. However the LEDs direct the light upwards to the top.

Still lights the area a bit, but we figured out a modification a few years ago.



The top cap the LEDs point into, yeah, flat black isn't so reflective. The solution, Foil tape used for duct work. I lay it out on the bench paper side up and using the lower decorative ring I trace half circles on the tape as shown.



Two of the half circles cut out with normal scissors. OK, to be honest, this is the HARDEST part of the whole project! Separating the foil tape from the paper backing!! I find that the razor blade on the box cutter works best. However if you have a talented teenage girl with fingernails, PAY HER to do this!!



The finished cap. DON'T worry about a few wrinkles!!! It will really reflect a lot more light down onto the tracks where you really want it. Ready to be wired into my system.

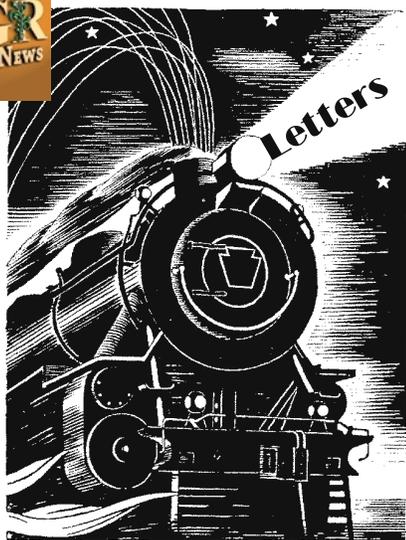
I don't use the ground spike as my layout is elevated and these are on plastic electrical conduit painted black attached to the layout. I also don't use the decorative ring as without it, more light goes downwards onto the track and ground.

I made up a few spares of these as the black plastic parts are UV sunlight protected, however that white part is not and after 10 plus years, they become brittle and break easily.



If you want to know any more about these or how my system is set up, please come to our open house in Grantsburg on Oct. 1st or contact me through Facebook messenger.

Please enjoy your railroads my friends!
Duke Snyder



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.

Description Correction re: LGB's Locomotive Type for RhB World Record Attempt

Hello Carla, I enjoyed looking through the latest edition of *GR News*. I noticed a small error on page 5 where you mention the world record attempt that the RhB railway in Switzerland will be doing this October. The World Record attempt will be done with a series of Capricorn locomotives lashed together, but the LGB model locomotive which they are using to commemorate the attempt is not a Capricorn. (LGB doesn't have a model Capricorn yet.) Instead the RhB has issued a graphic wrap to spread the word about the event on a different locomotive. The locomotive pictured, and used by the RhB to highlight the

event is actually a Ge4/4iii locomotive. The model has the same graphic as the prototype which was developed with artists from LGB and the RhB. Though the photo of the model is correctly labeled, in the text below it says "Marklin, Inc/LGB America plans to deliver a model of the Capricorn electric locomotive powering the RhB world record attempt this Fall." They are offering the Ge4/4iii model #644 this fall, not a Capricorn.

Best regards, John Nelles
 Toronto

*Hi John,
 Thank you for clarifying the background and locomotive type LGB is issuing.
 After RhB makes their longest passenger train run on October 29, 2022, perhaps LGB will develop a Capricorn consist for G-Scale.*

Photos Welcome for Seen on the Tracks

A G-Scale Realistic Scene Photo Gallery

Please send uncompressed photo (with caption information describing the scene, 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.



Affiliated Clubs outside the US by Province & Country as of 9/20/2022

CANADA

AB	Northern Alberta Garden Railroaders
AB	Rocky Mountain Garden Railroaders
BC	Black Mountain Railway Club
BC	BC Society of Model Engineers
BC	Fraser Valley G-Scale Friends
BC	Greater Vancouver Garden Railway Club
BC	Vancouver Island Garden Railway Club
ON	Bluewater Railroaders (formerly Ontario's West Coast GRS)
ON	Burlington Model Railway
ON	Central Ontario GR Association
ON	Golden Horseshoe Live Steamers
ON	London Garden Railway Society
ON	Ottawa Valley Garden Railroad Society

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AUS	Garden Railway Club of Australia Inc.
.....	Australian Model Railroad Assoc QLD
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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
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AR	Greater Hot Springs Garden Railway Society	MD.....	Mason Dixon Large Scale Railroad Society
.....	Northwest Arkansas Garden Railway Society	MD/DC/VA*	Washington, Virginia & Maryland GRS
AR/OK/MO*...	Ozark Garden Railroad Society	ME	Maine Garden Railway Society
AZ	Arizona Big Trains Operators	MI	Lakeshore Garden Railway Club
.....	Central Arizona Model RR Club	MN	Minnesota Garden Railway Society
.....	Gadsden Pacific Div. Toy Train Operating Museum	MO/KS*	MO-KAN Garden Railroaders
.....	Oracle Community Learning Garden Kid's Railroad	MO/AR/OK*...	Ozark Garden Railroad Society
.....	Sun City West Model Railroad Club	NC.....	Apple Valley Model Railroad Club
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.....	Bay Area Garden Railway Society	Piedmont Garden Railway Society
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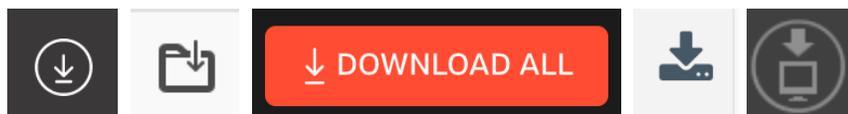
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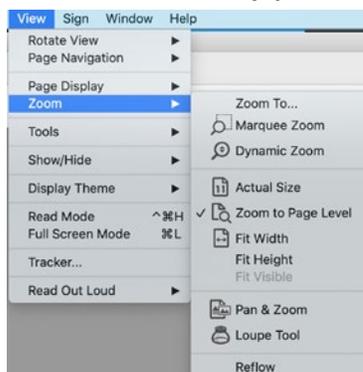
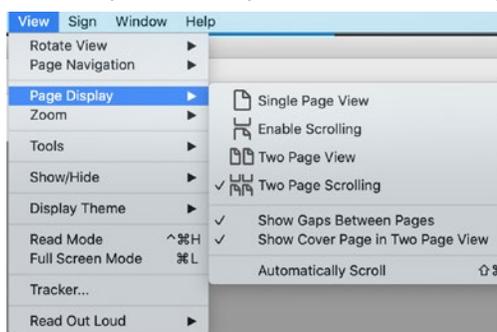
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When GR News is read in Acrobat Reader, the display can be adjusted using choices under the “VIEW” menu. GR News is designed for Two Page Display with Cover, so the front page is alone and the rest of the magazine appears as a two-page spread as if it was a print magazine. You control this with the “Page Display” choices under the “VIEW” menu. You can choose “Fit Page” or “Fit Height” to see pages without having to select a percentage. Size of page controls can also be found above a PDF on screen or by clicking a magnifying glass icon with a “+” inside. (Not the “search/find” empty magnifying glass icon.)

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



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