



Upcoming Meets:

October 20 11AM
 John and Wendy
 Power
 6847 Calle Tania
 Camarillo
 (805) 389-1991

Please bring:

A-G Salads
 H-O Desserts
 P-Z Appetizers

Upcoming Meets:

Nov 10 – Asher
 December 1 - Uniack
 Jan -Lowenburg
 Feb – Eldridge
 March – McClain

This month we are going to meet at the home of John and Wendy Power in Camarillo. Note that the date has been changed to the 20th.

I have not seen the layout since their last meet, but I have been told that there are major changes.

John and Wendy have a couple of young golden retrievers who took it upon themselves to encourage John to rework his layout. The deal was, the dogs handled the demolition, and John was left with the reconstruction. John made the most of the opportunity, and made many improvements. From what I understand, the most obvious is a new bridge that

October 2007

jumps across the grass at the narrow end, and eliminates the trouble prone S-curve.

The narrow curves are now wide enough so that he can now run his K28 and K36, which means that it should be possible to run very nearly anything.

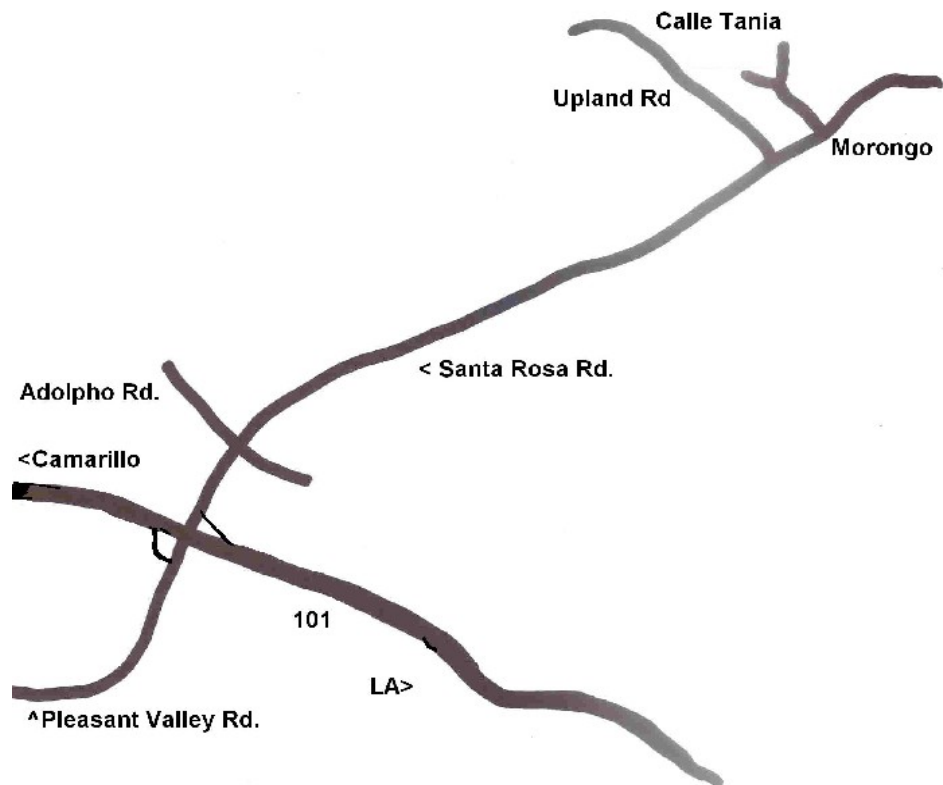
The curves are all about five foot radius, and there are no grades to speak of. Apparently, Wendy has also been working on the buildings and other scenery. The mountain is cement, so it is safe to assume that it is dog proof.

I am looking forward to seeing this brand new, old layout.

Directions to the Power's Meet

From the East/South
 North 101
 Off at Pleasant Valley/Santa Rosa Rd off ramp
 Right on Santa Rosa about 3 miles to:
 Left on Morongo Dr
 Left on Calle Tania to 6847

From the West
 South 101
 Off at Pleasant Valley/Santa Rosa Rd off ramp
 Left on Santa Rosa Rd about 3 miles to:
 Left on Morongo Dr
 Left on Calle Tania to 6847



All Aboard!!

I sure get to use that a lot lately. Please join me in welcoming our newest members. John and Joani Golnik of Oxnard. John met Don Asher at the Ventura County Fair.

John describes his layout as about 300 feet of track, winding around some trees at the back end of his yard. The sharpest curve is 4 foot radius, while the steepest grade is 2.5%. Not much landscaping yet, that is on his priority list. He has an eclectic collection of engines, old steam to newish diesels.

He would like some help on Airwire 900, Locolinc and other train controls. You can reach John at (805) 278-2894.

Bob Cage's Doings

I planned to run an update on Bob along with Paul Jennings and Steve Vendt last month, but Bob was out of town and didn't get back to me in time to be included.

For those who never met Bob, he, along with Steve Vendt, goes back to the days when the GCGRS membership could be counted on your fingers, with fingers left over. He moved to Arkansas a few years ago, and has gotten into what for lack of a better term might be called Really Large Scale.

This is 4.8 inch scale, or 12 inch gauge. Bob calls it 4.8N30. Here is his pride and joy:



It's a model of a Plymouth 4 ton industrial gas or diesel loco. This one runs on 4 golf cart batteries.

Big Boy for Sale:

Gary Raymond has a very slightly used Accucraft 1:32 Big Boy for sale. If you have the requisite 10 foot RADIUS curves, or an empty place on your mantle that is at least four feet long, and \$2685 burning a hole in your train budget, give him a call. The level of detail on this engine is exquisite. There are a couple of pictures on our web site. If you are interested, call Gary right away because he has to make a decision about what to do with it very soon.

Fix from last month:

Last month there was a Shay that, as far as I knew, had brought itself to the Chaudier's meet. As you can probably imagine, that wasn't quite the truth. In fact, it was brought by Crazy Charlie.

Advertising:

I have been approached by a member who would like to run an advertisement in our bulletin. My theory is that anything that helps our members build and run better layouts should be encouraged. But I would like to open the discussion up to all the members, and get your feedback.

Let me be clear that I am not proposing to throw the pages open to just anybody or anything. For one thing, I don't have the resources to handle design, and I am not interested in starting a general printing business or a magazine.

What I am proposing is that I will print a business card with whatever the advertiser can put on it. I will print it only full size (2"x3"). The ads could be from members or non-members, but must be for products or services that are, or could be, directly associated with garden railroads. In other words, locomotives, cars, radio control systems, buildings, plants, bonsai, installation services, back drop painting, layout design services and similar things would all be OK. But no used cars, groceries, or appeals for charity, no matter how worthy.

On the other hand, one time notices for used equipment, train related estate sales etc would still be free, just send me a note. Pricing: TBD, but probably \$15, plus or minus \$5. I'm asking other bulletin editors for input.

Newsletter:

Gary Olmstead
(805) 648-1770

2444 Lexington Dr.
Ventura CA 93003

garyolmstead AT
earthlink DOT net

1:32 Newsletter:
Bruce Kuebler

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.

Siegels September Meet

Gary is building a first class layout. The picture on the top right of the next page shows both how far it has come, and how far it has to go. To give you some idea of the scale of the layout, there are 200 Dwarf Alberta Spruce trees, and they occupy only about a fifth of the layout. There could easily be room for 2-3000 trees, except that the other end of the line might be too shady for them.

Gary Raymond brought a well weathered GP7, two GP20s and a nice string of cars. Gary added more

details to the engines, and did a great job of weathering them.

Bob Uniack brought the SP 4-8-4 Mountain and a string of mostly scratch built cars. The close up of the stock car on the next page doesn't begin to show the marvelous workmanship.

John Albin brought his ghostly white GP-38-2 diesel and his other GP whatever it is and the very nice string of cars, too.

Beaver brought the only narrow gauge engine, in the form of his black and yellow Mogul, the string of skeleton cars and the caboose.

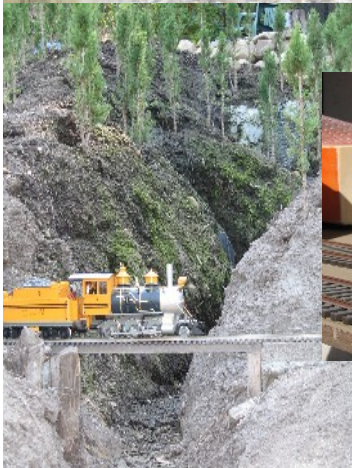
Art Sylvester brought his Santa Fe number 8855. It's a USA Trains SD70MAC. It looked right at home on Gary's layout.

Also making a home for itself was Richard Abraham's Union Pacific GP7, also from USA Trains.

And, yes, Gary and Marilyn, that picture is from last year.

Thanks to Bill Fincher for contributing pictures. And thanks to Gary and Marilyn for putting on another great meet.





Cement Mountains Part 2

This article is a continuation of the article in our July issue. If you don't have it handy, it is on our web site.

One thing that I forgot to mention last time is that when you cut the wire, you really should trim the edges so that you don't have any sharp bits of wire sticking out to go under your fingernails. Cut it a second time as close as possible to a wire that runs parallel to the direction of the cut. It doesn't take long, and will save your fingers. And do the second cut directly over a trash can so that the little sharp bits can't fall where little bare feet/paws can't step on them.

I said before that this method is very flexible. It is so flexible that you don't even need to use the wire frame at all. Here is a feature based on plain old Styrofoam:



Sometimes you don't need any base at all. I had a spot where I wasn't happy with the finished result. I hot glued more poultry netting directly onto the previously finished cement, and built another whole wall of rock.

You now have a base of some sort. Next you're going to cover it with the first layer of plastic cement. For this step, you will need:

- A roll of landscaper's burlap. This is available in the garden department at Lowe's, but doesn't seem to be carried at Home Depot. Regular burlap from a material store will work, but is several times more expensive, and it is much harder to work the cement into the fibers properly.

- A bag of plastic cement. This has nothing to do with gluing styrene together. This kind of plastic cement is usually used as the base for stucco. It comes in 47 and 94 pound bags, and is in the building materials section at any building supply store. Plastic cement is better than mortar because it has additives that make it rather like modeling clay.

- A 5 gallon plastic bucket. An empty paint bucket is OK. Try not to use a new bucket, as the cement ages them really fast. For really large projects, a plastic tub or wheelbarrow will save a lot of work.

- Chemical proof gloves from a paint store. Don't use the disposable vinyl or latex types, the cement goes right

through them.

- A shovel or hand trowel, and a smaller bucket about half full of water.

Unroll the burlap, and cut a couple dozen pieces about 12 to 18 inches square. Put the pieces into the small bucket with the water, and get them completely soaked. You can cut larger pieces, but if they are larger than about two feet square, you will need an assistant to help hold and place it. I sometimes use pieces as small as six inches square for really intricate areas, but that is really time consuming. I would suggest using smaller pieces until you get the hang of it.

Put about one good shovel scoop of the plastic cement into the large bucket, and add enough water to completely wet the cement. Mix well.

This is another point where there are different techniques. One way is to add just enough water to make the cement as close to modeling clay as possible. This has the advantage that the burlap will stick at any angle, including the roof of a tunnel. But, it also sticks to your gloves in huge globs, and is very difficult to work into the burlap properly.

Another technique is to make the cement somewhat thinner, perhaps the consistency of cooked oatmeal. This is much easier to work with, but won't be the best choice for the roof of a tunnel.

Pick a piece of burlap, and wring as much water out of it as possible. Put it into the cement, and work it with your (gloved!!) hands to get the cement into every fiber. Pick the burlap up and run it through your fingers to make the cement even on both sides, and to remove enough cement so that it won't drip cement on your shoes. Make sure that both sides of the burlap are completely covered.

Lay the burlap on the frame and press it down so that it is touching the wire everywhere. Repeat with another piece of burlap, overlapping its neighbor by an inch or two. Work in any direction that you wish. It doesn't matter, but what does matter is that you cover every last bit with burlap.

If the wire is too vertical for the burlap to stick, shove the burlap through the holes with your fingers. This works better with poultry netting and very small pieces of burlap. You will have to shove a lot of burlap through a lot of holes, but it usually turns out OK. After it dries, add a second layer of burlap for a smooth finish.

For short tunnels, you will need to use a single piece of burlap that is a couple feet longer than the tunnel. Make the cement very thick, like modeling clay. You will need an assistant. Pull it tight, and wrap the ends of the burlap up and over the top of the tunnel.

Continue until everything is covered. Let it dry for at least a couple of days before going onto the next stage.

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