



Upcoming Meets:

Saturday July 18 11AM
Gary and Marilyn
Siegel

Santa Barbara
(805) 969-7687

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

Saturday July 25 11AM
Joe and Mary
Heumphreus

Santa Barbara
(805) 967-1675

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

Sunday July 26 –
Jennings --See June
issue.

August 8 – Albin
August 22 – Beaver

July 2009

Gary and Marilyn Siegel

No, you aren't imagining things, and I haven't accidently re-sent the May issue. Gary decided that he just isn't having enough fun, so he's inviting everyone over again.

Gary's SP Santa Cruz Division is modeled after the Southern Pacific's line from San Jose to Santa Cruz. Gary has set the era to the late 1950's.

The layout is a point-to-point design with a main line that is 750 feet long. Its half dozen passing sidings are designed to encourage operating trains in addition to just watching them run. I'm not sure what Gary has done since last time. I am sure that there will be new things to admire, and maybe even some ideas that you could borrow for your layout.

The minimum radius is 8 feet 6 inches, and the grades are no worse than 1.5%. The layout favors first and second

generation diesels. Tunnel clearances have been sorted out, and 1:20 locos and cars will get around OK. The layout does not have track power, it's strictly battery power and radio control.

And be sure to wear comfortable shoes, so that you can follow your train around. You'll need to move around to keep an eye on them. You'll want to follow them so that you can get the full benefit of running past the steep cliffs and dense forests of dwarf Alberta spruce.

Old Business

The on line edition of the May issue has an extra four pages of pictures of Gary's layout from 2006 to 2009. All the pictures are from about the same vantage point, that is, high on the hill overlooking both the San Jose and Santa Cruz ends of the railroad. You can see how the track plan has changed, and how the trees have grown up.

Directions and maps omitted
from on-line edition. Call meet
host for directions.

Joe and Mary Heumphreus

On July 25th, we are meeting at the home of **Joe and Mary Heuphreus** in Santa Barbara.

If you are researching ideas for your first layout, then the heroic scale and level of detail on the layouts we have been visiting lately can be very discouraging. Joe is proof that you can have a very nice layout in a more manageable space, and without devoting every spare minute to its care and feeding. Joe has been working on this layout since July of 2005, and you can see it in the details.

The layout has one flat loop, and another with a 2% grade on a very long trestle for a different way around the layout. The main loop is 125, while the secondary loop is 80 feet. The tightest curves are 5 foot radius. Minimum vertical clearance is 9 inches. Joe says you'll have clearance problems with 1:20 gear, so let those collect dust until another time. Couplers are Kadee #1, but Joe has adapter cars for hook and loop and Bachmann.

The layout is set up for either DCC/Loco-Link, or track power.

Engines For Sale

Richard Hanson is selling two of his locomotives. The first one is an LGB/Aster Mikado. Lettered for the White Pass, it's new in the box, and has never been run. Richard is asking \$2500. He says comparable units on Ebay are \$4000.

The second one is a USA Hudson. Lettered for the D&RGW, it is also new in the box, and never run. Richard is asking \$1500.

You can contact Richard at (805) 987-3616 or fridayp@aol.com.

Paul Salverson Has a Car to Show Us:

Paul Salverson sent a picture of a box car that he repainted to show one of his other passions, fireworks. This one started life as a North Pole & Southern, as you can tell from the reporting marks. Or you could if I had made the picture larger.



Replica Caboose, Anybody?

If you've always wanted a full size caboose, but didn't know where to start, check out the Dogpatch & Wwstern RR.

<http://www.dogpatchandwesternrr.com/index.php>

They can supply whatever parts you need for a very nice workshop or train room or just a spot to get away from it all..

Newsletter:

Gary Olmstead
(805) 648-1770

2444 Lexington Dr.
Ventura CA 93003

[garyolmstead AT earthlink DOT net](mailto:garyolmstead@earthlink.net)

Membership:

Bruce Kuebler
[pbkuebler AT sbcglobal DOT net](mailto:pbkuebler@sbcglobal.net)

Web site:

<http://www.gcgrs.com>

Webmaster:

De Eldridge
[de AT ie-formula DOT com](mailto:de@ie-formula.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.

Bob and Rochelle's Rocky Peak RR:

We had a large group of people, but not a lot of them brought trains. I'm not complaining, it makes my life easier.

The new waterfall looks terrific. It better, considering that Bob and Rochelle had to tear up and rebuild both sides of the mountain it drops down. It was well worth the effort, said the guy who didn't have to do any of the work.

We had a rather unusual meet this time. Both the bank and the saloon were robbed; and at the same time, too. For some reason, the Rocky Peak bad guys don't schedule their evil deeds very well.

Beaver brought his LGB Forney , a couple flat cars, and a caboose. One car was carrying a Mack truck that Beaver built from a kit, then painted and weathered. The other car was

carrying a donkey engine that Beaver built from an Ozark Miniatures kit.

Crazy Charlie went nuts and brought his Milwaukee Road #812 Pacific, his Milwaukee Road GP30 and his USA Trains Milwaukee Road #5532 Hudson. He also brought his heavy weight passenger cars. These cars are so unusual these days that he has to explain to people what "heavy weight cars" are, or rather were. I'm not going to spoil it; you'll have to ask Charlie.

John Lyons ran his gorgeous K-27 #455 and a mixed train of box cars and coaches. His RPO is in the shop for repairs.

John Golnik brought a bright yellow Hartland doodlebug and some mine cars that he just picked up at the train show in Ontario. He was very happy with all of them.

Bob Hahn joined the fun with a string of GP-38s of various roads pulling a long drag of freight cars.

Rochelle Hahn had her fairy train running in the train room. Its track is up near the ceiling, so you may have missed it. Bob and Rochelle have very ambitious plans to expand this little layout for their next meet.

Old Charlie put in an appearance to make sure that trains were always running. They were.

I am putting even more pictures in the on-line edition. Go to www.gcgrs.com, select Newsletters, and July Newsletter for some special surprises.

A big GCGRS **Thank You** to Bob and Rochelle for putting on another great meet.







Here's An Idea For Travelers

Jerry Kutchey went to San Diego recently, and rediscovered the San Diego Model Railroad Museum. I'm sure you've all been there, but a long time ago. Jerry says:

I'm not sure if any other members have already highlighted this point-of-interest, but I might suggest that, when in the San Diego area, Club Members stop by and visit the San Diego Model Railroad Museum located in Balboa Park. It is the largest operating model railroad exhibit in the country and features five expansive layouts featuring O, HO and N scales spread over 24,000 sq.ft. There's also a "3-rail" shrine to Lionel featuring just about every example of rolling stock and accessories made by them. Admittedly, there's very little 1-gauge / G- scale apart from some of the static displays, but the layouts are impressive in detail and design, along with much information about the rail history in the West (e.g., San Diego and Arizona Eastern and Southern Pacific-Santa). Especially impressive are models of the Goat Canyon trestle over Carriso Gorge and the Tehachapi Loop. "

Jerry goes on to say he has some brochures if you need more info, but you can also go to:

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

Bruce Kuebler Raises the Ante

Bruce Kuebler has started one of the most ambitious garden railroads in our club. He is patterning it after the most interesting parts of the Uintah Railway. This would be the steep, curvy bits over Baxter Pass to the end of the line..

The prototype Uintah was a narrow gauge railroad built to support the mining of Gilsonite, a form of asphalt used for dark colored printing inks, oil well drilling mud and other products. The Uintah was built through a mostly unpopulated area of western Colorado and northeastern Utah. It is generally considered to have the steepest grades and tightest curves of any American common carrier of any gauge.

It was also famous for its extortionate rates for non-company freight. In one famous example, the bricks for a bank were shipped in small packages via parcel post rather than pay the normal bulk rate.

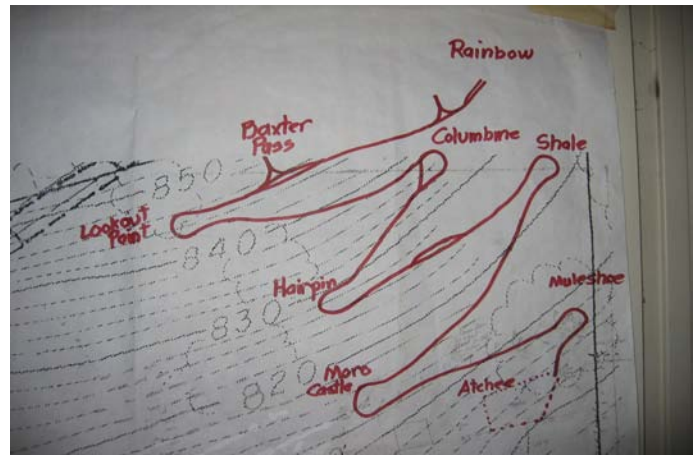
The Uintah was built in 1903, and flourished until the advent of paved roads in the area beginning in the 1920's. Passenger traffic dropped off quickly, as did the mail. Gilsonite continued by rail until the late 1930's. The railroad was abandoned and dismantled in 1939.

Bruce sez

My railroad is patterned after the Uintah Railway in Colorado and Utah in April, 1927. The portion being modeled starts at Atchee, the railway's maintenance yard situated at the base of a mountain range, and ends at Rainbow, one of the Gilsonite mines for which the railway was built. It will climb 43' at 7.5% grade with six hairpin turns to Baxter Pass and then descend 3' to Rainbow. The grade and sharpest curves (66 degrees, equal to a radius of 4.5') are identical to those on actual railway. Atchee track plan is being used but had to be compressed and distorted to fit available space. Track length from Atchee to Rainbow will be about 670'. Power will be by batteries with radio control.

Progress. Atchee and entire right of way have been graded. About 70% of track for Atchee has been constructed (hand made) and all of its 16 stub switches have been finished. Track will be put in ground this summer. Uintah's highest trestle was at Atchee and its replica was finished in September '08. Llagas Creek flex track will be used for most of route. A Bachmann Shay is being modified to resemble Uintah Shay #6 and an accurate scale model of the 2-6-6-2T #50 is being scratch built (only chassis so far). An 0-6-2T for passenger service will be kitbashed or scratch built. Rolling stock will be mostly Hartford kits, which haven't been started.

Thanks for the update, Bruce. I see that Bruce has signed up for a meet in the fall of 2010. I look forward to seeing the results.



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
2444 Lexington Dr
Ventura CA 93003-1515