



June 2023

Calendar of Meets

Jun 24 Joe & Leslie Bussing
652 Oldstone Place
Simi Valley, CA 93065
9:00 am - 5:00 pm
Operations & Meet

July 15 Gary & Marilyn Siegel
1143 Camino Viejo
Santa Barbara, 93108
11:00 - 3:00

August 3-15 - Ventura Fair

September 16 - Siegel

October 28 - Arsenault

November 18 - Siegel

December - Newlon

Newsletter: John Lyans
lyans@pacbell.net

Accounts/Badges:
Bruce Kuebler
pbkuebler@sbcglobal.net

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

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

Gold Coasters, who were so inclined, had a busy May. We had good attendance at Don Morgan's railroad on May 6 and at Gary and Cathy Raymond's home on May 20. We had beautiful weather for both meets, falling right between all of the winter storms and the fog of "June gloom."

The meet at the Morgans was bitter sweet. For the first time we met at the Morgans without Linda being there to greet us. Don put a lot of work and preparation into his meet which served for all of us as a way to celebrate Linda's life, reminisce about happy memories, find comfort in the support of friends and to run trains on his beautiful railroad. Thank you Don!

At Gary and Cathy Raymond's place a good crowd was on hand to watch and run 1:32 scale equipment at eye level on wide radius, scale sized rail. Most of the equipment running was Accucraft, AMS, Roundhouse, MTH, and scratch built models. Gary is probably the biggest advocate of 1:32 scale in our group. Besides the above mentioned manufacturers there are also offerings in this scale from *Gauge 1 Model Railways (UK)*, *Aster*, *Bowande (China)*, *Piko (German)*, *LGB*, *Accucraft UK*, and *Mamod (UK)*. One of the highlights of the day was running Georges Arsenault's new Accucraft GS-4 in the "War Baby" paint scheme, breathtaking! That thing must weigh close to 40 pounds. Thanks Gary and Cathy for hosting the run.

So, we've had some good times and lot's of opportunities to get together and enjoy model railroading outdoors. The rest of the year promises to be just as exciting. Be sure to join in!

Our next meets will be at the Bussings on June 24 and at the Siegels on July 15. And we start work on the Ventura County Fair layout next month. There is more information about these events on the following pages. Have a great summer!

John Lyans

Gary Olmstead

Ventura County Fair Update

The newest layout plan is to have a waterfall and river, but no lake or pond at the end. Last year's lake was a pain to build, a bigger pain to take care of, and didn't really add that much. Pacific Ponds had a great looking display with a "pond-less" water feature. The river just disappeared into an underground tank. That's what we are going to do this year. Of course, we haven't the slightest idea of how big the tank needs to be. One on-line source says: "2 1/2 times the volume of the stream". Great. How do I figure that?

As you may recall, Randy Bryie has acquired Tom Ford's whole layout, which includes about 600 feet of track, or will once Randy replaces the rotted tie strips. Along with the 150 feet of track that Larry and Lamont picked up from Gold Coast Station and 100-150 feet from other members, we have plenty of track!! Don't ask about track!! We have LOTS!!

Larry and the owner of Escape Nursery are moving forward with selecting plants. They are still planning to have drought tolerant plants, even after our recent record rainfall, and predictions of an El Niño next winter. Escape Nursery is going to loan us the plants. In return, we will feature their name around our display. Of course we will have to pay for any plants we kill (probably very few) or keep (probably a lot more). In addition, we are planning to use ground covers planted from flats. They won't survive the fair, so we'll have to buy those.

Rochelle and Bob Hahn have offered to loan us some of Rochelle's buildings. If you've never seen them, you're in for a treat. They are all wonderful.

So, all in all, things are moving along well. Last year was amazing, and this year will be even better. What we really need now, is YOU!! We especially need volunteers to help build the layout from Saturday, July 15 to Sunday, July 30, and to operate the trains and schmooze with visitors from Wednesday, August 2 to Sunday, August 13. The Fair will be open the same abbreviated hours as last year, namely 1 PM to 10 PM. We really need volunteers for the late shift, 5 PM to 10 PM every day.

All for now!! Replies invited!!

John Whitaker is distributing a form so that everyone can sign-up for a time slot to man the fair exhibit. Sign up early so that you can get the times you would like and most likely free tickets to the fair.

Memorial for Art Sylvester

Dear Colleagues and Friends,

First, thank you all for your love and support. It's been very helpful to both me and our daughters during this stressful time. We are going to have a celebration of Art's life on Friday, June 9, 1:30 pm at the Glen Annie Golf Course. If you are in town, I would love to have you join my family and friends for this celebration. Best wishes, Diane

Directions:

Take the Glenn Annie/Storke off ramp.

Head North towards the mountains about 1 mile till you come to a stop light (CathedralOaks). Continue North past Cathedral Oaks for about 1/4 mile till you see a left turn lane.

Turn left and continue up a long uphill road (golf course will be on your left) till you come to the parking lot. There's also a sign for the Frog Bar and grill at the entrance.

Siegel Railroad Repairs – Saturday, June 10 preparing for Meet on July 15

On Saturday I met with Chris, Bruce, and John Ryan to go over where the problem areas were and the general plan. John, correct me if I'm wrong anywhere but it sounds like we have a plan to fix the tracks coming into Felton where it was eroding under the concrete. We also spent some time fixing some of the areas. There is still plenty of work to finish off the main line. I've also attached pictures for the power layout of the damage John was talking about. We should be able to get it running again but I'm not sure how long it will take. There are some sections we will have to replace. If we can get the main line and the powered layout fixed, I'm hoping we can start working on the Bolder Creek line with whatever energy we have left. **Nick Conti**

I finally got out to Gary's this weekend to check out the railroad. I knew there were some switches that needed to be looked at so that was my main goal. I found 3 that required extensive maintenance so I pulled them and brought them home. There were several others that I was able to fix on the spot. Overall, the railroad is in decent (fixable) shape. One mudslide blocking a tunnel I cleared. The mud flowed back into the tunnel, so I had to reach in in order to clear it out. I'll go back later once the dirt has dried a bit to clear dirt between the rails. Other mudflows moved track around a bit but nothing too major. Lots of weeds and foliage growing in and around the tracks. I found one concerning issue while I was doing my inspection. A portion of retaining wall on the big curve heading into Felton broke and dropped a couple inches. This was an extension to the concrete roadbed, added later, for that high curve. The concrete roadbed is still intact. The collapsed section may actually work out ok however. It may still act as a track support. Just before leaving, I went over to Marylin's railroad to check its condition. What I found was not good! The track on the creek side of the railroad had slide or was pushed off the foundation. It was quite a tangled mess. I pulled the track back onto the foundation, but it is in pretty bad shape. I doubt we'll be able to run trains on it in July. **John Ryan**

Work Party on Saturday, June 10

Call Nick for information or to let him know if you can help. (805)570-5967



Bussing Meet – June 24

On Saturday, June 24th, Leslie and I will be hosting a “split” meet with an operations session in the morning and a regular meet in the afternoon. The operations session will run from 9:00am until 1:00pm and the regular meet will run from 1:00pm until 5:00pm. If you wish to participate in the operations session, then you need let me know by emailing me at bigjoe93065@yahoo.com or texting/calling me at **805-915-7285**. Plan on arriving by 9:00am sharp. We have a limit of 10 participants in the operations session. Of course, others may attend and observe.

If you plan to attend the regular meet at 1:00pm, then feel free to arrive at any time. You can observe the operators and then run your own trains at 1:00pm or sooner if the morning session wraps up early.

Please bring your own lunch and snacks. We will provide bottled water.

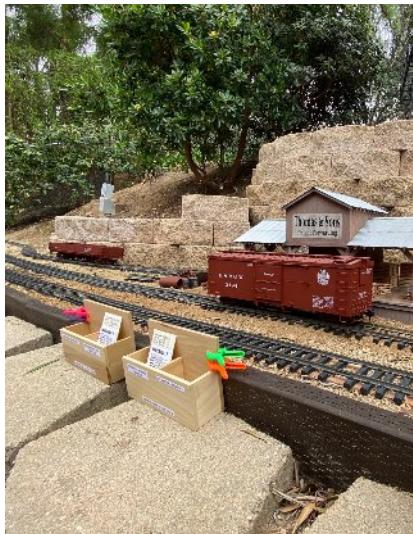
I've been working hard "digging out" from the epic rains, and the railroad is fully operational. The theme is narrow gauge, small town America circa 1900 to 1940. The railroad services six destinations with freight depots, oil storage facilities, stockyards, grain silos, etc.

The layout is battery only with curves as tight as 9 ½ feet in diameter and grades up to 4%. 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.

Please read the accompanying article I wrote: "Operations Using Car Cards and Waybills." If being an operator peaks your interest, then let me know and I'll sign you up. It's a lot of fun!

We hope to see you on June 24th!

Joe and Leslie Bussing
652 Oldstone Place
Simi Valley, CA 93065



PACIFIC CREST RAILROAD OPERATIONS USING CAR CARDS AND WAYBILLS

INSTRUCTIONS

Railroad operations are a great way to bring your layout to life and give it a purpose. Whether you are in the planning stage of your railroad empire or considering new options for your current layout, operations can bring focus to your design and purchase decisions. It can also be a lot of fun!

At the Pacific Crest Railroad, we operate trains that serve local towns and industries. Some examples: A meat and livestock train services a farm, livestock auction house, and meat packing plant. The oil industry train services the oil fields, storage facilities, and the refinery. At any given time, there may be up to five different trains on the layout with five crews operating on different schedules. Each of these trains is comprised of an engine, a caboose, and up to six cars that each crew will set out (drop off) and pick up along the route. Since our focus is on having fun, our operations are kept relatively straightforward. I call them “casual operations” where we forego much of the higher-level stuff, such as a dispatcher, time clock and a time schedule. Instead, the trains run independently of each other, so crews can take as much time as needed to complete the tasks assigned.

The basic documents we use for each train are a schedule, car cards and waybills. The schedule shows the route and specific destinations that the train will service. Each car card identifies a specific train car, and the card is paired with the waybill that identifies the destinations that car serves. The waybill sits in a pocket of the car card.

EXAMPLE OF A SCHEDULE from the Pacific Crest Railroad:

We have a “Mixed Freight” train traveling westbound, servicing five locations with specific destinations/sidings at each location.

MIXED FREIGHT WESTBOUND SCHEDULE ROUTE

PEPPERTREE (starting location of this train)

- West Yard

Thomas & Sons Track 1 (3 specific destinations/sidings)

Thomas & Sons Track 2

Station Track 1

Select and attach any available caboose from the East or West Peppertree Yards.

ROSEVILLE (location)

- Team Track Freight Depot (4 specific destinations/sidings)

- Snyder's Building Supply

- Family Bakery

- Station

OLIVIA (location)

- Station (destination/siding)

RIDGEVIEW (location)

- Freight Depot (destination/siding)

WORLD'S END (location)

- Freight Depot (5 specific destinations/sidings)

- IC1 through IC4 (IC stands for Interchange Track, there are four tracks)

When route is completed at World's End, set out locomotive at Maintenance

Siding 1 and caboose at Maintenance Siding 3

A box containing car cards and waybills is found at each location (see Exhibit A). Let's assume that the Mixed Freight train in the example above has traveled from Peppertree to

Roseville

Upon arriving, the first task is to review the car cards and waybills for the cars currently on the train and confirm if any of them will be set out (dropped off).

Next, the crew will check the card boxes for specific destinations/sidings that are listed on their schedule. They are Team Track Freight Depot, Snyder's Building Supply, Family Bakery and Station.

Exhibit A. Roseville card boxes with slots for each destination.

In the Family Bakery slot, the crew finds a car card with its waybill (see exhibit B).

Exhibit B

This car card identifies the boxcar number 3672 with the road name D&RGW. Within the pocket of the car card lies the waybill. In the photo above the entire waybill is shown to the right of the car card. It shows Waybill 1 and Waybill 2 (upside down). You will follow the instruction on the waybill that is upright in the pocket.

Waybill 1 shows the current location for car 3672 in Roseville at Family Bakery, and its contents of baked goods. The Waybill directs that boxcar 3672 is to be delivered to World's End and set out on "I/C any track." You may choose any of the four Interchange tracks/sidings at World's End (see Exhibit C). Therefore, you will pick up car 3672 and deliver it to World's End.

Exhibit C. World's End Interchange Sidings

Note: Once car 3672 is set out at a World's End Interchange, the crew will flip the waybill around so that Waybill 2 now appears upright in the car card pocket, and you will place it in the slot corresponding to one of the four tracks/sidings where the car was set out. You can see that Waybill 2 is the opposite of Waybill 1. So, when the Eastbound Mixed Freight train arrives at World's End, the crew will pick up empty car 3672 from where you left it, and they will deliver it to Family Bakery in Roseville.

A few more rules help keep order, some which we have already covered.

RULES

1. Authorization is for the sidings (destinations) specifically listed on the Schedule for each location. No other sidings are authorized.
2. Must always have a caboose when traveling between locations.
3. Limited to a maximum of six cars plus caboose (and tender if applicable).
4. When performing switching duties, keep the Main clear (try to keep the Main Line clear so other trains can pass without stopping).

5. No dispatcher is on duty, so verify that the Main is clear to your next destination before departing.
6. Car cards and waybills stay with the cars.
 - a. If you are picking up a car, take the card and waybill with you.
 - b. After setting out a car, flip the waybill to the next waybill number, and place the car card and waybill in the appropriate box.
7. Return switches “to the Main.” After using a switch, you must return it to the position whereby another train can pass through without stopping.
8. Westbound traffic has priority.

While rules 1 through 8 are applicable to all trains, you may also find a rule specific to your train. For example, a rule specific to the Mixed Freight Train: “Not authorized to transport refrigeration cars, stock cars or tank cars.” Those cars belong to other trains.

THE MEET

We will begin the meet with an introduction of new operators present and a brief tour of the layout. A map of the layout is provided. Next, we will randomly select two-man crews. It is not a problem if two crew members request to work together. New operators will be paired up with an experienced operator. No worries, we've got your back!

The two-man crews are comprised of an engineer and a conductor. The engineer drives the engine while the conductor handles the paperwork and the coupling/uncoupling of cars.

Trains with their Schedules will be assigned to each crew and we're off and running! A typical schedule takes 1 ½ to 2 hours to complete. At this point if you would like to continue, we can switch schedules and run different trains.

Please don't be intimidated by this. It's really a lot of fun, and we will help you every step of the way.

Morgan Meet







Raymond Meet











Building a 7 ½ inch Gauge Locomotive Part 7

Brow Construction (Number Board – Part 1)

By John Ryan

Part 6, we finished up construction of the cab, or so we thought. There's still a little work to be done on it. We still need to construct the roof and the number board section or what I call the "Brow". You will also notice that I have not yet installed the doors. I figure that can come later when I start adding details. For this edition, we'll work on the Brow. For such a smallish piece, it took quite a bit of time and effort. Enough to get 2 editions out of it. I wasn't sure how I wanted to go about constructing the Brow. My first thought was to make it a one-piece unit. I decided it would be easiest and best to make it in separate pieces then tie them together.



First thing I had to do is determine how big the panels that hold the number boards needed to be. Here you can see the rough panels that hold the number boards with the board slots already cut. For now it's larger than it needs to be. I'll cut it down as I determine what I need.



Once I determined how long the panels needed to be I was able to figure the angle. Here

I've cut a couple of practice pieces from scrap. I figured the angle to be 42 degrees as shown by my markings.



These are the basic pieces that will make up the number board frames. There'll be 4 angle pieces, 2 pieces to tie the angles together and the board panel. The longer rectangle piece will be the hanger for two number board assemblies.



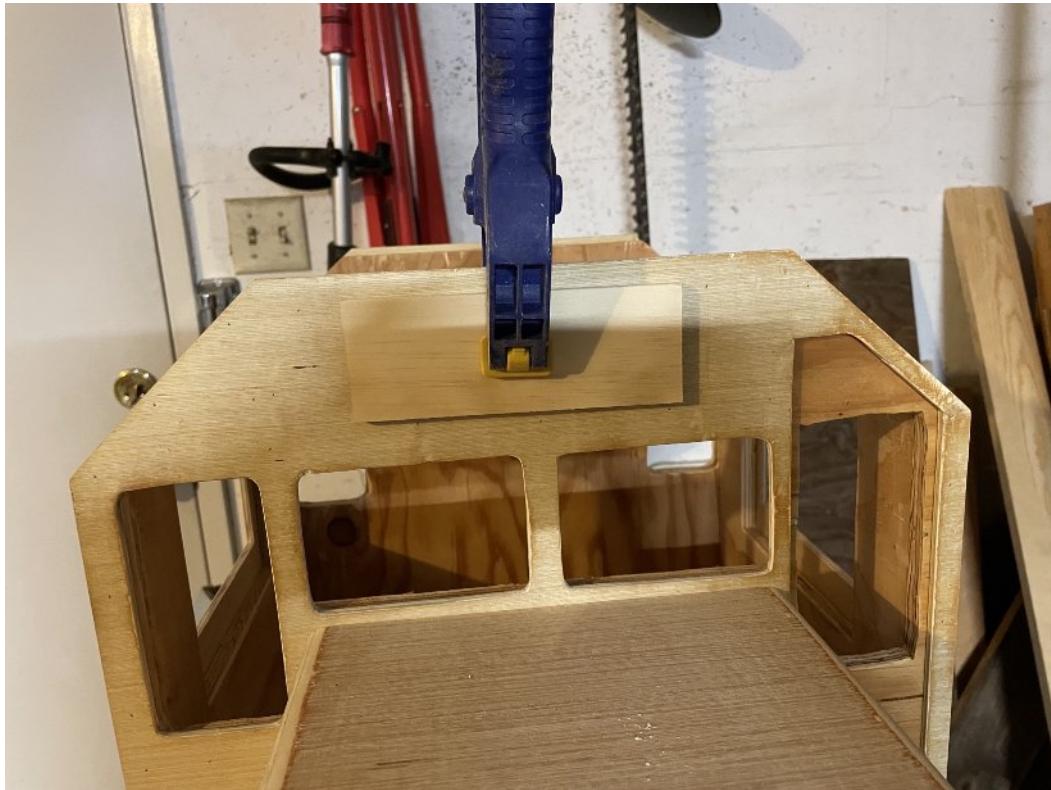
Supports assembled



Here are the assembled number board frames.



Now its time to figure out how to hang the number boards. Remember that rectangular piece?



I made a notch at the back end of the supports for them to slide onto and around the hanger.





Once I had the hanger positioned where I wanted it, I drove in a couple screws. My first thought was to make the installation permanent, remove the screws and use the holes for the light wiring. Instead I decided to attach the number board assemblies on the hanger and replace the screws with bolts to make it removable.



The next task was to make the 2 number board assembly's one piece.
I cut this piece to marry them up. It will also be the roof for the assembly.
I actually cut 3 pieces at different angles 41, 42 and 43 degrees. I chose
the 43deg. angle, it just fit best.



And this is how it looks as one piece. We can now start calling it the Brow.



And this is how it looks placed on the hanger.



There's still more work to be done on the Brow.
We'll finish it up in Part 8

GRITFY's LGB 2017 WINDOW MOD

FROM THE
SHOP OF
WALT
THOMPSON

For many years my LGB #2017 0-4-0 has been a dependable good running locomotive on the GRITFY but I could never get to liking those oval European style windows with the eyebrows. This got me thinking, if I don't like it, why not do something about it? Looking around, i noticed the front and rear windows on the cab of my LGB #2020 Stainz locomotive were similar to the side windows of the #2017 so when I saw a set offered for sale on eBay, I bought 'em. Being the model basher that I am i was reasonably sure It shouldn't take much to replace these windows which should make my little 0-4-0 locomotive more of what I would like.



Getting under way, I removed the cab from the chassis, stripped the cab of its windows and grab irons then carefully marked where the new windows would be going. I then used a square file and opened up both the front and rear window areas to a close fit of the window assemblies I had purchased. After the dust settled, I repainted the cab so it would match the cow guard and headlight. The new windows were then installed, the cab was reassembled and attached back on the chassis. Missing parts like the bell and broken whistle were replaced. One flag pole stanchion on the pilot was broken so to be a little different i changed them both for some brass marker lights that I had from TrackSide Details.



Here we have our modified #2017 locomotive as #8 on a return run from the logging camp heading to the mill with a load of logs assisted by a special tender that has been labeled as "Tender Plus". The log cars here originally came from the Delton Locomotive Works as cut lumber cars with a funky looking load of simulated cut lumber. Not liking the looks of the plastic wood I cut up my wife's Ficus tree because I thought it would look a lot better than the plastic cut lumber. OK, the tree was dead from a freeze we had some time ago and like I do with just about everything I can justify keeping for whatever, I saved a few branches. Here we have some of those logs tied down to the cars with chains and chain cinches from Ozark Miniatures. These cars came with metal wheels and for this train the couplers have been changed over to KaDee #820 couplers. Our Engineer today of course is Engineer Lehmann who originally came with the locomotive.

All in all, this little locomotive and logging train has no problem making its way through the Laguna Rocks area on the GRITFY RR headed for the lumber mill and has also been seen on loan at some of the neighboring railroads as well.

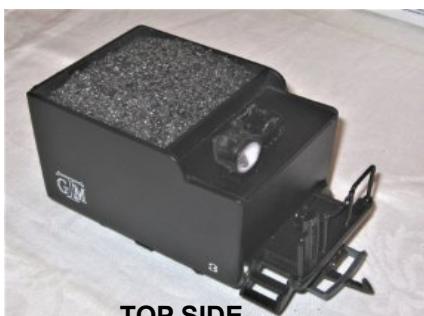
WHAT MAKES UP “TENDER PLUS”

- Basic platform is a section from a *New Bright* Caboose. Don't really know why except it was in the shop, it had steps, hand rails, a brake wheel and it looked like it should work.
- Motorized diesel power truck is from USA Trains with added side frames and journals.
- Walls and rear deck area were constructed from .10 styrene sheets.
- Ladder on the front wall was in the shop parts drawer.
- Water hatch assembly is Ozark Miniatures.
- Rear facing light is from an LGB locomotive and works only while the train is backing up.
- Sound system is Phoenix PB-11, with programmable locomotive sounds.
- There are magnetic reed switches added to the truck to trigger the Bell & whistle.
- Cover over the top of the speaker and sound board resembling a load of coal is from an LGB short side dump ore car, trimmed, coated with #12 silver sand and painted.

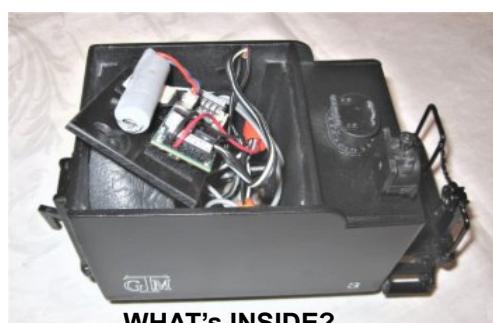
CONSTRUCTION OF “TENDER PLUS”

Creating this tender was quite simple. After sizing the New Bright chassis to where I thought would be good enough, the USA Trains diesel locomotive motor block assembly was attached. The sides were constructed using .100 thick styrene sheeting and glued together with CA. The water hatch and rear facing light were added then after paint I installed the speaker, sound board and wired it all up with the reed switches that activate the bell and whistle sounds. The front has the standard LGB hook to the locomotive and on the rear we can install whatever is necessary for the current pull.

Pictured with a Hook/loop coupler although a KaDee or standard knuckle can be used.



TOP SIDE



WHAT'S INSIDE?



A LOOK AT TRACK SIDE
WITH REED SWITCHES

(AND JUST FOR LOOKS)



SPRUNG SIDE FRAMES
AND JOURNALS



This logger's caboose was scratch built primarily to trail behind any of our logging trains. The chassis was from an LGB 4043 tipper ore cart using Gary Raymond's metal wheels and KaDee #820 couplers front and rear. The cabin was constructed starting with a 3/16" platform of Evans wood. The walls are Basswood simulated siding with a door cut in on the front and sand chute on the side. The roof was formed using more of the siding then covered with wet-or-dry sand paper that simulates roofing material. All the hand rails were shaped from 1/16 inch brass wire. The brake wheel and stirrup steps were from Ozark Miniatures along with the lantern on the rear that works and gets its power through track pickup brushes from USA Trains. Our Brakeman I think is one of Aristo Craft trains Lil' People.

FROM THE
SHOP OF
WALT
THOMPSON

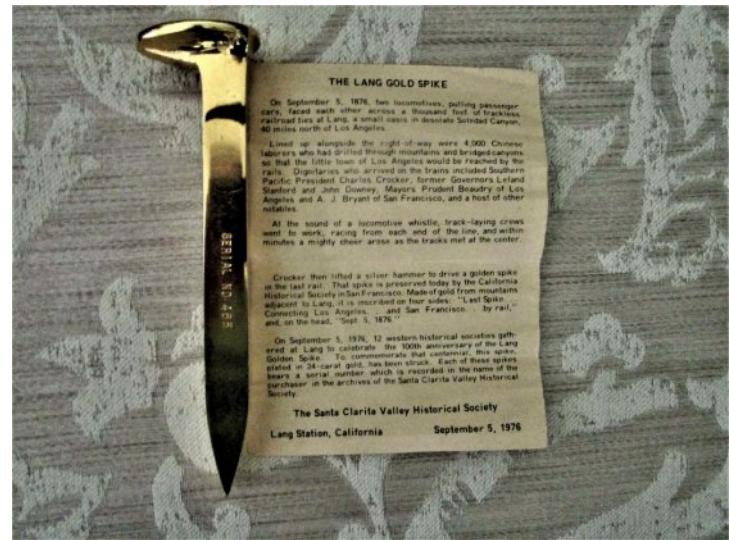
1976 LANG STATION CENTENNIAL & ITS GOLD PLATED RAILROAD SPIKE

A friend of my son was visiting and looking around our home at some of the 'memorabilia' we've collected over the years. Getting into our backyard, he spotted the railroad track and kinda figured I was interested in trains and railroading. Well as we all know, he was right! He then told me that he had something I might be interested in seeing?

The next week during his visit, he gave me (on loan) the following historic items from the LANG STATION event. It seems that at the time of the celebration, his mother worked for the media and collected these items. Looks like a very memorable event for all concerned and I for one personally knew nothing about any of this? The station and/or the event? And it all happened only 25 miles from me? Go figure?

Attached is what he loaned to me:

- Full program from the event
- The spike
- News clippings from the event



CENTRAL CALIFORNIA COAST GARDEN RAILROAD SOCIETY POST-NATIONAL GARDEN RAILWAY CONVENTION TOURS

10-11 JULY, 2023

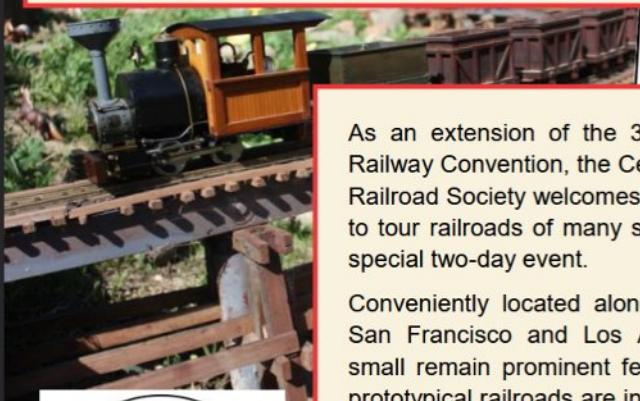
SAN LUIS OBISPO AND NORTHERN SANTA BARBARA COUNTIES
FROM PASO ROBLES TO SANTA YNEZ

VISIT MORE THAN 10 GARDEN RAILROADS
PACIFIC COAST RAILROAD
NORGROVE RAILWAY
BITTER CREEK WESTERN RAILROAD

CONTACT@CCCGRS.ORG



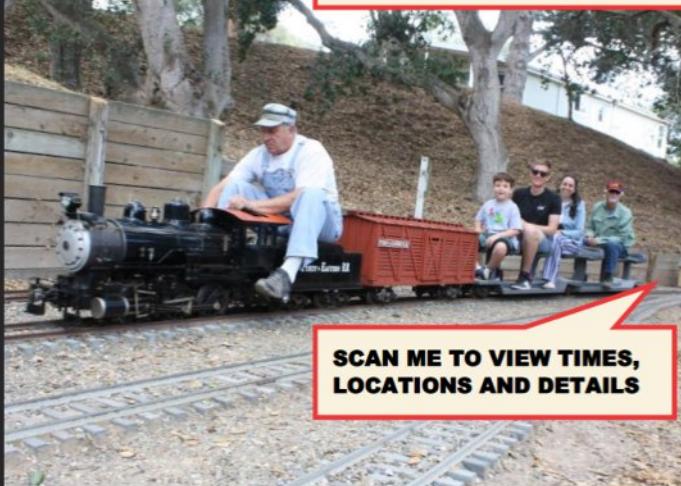
'The place to be in '23!'



As an extension of the 38th Annual National Garden Railway Convention, the Central California Coast Garden Railroad Society welcomes guests from around the world to tour railroads of many scales and gauges during this special two-day event.

Conveniently located along US-101, mid-way between San Francisco and Los Angeles, railroads large and small remain prominent features in the region. Several prototypical railroads are in operation serving the agriculture and agritourism industry. Railroad history is evident as you travel through the landscape and is prominently displayed at the San Luis Obispo Railroad Museum.

We encourage guests to experience our area's natural beauty and popular destinations, including Hearst Castle, Mission San Luis Obispo de Tolosa, Pismo Beach, and the award-winning wineries that make this area the third largest producer of California wine.



SCAN ME TO VIEW TIMES,
LOCATIONS AND DETAILS



www.cccgrs.org



DOG CONSPIRACY THEORY CLUB

WHO'S THE
GOOD BOY,
ANYWAY?
HAS ANYONE
ACTUALLY
SEEN HIM?

DON'T YOU
SEE? THEY USE
THE TREATS,
SQUIRRELS
AND BALLS
TO CONTROL
US!

WHY DO
THEY
TAKE OUR
POOP,
MAN? IS
THE
GOVERN-
MENT
INVOLVED?

220 WHAMMO