



Upcoming Meets:

**Saturday March 28
11AM
Charlie Richard**

**Camarillo
(805) 558-8286**

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

April – Morgan
May – Siegel
June – Miroballi
July – Heumphreus
August 8 – Albin
August 22 - Beaver
September – Walker
October – Paulazzo
November – Arseneault
December -- OPEN

Crazy Charlie's Western Milwaukee Upland RR

This month we are meeting at the home of "Crazy Charlie" Richard. Crazy has a layout like no one else in the club. If you are planning a layout, you need to check this one out first.

As you will recall if you went to his last meet, the original layout was located overhead on his patio, with a siding into the house. Since then, the part that is inside the house has been extended down the hall, jumped across another hall, through the train room, through the outside wall, and around the yard, connecting at last with the original layout. This last part is the only part that could be affected by weather.

Charlie has something else that you rarely see modeled, but was actually used on several real railroads, especially Charlie's favorite Milwaukee Road. These are steel

trestles that are hundreds of feet high. Charlie's scales out to over 200 feet high. I didn't measure the length, but I would guess it would scale out to over 700 feet.

The roadbed for the new track is one inch thick bullet-proof Lexan. Somewhere, there's a bank that is ripe for the plucking but Charlie wouldn't tell me where it is. Just as well, you'd have to take over this newsletter next month.

Maximum grade is about 4%. The vertical clearances is only 8 3/4 inches, so measure carefully if you want to bring a large narrow gauge engine. All 1:29 is OK. Curves are 5 foot radius or larger.

Charlie would like to thank Bob Hahn, Craig Lovejoy, and Ed Davis for all their help in getting the extension up and running in time for the meet.

**Directions and map omitted
from on line edition. Please
call the host for address and
directions**

Old Business:

Art Sylvester and I would both like to apologize for the mix up on the date for the February meet. Art wrote the article, but I am supposed to check **ALL** the facts, and I just didn't do it. Our apologies to those who followed our instructions.

John Power tells me that I accidentally awarded Andy Speidel's K36 to John in the February article about John's meet. You can't tell the K's without a scorecard; so I guess I'll have to start carrying one. He also thought I could have chosen a better phrase than "mixed bag" to describe the cars that John Lyans' C-16 was pulling. Guess I could use a creative writing class.

Walter Andersen Gardens

Paul Salverson wrote to say that he and **Jill** had visited a nursery in Poway that any garden railroader might be interested in. In addition to bazillions of plants, they have a garden railroad. Not just any layout either, but as Paul says, one featuring approximately 7,000 gallons of water features, 60 tons of rock and approximately 600 cubic yards of fill dirt as it's an above the ground layout.

There are approximately 1440 ft. of track which is a mixture of LGB & Aristo Craft, with 45 switches (LGB). In addition they have a 118 ft. Trestle, 15 different types of bridges (metal, Redwood & Cedar). The layout was originally completed in June 2002 with the expansion completed Dec. 2004.

Poway is half way between San Diego and Escondido on I-15, so it's an all day expedition, or week end tour, unless you have family down there.

All Aboard!!

Please join me in welcoming our newest members, **Stephen** and **Rose Marie Pronovost** of Ojai. Stephen has been modeling in N scale for 30 years, but recently decided to move up to our gauge. He may have some trouble making it to our meets, but he has a good excuse. He works for the Fillmore and Western Ry on those Saturdays when trains are running.

Stephen goes on to say that he has been scratch building and kit bashing in N scale for years.

He has decided to model the Maine two foot gauge railroads, especially the Wiscasset, Waterville and Farmington. He grew up in that part of Maine, and has always had a soft spot for it. He decided he had to move to a larger scale to model them properly, as trying to model in Nn2 would be too much. More on page 5.

NMRA Home Tour comes to GCGRS

Joe Heumphreus, **Gary Siegel** and **Art Sylvester** opened their layouts for tours as part of the NMRA Home Tour on January 31. In addition to the three garden railroads, there were N and HO layouts. There was even a 7 1/2" gauge ride-on train at the Goleta Depot. There were a total of eleven locations just in Santa Barbara and Goleta. Our thanks to Joe, Gary and Art for doing even more than usual to promote the hobby.

Members on the Move

Damon DeCrow wrote to say that he has finally done what people have accused him of doing years ago: retiring. He and wife **Kathleene** have moved to Grass Valley, California, which is up in the Sierra Nevada Mtns. He has an HO layout that has room for a G scale loop around the outside. He is evaluating the front yard for track potential. They live off the power grid, which he sees as a challenge, but I think presents an opportunity to experiment with battery trains and solar chargers. Maybe one of those exercycles with a generator attached, so you have to pedal to run trains. But if you've met Damon, you know the odds of that happening are pretty much zero.

Mike McClain wrote to say that he and **Sharon** have moved to Munds Park, Arizona. I suppose I should make you look it up, but it's outside of Flagstaff. They have plenty of room for a layout, but with several inches of snow on the ground now, they don't have track down yet. Mike sent some pictures of his yard and house. You'll find a couple on page 5.

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.

Late Breaking News:

I just got a message from Paul Salverson saying that the ex-Santa Fe 4-8-4 #3751 will make a run from Los Angeles to San Diego and return. The date will be May 3, 2009. Adults: \$169. Dome car seats: \$269.
<http://www.goldenstaterails.com>

Art Sylvester's La Patera & Pacific Meet:

Fabulous weather, great crowd, great food. A day for Moguls and rail buses. Art's layout puts the "garden" in garden railroad. Art also has a very interesting collection of rocks that add a novel touch.

Beaver brought his LGB Mogul in the Bee paint scheme and almost matching V&T passenger cars.

John Power's K28 looked great, but wouldn't fit through one of the bridges, and so had a very short run. The Shay did much better, and looked great doing it.

John also brought a donkey engine and flat car that looked fabulous.

Georges Arseneault Goose looked great, and sounded even better. It ran fine, for the most part. Its very fine flanges gave it trouble on one particular switch. After several tries it finally managed to split it. It stayed upright on the tracks, so there wasn't any damage, but it sure drew attention.

John Ryan brought his GP38 and gave it a real work out with a long string of cars.

Here's an interesting juxtaposition.

Bill Fincher and Art ran two versions of the same engine. They both started

as LGB C&S Moguls. Bill's still looks like a C&S engine.

Art Sylvester ran his LGB Mogul that Joe Heumphreus rescued from an abusive owner (a small boy) and fixed up. Art painted it, and put the #615 on it. It can run with either track or battery power.

John Golnik brought his Hartland rail bus and a box car to add a little spectator interest. .

Thanks to Bill Fincher, Dennis Paulazzo and Ken Kelly for contributing some of the better pictures. Actually, all of the better pictures. And thanks to Art for hosting another first class meet.





More on the Maine Two Footers

I asked Stephen Pronovost to introduce us to the Maine two foot railroads. He was happy to talk about it.

“The inspiration for my garden railroading are the Maine Two Footers. I am settling for LGB motive power to represent the two footers. Rolling stock will be from 1:20 wood kits of prototype equipment used by the two footers.

The two foot gauge railroads found favor in north central Maine beginning in the late 1890's. The first, the Sandy River Railroad, operated from a standard gauge connection at Farmington, ME north to the town of Phillips, a distance of 18 miles. This line eventually expanded to Rangeley, a popular summer resort. To provide appropriate service to the summer guests the Phillips & Rangeley Lakes had a Parlor Car complete with velvet seats.

The line expanded further to the northeast with the Franklin & Megantic RR. All these lines, and several smaller branches, were combined in the early 1900's to form the Sandy River & Rangeley Lakes Railroad with 120 miles of mainline. LGB offers equipment lettered for the SR&RL RR.

Early motive power were Forney's (0-4-4 and 2-4-4) with Prairie types (2-6-2) being added to haul the freights. The mainline trackage featured sharp curves and steep grades, some to 5%, although they were not the cliff hangers of Colorado. The outbound freight was lumber and pulpwood while inbound traffic included feed, machinery, coal and other commodities needed by rural communities. Though out its existence, passenger traffic was always present. Even the cabooses had seating for passengers.

A little to the southeast, there was another Maine Two Footer, the Wiscasset, Waterville & Farmington. This line began at the ice free port city of Wiscasset, ME and standard gauge connection with the Maine Central RR. This line had very big dreams; it was originally chartered as the Wiscasset & Quebec. The WW&F never crossed the Kennebec River to get to Waterville and the proposed extension to connect with the SR&RL at Farmington never materialized as a result.

The WW&F operated probably the only narrow gauge “Milk Car” lettered for the Turner Centre Creamery. The mixed train started in Albion, ME and proceeded south through rich dairy country to Wiscasset where Turner Centre had a creamery. The milk was then trans shipped via the Maine Central to Boston and Providence, RI.

Improving roads and the great depression brought an end to Maine narrow gauges in the early 1930's.

There were several other Maine two footers, 6 to 8 mile long affairs and these smaller roads managed to limp

along into the early 1940's. Two of these little 2 x 6's provided the surviving motive power for the Maine Narrow Gauge Museum in Portland, ME but first they were rescued to the cranberry bogs near Plymouth, MA as the Edaville Railroad. Mr. Ellis Atwood, a railfan, built a 5 ½ mile loop around his cranberry bogs which developed into a significant tourist attraction especially at Christmas time with a miniature village and lights. Was this one of the original Garden Railroads?”

Thanks, Steve, for telling us about some interesting railroads that we don't hear enough about. We look forward to watching your layout grow.

Name That Layout Quiz

Thought I had forgotten about this, didn't you? Connect these layouts with their owners: Several people have told me that they read the newsletters cover to cover. For you, these should be easy. For the rest of you, take better notes next time.

1 HSC RR	A Art
2 La Patera & Pacific	B Charlie
3 Twin Falls	C Jackie
4 Western Milwaukee Upland	D John

I'm not doing this just to be annoying, although that is a side benefit. I believe that a layout isn't a railroad without a name. So, have you named your railroad yet?

Mike and Sharon's New Digs

As promised, here are the pictures of Mike and Sharon's new place. Lots of room for trains.



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