



February 2009

Upcoming Meets:

February 27

11AM - 3PM

Art and Diane

Sylvester

(805) 967-1742

Call if the weather is questionable.

Please bring:

A-G Salads

H-O Desserts

P-Z Appetizers

March – Richard

April – Morgan

May – Eldridge (early),

Siegel (late)

June – Miroballi

July – Heumphreus

August – Albin

September – Walker

October -- Paulazzo

LAST ISSUE? SEE PAGE 2!

February Meet at Art and Diane Sylvester's La Patera & Pacific RR

Art sez:

“Come to our February meeting on Saturday, the 27th, at the home of **Art and Diane Sylvester** in Goleta. Opine on how Art can connect the existing layout to the undeveloped, central part of the yard.

Since we were there 2-3 years ago, Art has added a lengthy, elevated addition along the side yard with a reversing wye and a 3-spur rail yard. The remainder of the layout is a folded dog bone along the length of the back yard with one passing siding.

The layout is unadorned. You'll have to bring your own little people and houses if you need them to run your train. Instead, the layout features rocks, flowers, and one

unfinished place at the north end where Art will build a pond-less waterfall in the Spring.

Big, wide 1:20.3 K-36 and K-37 locos don't do so well on this layout because of a narrow bridge, nor does anything requiring more than 4 ft. radius curves. Maximum grade is 3% over a 5 foot stretch, but if that is too steep for you, then run downhill in the other direction.

Wheelchair accessible, plenty of street parking, in the park across the street, or in the school lot down the street. 11 am - 3pm. Rain cancels, so please call if the weather looks problematic.”

Thanks, Art, I couldn't have said it better myself.

Humm,... “wheelchair accessible” isn't something that anyone has asked about recently, but it's a good idea. More on page 2.

Directions and map deleted from on line edition. Call meet host for directions.

Last Renewal Reminder for 2009!!!

I see that only about 2/3 of our members have renewed for next year. Even so, this is the last time I am going to mention renewing for this year. I will be mailing a new membership roster with the March issue, and anyone who hasn't renewed by then won't be on the list. You have a bit of time; but don't put it off too long.

So, check the address label on the back page. If it says "2008", you won't need to sit by your mailbox waiting for the March issue unless you send in a renewal. .

And if you signed up for a meet in **2009**, you get a free membership in **2010**.

One More Helping of Christmas Leftovers:

Jackie Chaudier sent a very nice note thanking everyone who helped on the Christmas party. Unfortunately, I had to get the January bulletin out right after their meet, and I was already finished when her note arrived. Here it is:

"John and I would like to thank all of our guests who brought fabulous food to compliment the turkey and ham.

Thank you **Byron McCracken** for helping with the setup of the layout prior to the run.

A big thank you to **Don Asher** for fixing and leveling a major part of the track.

A special thanks to **Bobby Hahn** for helping repair track before the run, which is most important.

A big thanks to **Rochelle Hahn** for helping with the food and games and cleanup.

Thanks to **Wendy Power** for all the kitchen help during the preparation of our Christmas dinner.

We wish you all a Merry Christmas and a Happy New Year.

The Chaudier's"

More Thanks

John Power called to express his appreciation for everyone coming to their meet, and to say how much he enjoyed having us all over. We all had a great time, John, and look forward to seeing you and Wendy at your new house, wherever it may be.

All Aboard!!

Please join me in welcoming our newest members, **John and Lisa Huey**, from Simi Valley. They recently moved into a house that has some space for a real layout, so John decided it was time to move up from HO. He's very interested in all things Southern Pacific. In fact, you may know John as the founding President and member #1 of the Southern Pacific Historical & Technical Society.

They went to Colorado recently, and John got hooked on narrow gauge. Now he is considering how to wrap some track around, over and/or through a large hill in his backyard. He would like some help on his plans, so if you have some advice to spare, he would like to talk to you. You can call John at (805) 584-6189.

Wheelchair Accessibility Again:

OK, so I did some research about what qualifies as wheelchair accessible.

For the garden, it means paths that are at least 36 inches wide, with no steps, and a solid surface. Solid surfaces need to be firm and stable, and include paving, wood, compacted earth, and compacted gravel.

Uncompacted earth, uncompacted gravel, pea gravel whether compacted or not, wood chips and sand are never firm or stable and are never considered "accessible".

For the home, wheelchair accessible means doors are 32 inches or wider, hallways are at least 48 inches, and no steps or stairs.

So, what do you think? Do you know people who might be interested in coming to our meets but need a wheelchair or scooter to get around? Would accessibility information be useful to anybody?

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:
<http://www.gcgrs.com>

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.

Answers to last month's
quiz:

- 1 - B
- 2 - E
- 3 - F
- 4 - C
- 5 - A
- 6 - D

Next Month:

The new roster.
A new quiz. Perhaps.

John and Wendy Power's Meet

There was a hint of rain early in the morning, but it cleared up, and the meet was gorgeous. We had a good crowd, and great food, too.

John Lyans ran his C16 and a mixed bag of cars, some his, and some borrowed. I've gushed enough over how great this engine is, you're probably tired of hearing about it. But I still like it.

John Power wanted to share the fun, so he ran his K36 and cars, and also his D&RGW Goose, and his West Side Shay. The Shay split a switch and derailed, but otherwise ran well.

John doubleheaded his K36 with **Andy Speidel's** equally nice K36. Andy also brought his beautifully weathered cars.

Beaver ran his Sandy River Forney with an added battery car for power, and some nice cars.

John Albin's wife **Rita** bought the White Pass Connie for him for Christmas. John, whatever you doing, it's working; keep doing it!!

Richard Abraham has been acquiring WW 2 Army tanks and stuff, and finally has enough to make a train, so he did. He paired them up with his Silverton Northern Connie.

John Golnik brought this old style Mogul, complete with Russia iron boiler. He's had it for awhile, although I didn't remember it. That is John's next door neighbor, **Christopher**, running his Christmas present, the Lionel loco.

Bob Woodward was extra good last year, so Santa dropped off the beautiful Aristocraft Norfolk Southern GE Dash 9. Bob says it runs very well, and he is very happy with it.

Charlie Richard brought his, ... well, not really Christmas, more like April Fools Day locomotive, the Meccano whatever it is. It's problematic as a locomotive, as the leading and trailing trucks have flanges, but the drivers don't. So it's best at sitting around and being decorative.

Thanks to John Albin and **Paul Salverson** for contributing some of these pictures. The best ones, of course. And thanks to John and Wendy for another great meet.





'Gauges and Scales' by Jerry Kutchey

One of the planning tips for beginning garden railroaders is to "... choose a scale and stick with it." Doing so, I've read, will help guide your design and purchase decisions so you'll have reasonably consistent and uniformly-sized equipment and accessories. O.K., good advice assuming you understand what scales ... and gauges ... are all about. As a newcomer to the hobby, I quickly became confused with many of these terms and descriptions. After initially reading a lot of LGB literature, I thought that *all* garden model RR's were "G-scale"! Then I started hearing about "Gauge-1". What was that all about? Unfortunately, the terms 'scale' and 'gauge' are often used interchangeably ... and incorrectly ... by both manufacturers and hobbyists to further confuse the issue. So, time to do a little research!

First, *gauge* is a reference to the tracks and is nothing more than the distance between the rails for both model and prototype railroads. Most commonly, model garden railroads employ "Gauge-1" wherein the distance between the model rails is 45mm (1-3/4"). I've learned that Gauge-1 is a designation that was coined in the late 19th century, along with Gauge-0 (32mm) and others.

"Scale" is simply the size ratio or proportion of the model to the corresponding full-size prototype. If the proportion is 1/2"-to-1 foot, the scale would be 1:24 (called '1/2" scale'). There is, in fact, a "G-Scale" designation that corresponds to 1:22.5 ratio, but more on how that came about in a second. I've observed that Gauge-1 is commonly but incorrectly called "G-Scale" but it's a misnomer.

Growth in garden railroading really began in the late 1960's when the *Lehmann* firm of Germany began offering its large ("*Grosse Bahn*"), outdoor-designed models of European narrow-gauge prototypes for running on Gauge-1 track. The European prototypes were one-meter gauge (1000mm or 39.37 inches). Hence, the effective scale equated to 1:22.5 (i.e., 45mm-to-1000mm using the respective gauges to compute the scale). This has come to be called "G-Scale" and corresponds to a ratio of 0.533 inches-to-1 foot. American narrow-gauge prototype RR's, however, typically employ a rail-distance of 3-feet (approx. 914mm), slightly less than one meter. As a consequence, models of American narrow-gauge RR's running on 45mm Gauge-1 track translate to a proportion or scale of 1:20.3 (i.e., 45mm-to-914mm).

Following the initial narrow-gauge offerings by LGB, models of American standard gauge prototypes began to be introduced. Rail-spacing for American standard-gauge prototypes is 4' 8-1/2" (approx. 1440mm). Models of standard gauge prototypes running on Gauge-1 rails, then, correspond to a proportion of 1:32 (also called "1 scale" to add to the confusion!). There are many

GCGRS members who focus on modeling in this particular scale.

Of course, there are other gauges and scales than those I've just described, including 'compromise' scales such as 1:29 wherein buildings and accessories in this scale can be reasonably used (though not wholly accurately) for both narrow and standard gauge model layouts.

What does all this mean for *your* model railroad and your planning? Well, as usual, it depends on what *you* enjoy! Strict purists wouldn't think of mixing scales on their layout and would want to ensure a consistent scale is maintained for all loco's, rolling stock, buildings, figures, and so on. Others, however, may not really care if they have a standard-gauge boxcar being pulled by a narrow-gauge mogul. It's all about what you enjoy!

Thanks, Jerry. I always forget how confusing scale and gauge are to newcomers, especially in garden railroading. Jerry resisted the impulse to list more than the most common scales, but I am weaker than he is, so here goes:

Name	Ratio	Correct for:
SE (Seven Eighths)	1:13	2 foot prototypes used in Maine and Wales
Fn3	1:20.3	3 foot.
G scale	1:22.5	1 meter European narrow gauge, some in India, and some in Brazil.
1/2 inch scale	1:24	3 foot 6 inch gauge southern Africa, New Zealand, Japan, Taiwan, and other places.

1:29 which doesn't seem to have a name, and isn't really right for any gauge on 45 mm track. I'm sure there are some 1:32 purists saying, "Yes! I knew it!". But we don't listen to them. Run all the 1:29 you can stand.

Gauge 1	1:32	4 foot 8 1/2 in.
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I did manage to confine myself to those scales that are used with 45 mm track.

I see that if you want to model wider gauges, such as the 5 foot gauge popular in the South before 1865, and in Russia today, or 5 foot, 3 inch "Irish gauge" also used in Victoria, Australia and Brazil, or even the 7 foot, 1/4 inch gauge used on the Great Western RR in England before 1892 you are pretty much on your own.

Can't get enough? Here's a link to a list of 67 different gauges: http://en.wikipedia.org/wiki/List_of_rail_gauges

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 for GCGRS**".

Bring this application and payment 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
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