



Upcoming Meets:

John and Joani

Golnik

August 9 11 AM

2237 Spyglass Trail

West Oxnard

(805) 278-2894

Please bring:

A-G Salads

H-O Desserts

P-Z Appetizers

Beaver and Mary

DeBievre

August 23 11 AM

4573 Atascadero Dr

Santa Barbara

(805) 967-2552

Please bring:

A-G Appetizers

H-O Salads

P-Z Desserts

Upcoming Meets:

Sept 13 - Albin

October- Arseneault
and Lyans

November – Ford

Dec 13 - Chaudier

August 2008

Future meets – Open Dates

Welcoming the Golniks to our very exclusive group of people who have hosted meets gives me the opportunity to extend the invitation to everyone else who has a layout but hasn't hosted a meet for awhile, or has never hosted one. We have several openings for meets next year. January, February, October, and November, to be exact. The weather is almost always great, even in February, but many people reserve an alternate date as a backup, just in case..

If you think your layout isn't ready for a meet, take it from me that there isn't a better incentive to get out there and add that new feature, or repair that iffy spot in the track. You know, the one that you have been meaning to deal with for longer than you can remember. You can also use the opportunity to find out how to take the next step, whatever that next step may be for you.

There is a last minute change to the schedule. We have two meets this month instead of one.

First up is John and Joani Golnik's meet on the ninth. John and Joani are two of our newest members, and here they are hosting a meet already!! Woo-hoo!! Way to go, John and Joani!! You two are my heros!!

Jane and I went to visit the other day, and this layout is more than ready to show. That isn't to say there aren't years of work left, after all, building a layout is a journey, not a destination.

The tightest curves are four foot radius, but there are several reverse curves with no intervening straights, so leave your larger engines and cars for another day. There is a through truss bridge, so vertical clearance is limited to eleven inches or so. The layout is large enough to let your trains really stretch out, so bring plenty of cars, too.

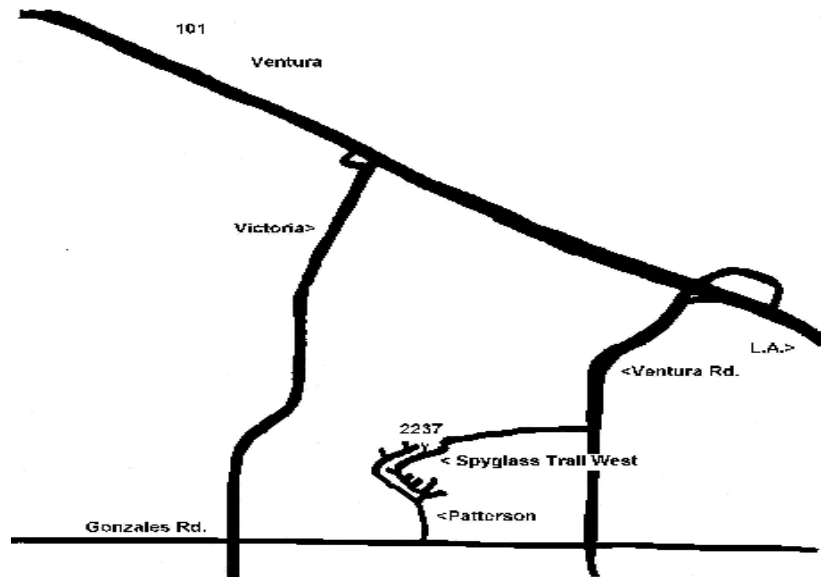
The layout is mostly flat, although there are grades leading to and from a trestle passing over another track.

Directions from the East:

North 101
Off and Left Vineyard Ave
Left Pebble Beach Trail
Right Spyglass Trail W
three houses to 2237

Directions from the West:

South 101
Off and Right Victoria
Left Gonzales Rd
Left Patterson
Right Bermuda Dunes one
house to
Left Spyglass Trail West to
2237 (third from the end)



Beaver and Mary DeBievre's Meet:

Our second meet this month will be at the home of Beaver and Mary DeBievre in Santa Barbara.

This is another layout that has so much going on with plants, structures, figures and water features that sometimes you barely have time to notice the trains. Bring your camera, there are way too many excellent angles for fabulous pictures.

Beaver says that the layout is still a narrow gauge logging railroad, with two separate tracks. All curves and elevations remain the same, although Beaver has been working on the track to possibly accommodate more of the engines.

The upper part has mostly five foot diameter curves, tight clearances, and steep grades. Sounds great, doesn't it? If not, the lower loop has eight foot diameter or larger curves and relatively gentle grades. The optional extension has a long, steep downgrade, followed by some swoopy curves, and then a long steep upgrade. But you can avoid it completely if it is too challenging.

His cars have LGB hook & loop couplers. If you have something different, you will have to bring a car to convert to this system.

Mary has been working on the fairy layout, and promises even more really cool stuff on

it; but you will have to come and see it for yourself to learn more about it.

Beaver and Mary hosted the very first meet I went to after I joined the club, and this layout is still the standard that I use to compare all others. If you have never been, you have really missed a great layout.

Sound Installation Clinic

Richard Abraham is going to host a clinic at Beaver's meet. He will demonstrate installing sound systems in various kinds of locomotives. When I talked to him a couple weeks ago, he was planning on showing a diesel, a Connie, and a Shay, but the list might change. He is researching installing sound in Big Boys and Challengers because he is expecting questions on both of them. Don't disappoint him, ask some questions about them even if you don't own one.

He is also planning to talk about various manufacturers products, including Phoenix, Sierra and Loco-Linc.

Richard says to be sure to tell you that he is not an expert, although he has done quite a few. I didn't tell him that that makes him an expert compared to most of us. But my Mason is going to need a sound system, one of these days, and I hope to learn a lot here.

Newsletter:

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Webmaster:

De Eldridge
de AT ie-formula DOT
com

Please put "GCGRS"
in the subject line of
any correspondence.

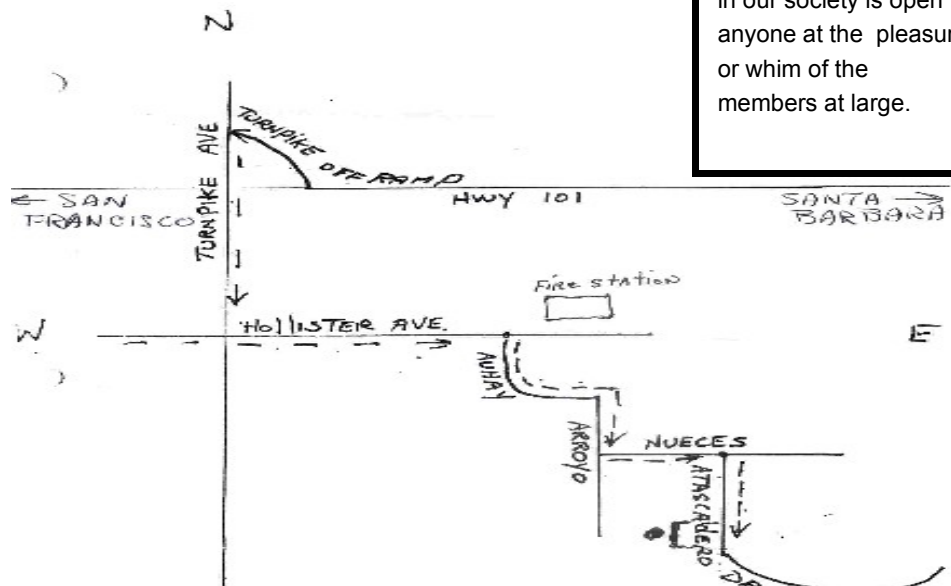
Meets: Beaver

(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.

Directions from the South
North 101
Off and Left Turnpike
Left Hollister
Right Auhay Dr
Right Arroyo Rd
Left Nueces Dr
Right Atascadero to 4573

Directions from the North
South 101
Off and Right Turnpike
Left Hollister
Right Auhay Dr
Right Arroyo Rd
Left Nueces Dr
Right Atascadero to 4573



Sal and Deborah Mele's Meet:

Sal has done a lot of work on this layout since their last meet, and it really shows. This layout has something for almost everyone. The mountain that I couldn't recall last month is in the back corner. It's a real beauty, with steep grades, a nice trestle, and real water. The rest of the layout is mostly flat, and has lots of buildings and figures. There is also a unique collection of plants.

Sal's drawbridge was the hit of the meet. Approaching trains stop and restart automatically. There are flashing light along the bottom of the bridge. As you can imagine, Sal spent months designing and building it, and it finally came together after dark on the evening before the meet. We all thought it was worth the effort.

The circus scenes, parachute drop, carousals and the people in, on, and around them were all bought in their current form. The parachute drop and carousals operate, and they all have lights. Sal says it is even better at night.

Chris Walas ran one of my all time favorite engines, his Racket, along with some matching little cars. In case you're wondering, the Racket is powered by a motor in the tender.

Crazy Charlie (Richard) ran his Milwaukee Road GP-30 diesel and box car. The box car caused some consternation at first. It has a sound card whose battery needed charging, so Crazy left it on a powered siding with the sound on. Trouble was, it was right next to the Racket, which made it sound like the little Racket was making those diesel noises.

Rex Davis brought the very colorful LGB 0-4-0 and cars.

Beaver ran his Forney and work cars. I particularly like the sway back flat car. He made the flat car in his oven, presumably when Mary was someplace else. I didn't ask about that part. Wish I had a better picture of it.

Byron McCracken ran his Acela. We weren't sure how it would do going through the reverse curves near the drawbridge, but it was fine.

The circus trains belong to Sal.

Thanks to Dennis Paulazzo and John Albin for contributing pictures this month. And a big thank you to Sal and Deborah for hosting another great meet.





Have some free time? Looking for a Challenge?

You may recall that in April I brought up the subject of our starting an on-line group as a faster way for our members to send messages and post pictures, recipes, and whatever else caught their fancy. We can set it up for free with Yahoo!.

I think this is an interesting way for the club members to keep in touch without waiting for the bulletin. This would complement, not replace, the bulletin.

But, it needs a champion, and I really haven't got the time. If it sounds interesting to you, let me know, and I will tell you everything I know.

NMRA Bus Tour Hits Santa Barbara

The NMRA 2008 Convention was held on July 13-19, and they had a bus tour that hit, among other places, Richard Abraham's home in Santa Barbara. I dunno, that ride's gotta be three hours each way. Assuming no traffic problems. That had better be one very nice bus, that's all I can say. Although Jane and her mother and I had a very comfortable ride in a Volvo 7450 53 passenger coach across what seemed like half of New Zealand going from Queenstown to Milford Sound and back. But I digress.

Anyway, Richard said he had 42 visitors, and they all had a great time. Beaver and several other people helped share the fun.

You Read it HERE First

That same NMRA bus tour also featured a stop at Gary Siegel's layouts. Here is the tour's description of his G-scale layout:

"Gary is still in the early stages of what promises to be an outstanding layout. It is a long point-to-point design that goes out, and out some more, and up, and a little more out, then it wraps around so that the end points are next to each other. It will be a model of the Southern Pacific's Santa Cruz Division. Eventually, it will represent the main line from San Jose to Santa Cruz. Communities and industries that existed along this line around the "early middle" of the 20th century will be added. The minimum radius is 10 feet, and the grade is less than 2%. There is even more track than there was last time. Gary has planted several hundred dwarf Alberta spruce trees as part of the scenery."

Sound familiar? If you say Yes, then I say you have a great memory. It is, word for word, the description that I used in this very bulletin for his meet this last April.

Hummm.... Some of the descriptions for the other stops are kinda ... how to put this?... BORRRRIIIINNG!!!. Maybe I should make them an offer.

Speaking of Recycled Material ...

The following appeared in the December, 2001 issue of the GCGRS bulletin. There isn't any attribution given so credit and blame (yes, both at once) go to the then editor, John Lyans. I've always liked this story, and I have this large empty space, so I'll inflict it on you again.

Three garden railroaders died in an airplane accident and went to heaven together. When they got there, St. Peter says to them, "We only have one rule here in heaven. Don't step on the ducks!" And sure enough, there are millions of ducks all over the place. It is almost impossible not to step on a duck, and although they try their best to avoid them, the first modeler accidentally steps on a duck the very first day. Almost instantly, along comes St. Peter carrying one of the ugliest model trains you have ever seen. A 1:22 LGB Stainz, a scratch-built 7/8th scale boxcar, and an Aristo 1:29 streamlined observation car.

"Your punishment for stepping on a duck" St. Peter proclaims, "is to spend eternity at God's Own Garden Railway Convention with this ugly train!" In another instant, a secret right-of-way appears in the mist, and the model railroader is whisked by angels to the Convention Hotel in shame.

Despite witnessing the fate of their first friend, the second garden railroader goofs up the very next day and steps on another duck. St. Peter, who doesn't miss a thing, joins the modelers in an instant and assigns him a 1:32 Marklin Maxi F unit, and six 1:20 Bachmann tipper ore cars. Angels then lead the broken hearted modeler to God's Own Model Railway Convention as eternal punishment.

The third large-scaler has seen all this, and, not wanting to be coupled for all eternity to an ugly train, resolves to be VERY careful about stepping on any of the ducks – and manages to avoid any mistakes for many, many months. But one day, St. Peter shows up anyway, with the slickest looking train the garden railroader has ever seen. A big, 1:20 Berlyn K-36, with a long, 1:20 mixed freight of Hartford, Berlyn, 3ft Classic, and Accucraft cars. This is the best darned train the modeler has ever seen, and without saying a word, St. Peter turns it over to him.

"What did I do to get such a fine train" he asks St. Peter. "Was it going all those months avoiding all your feathered friends?"

"Well, not really", was St. Peter's reply. "This particular train hit a duck this morning at a grade crossing."

The archives that I have don't have any other stories like this, or like anything else either, so now that you have survived this one, you are safe for the future. Or at least until I have another empty column at deadline.

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
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