



Upcoming Meets:

April 28 11 AM
 Don and Linda Morgan
 1905 View Dr
 Santa Ynez
 (805) 688-1974

Please bring:
 A-G Desserts
 H-O Appetizers
 P-Z Salads

May 26 – Hahn
 June - DeBievre
 July – Paulazzo
 August –
 Heumphrues
 Sept – Siegel
 October – Power
 November - Asher

April 2007

This month we meet at the spacious, and gracious home of Don and Linda Morgan in beautiful Santa Ynez. This meet is perennially one of the most popular in the club. And with good reason, too. Don and Linda have everything it takes for a terrific meet. Great food, a fabulous layout, great food, hospitable hosts, great food, a big crowd. And did I mention the great food?

One thing we won't have this year is the expansive layout with the wide curves. Don is in the process of building an extension, and it won't be finished in time. The original narrow gauge layout is running. So, leave your big engines at home for another meet. Everything has to be able to negotiate 8 foot diameter curves. And, yes, I did inquire about having a work party, but Don says there is too much to do in one day.

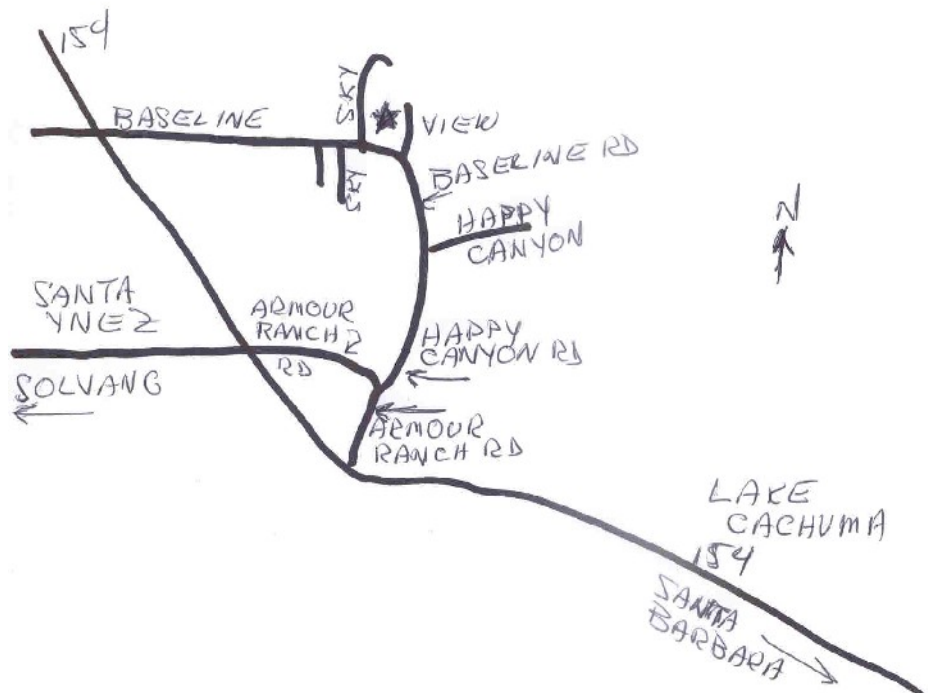
For those who haven't been before, Don stores his cars and engines in a building that looks like a caboose, only it is much nicer inside than any real caboose ever was. It also serves to display his extensive collection of railroad lanterns. There is even some room leftover to display some of Linda's teddy bear collection. They also have a koi pond near the house. They had to dig it four feet deep, not because of weather, but because of herons and other fishing birds.

If you haven't been before, you might want to check a real map, and not rely entirely on the one below. In particular, make a note of the street **past** the correct turn on all the roads after San Marcos Pass Rd. Baseline Rd is hidden on a curve, and I always go past it.

Directions:

West 101
 Off at State St exit
 Follow signs for Hwy 154
 Continue on Calle Real
 Right San Marcos Pass Rd
 22 miles (pass Lake Cachuma) to:
 Right on Armour Ranch Rd
 1.3 miles to:
 Right on Happy Canyon Rd
 then 1.1 miles to:
 Left on Baseline Rd
 then 1.1 miles to:
 Right on View Dr to end

 1905 is on the left side, way back from the road



New Email Address

Mike McClain wrote to say that they have a new email address. You can find the new one on the masthead at the right, but you won't find it on the enclosed roster. That is because I had finished printing the roster less than an hour before Mike sent that message. Luckily, there is plenty of room above and below for you to change it yourself. While you are at it, you can also change the date at the top of the page to match the correct date at the bottom of the page.

Membership Changes

Recently we have lost two members, and gained two others. We now have 55 members.

Herb Barnes and Larry Grant were both instrumental in making the GCGRS what it is today. I did not know either of them very well, so Bob Cage filled in the gaps for Herb, while Russ Reinberg did the same for Larry. You can find both on page 5.

New Members: Paul and Christine Jennings

First are Paul and Christine Jennings who live in the UK. Paul and Christine visited Jim and Sylvia Eldridge last fall. Paul says:

“Our Railway is called Coates Central, named after the village we live in. The original part was built 10 years ago and we extended it 4 years ago.

We have approximately 350 feet of track. The gradient ranges from about 14 inches on the shuttle to 5 inches on the main layout. We have included two ponds one with fish the other a wildlife pond with frogs and newts. Our planting ranges from the original full size conifers we built the railway around to dwarf conifers and ground cover perennials we have planted. Its fair to say that 99% of engines and rolling stock I run is American from USA Trains, Aristocraft and LGB, my buildings also have an American theme.”

That is Paul and Christine in the lower right corner, and their layout in the lower left. Paul sent a lot more pictures than I have room for; you can find a bunch more on our web site www.gcgrs.com.

Another New Member: John Emerson

Next is John Emerson, whose permanent address is Amarillo, Texas, but is currently living in Guadalupe, CA. He is on assignment at Vandenburg AFB for the time being. By an odd coincidence, five of the next six meets are in Santa Barbara county, so John joined at just the right time.

John has an indoor layout, called the Late Start & Never Finish, in Amarillo. He models modern diesels, mostly UP and BNSF. He has 250 feet of hand laid mainline, with maximum grades of 1½ %. The layout occupies the entire attic of his house. He has a bit over a year of work into it so far. He says he will bring pictures to one of the meets, but doesn't want to bore us. As if any of us would be bored looking at someone's layout. Bring those pictures, John!!

Newsletter:
Gary Olmstead
(805) 648-1770

2444 Lexington Dr.
Ventura CA 93003

garyolmstead AT
earthlink DOT net

Membership:
Bruce Kuebler
pbkuebler AT
sbcglobal DOT net

Web site:
www.gcgrs.com

Webmaster:
Mike McClain
mtmii AT roadrunner
DOT com

Please put “GCGRS”
in the subject line of
any correspondence.

Meets: Beaver
(805) 967-2552
The Gold Coast
Garden Railroad
Newsletter is published
monthly. Membership
in our society is open to
anyone at the pleasure
or whim of the
members at large.



Miroballi's March Meet

Well, after all that worrying and fussing about rain; we had a fabulous day for running trains.

Dan has a very large layout, taking the whole back end of the yard, and considerable space for loops at both ends. One end is nicely landscaped, and even has a stream and waterfall. The rest is more of a work in process, consisting of bridges, viaducts, and a good start on what should be some very impressive mountains.

There was a very good crowd, and so many people brought trains to run that I may not have space to mention them all. So, take a deep breath, and let's GO!

Beaver brought that cute little... ummm .. whatever it is. It was by far the

smallest loco there, but also the clear winner in the cute contest. Or would have been, had there been a cute contest. He brought the attached flat car, gondola and caboose, too.

John Ryan brought the white USA GP-38-2. He is planning to add a snowplow, and then paint it in SP colors. The SP GP9 behind it is also John's, as are the boxcar and caboose.

John Lyans brought his D&RGW RPO, none the worse for its fall at Mike & Sharon's meet last month. There was one curve here that it just did not like. It nearly tipped over every time through. Nobody else had any problems there.

Those are Gary Raymond's Dash 8s double heading down the grade.

Richard Abraham brought his SP 4-8-4 and was able to let it stretch its legs with a real train for a nice change.

Georges Arseneault brought his K-27. It looked great with John's RPO, and even better with a longer train.

I didn't find out who brought the Challenger or the Sierra #46 diesel. They ran before I got there. If the owners will drop me a line, I will mention it next time.

Thanks to Dan and Cheryl for putting on a terrific meet. Even if I did completely forget to take their picture.

Thanks also to Bill Fincher and to Dennis Paulazzo for supplying some of today's pictures.





In Memoriam: Herb Barnes

One of our long time members, Herb Barnes, passed away on March 15. Herb had been sick for some time; and hadn't been active in the club for several years.

I met Herb when I first joined the club. What I remember most about his layout is that he had laid all the track by hand with redwood ties, and individually nailed each tie. Unfortunately, it also proved the old adage that redwood won't hold nails. The perfectly laid track had all but disintegrated. Byron McCracken and I made a Saturday out of helping Herb do a fairly complete rebuild.

I wasn't able to determine when Herb joined the GCGRS, but his name appears on a 1992 roster. I asked Bob Cage if he had any memories of Herb that he wanted to share. Bob said:

"Herb was one of the good guys, a skilled model craftsman, had a great little railway in his yard, all hand laid nickle silver, made his own turnouts. He was working on a G scale live steamer, a Heisler as I recall. I was impressed that he would take on something that challenging as a first time scratch building project. Personality wise, he was laid back, easy going, modest, do anything for you, a great guy, a wonderful friend."

Herb's memorial service was well attended; including a dozen GCGRS members. Just about every member there recalled that hand laid track. His widow, Peggy, was there in a wheelchair. She hasn't been well herself lately. But, she stayed all the way through the service and the meet-and-greet afterwards, which ran nearly two hours.

All the members of the GCGRS send their condolences to Peggy; and wish her the best for the future.

In Memoriam: Larry Grant

Soon after receiving word of Herb's passing, I found out that Larry Grant passed away last October. I don't know why it took so long for word to reach Ventura; I was sure I had seen that Pony Express rider just the other day. Be that as it may, I only talked to Larry a couple times, and did not know him well. I asked Russ Reinberg if he could fill in the details, and of course Russ more than filled the bill. Here is his word picture of Larry:

"I am responsible for Larry Grant's joining the Gold Coast society. Back in 1992 Larry somehow came to my attention, maybe through a LAGRS meet. His modeling and layout concept were so sophisticated and his personality so great that I decided to draft him into our club. At that time I was El Jefe Grandissimo and Benign Dictator so I formed a posse consisting of Don M. Scott, Railroad Man and Charlie Schlosser and Bob Cage. We descended upon poor Larry one Saturday afternoon and announced he was to be a member of Gold Coast

regardless of whether he wanted to be or whether he even paid dues.

Well, you can imagine his reaction. He laughed and didn't exactly know what to say and brought out sandwiches and chips and drinks to shut us up. He also insisted on paying dues. And he was pretty overwhelmed. He went on to be a major influence in the Gold Coast Society in his own very quiet and modest way.

A few weeks later I drove out to his house and shot photos of his layout and two or three locomotives he had built. One appeared on the cover of an early Outdoor Railroader along with a feature on the layout. Larry had converted an LGB Mogul to a D&RGW 2-8-0 and painted it in the yellow, black, and silver scheme. It was stunning and truly innovative. A really outstanding conversion by any standard. I might also add that the engineering was terrifyingly clever and foreshadowed a lot of other brilliant models Larry devised and completed as time went on.

Sometime in the mid 1990s he scratch built a gorgeous 1:24 scale Heisler and brought it over for weathering. We spent most of a day subtly airbrushing and applying pastel chalks to the model until it snapped to life. The model was of contest quality and may have won a prize. Larry always managed to impress even the most snobbish modelers with his innovation and meticulous technique.

A lot of people didn't realize that he was the chief video editor for KABC Eyewitness News for about the last ten years of his career. (I think he was about 62 when he retired but he looked about 40.) As a former TV reporter myself I can tell you that everyday he worked under enormous stress and often impossible time constraints. He had to deal with egotists, dictators, jerks, producers with PMS, and people who couldn't handle pressure. I recall that nearly every day, as any newsroom approached the deadline, things would resemble a zoo a feeding time. It was not uncommon for an editor to have to sprint from his booth to master control in the middle of a newscast with a just completed tape and pop it into a player only a second or two before the story ran.

But, if you remember, Larry was always calm and polite and cheerful and nice. He was also intelligent, level headed, organized, and amazingly competent. That's probably why they put him in charge.

You know how we like some people and respect others and admire others but it is rare that somebody manages to earn all three? Well, at least in my case, Larry Grant did earn all three. He was one hell of a guy. The world is a worse place without him."

Thank you, Russ, for that wonderful description.

GCGRS Membership Application Form

Membership in the Gold Coast Garden Railway Society is open to anyone who is interested in outdoor model railroading. Dues are \$20 per year. New members, please add \$6 for each name tag that you want to have. Membership runs from January to December. Make checks payable to "Bruce Kuebler". You can put GCGRS on the memo line.

Bring this application to any meet, or mail it to:

Bruce Kuebler
10908 Encino Dr
Oak View CA 93022-9238

First Name _____ Spouse/Partner/Other(SPO): _____

Last Name: _____ SPO Last Name, if different: _____

Street Address _____

City _____ State _____ Zip _____

Home Phone: (_____) _____ email address: _____

Status of your layout (check one): ___ Someday, ___ Serious planning stage, ___ Construction, ___ Barely operational, ___ Marginally OK ___ Not good enough for a meet, ___ Pretty good, if you don't look too closely

Would you like some advice/help from someone in the club? ___ Yes ___ No

If Yes, what would you like help with first?

If you have an operating layout, tell us a bit about it.

The name of your railroad: _____

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

Gold Coast Garden Railway Society
2444 Lexington Dr
Ventura CA 93003-1515