



Garden Railroading News

November/December 2022 • 2022 #6 • www.GRNews.org



S.R.&R.L. Consist Part Two

Emerald Heights' Garden Railroad

Kevin Strong on Bachmann's Upgraded 4-6-0

A free digital magazine produced by garden railroaders for garden railroaders



Garden Railroading News

November/December 2022 • 2022 #6 • GRNEWS.org

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Go to Page 40 for An Online Magazine Explainer
How to Download a PDF & Customize Page View to Your Preference.



Magnifying GR News and the "Hamburger" Icon.





Photo by Mark Botrill

Above: A busy day in the Yard at Bishopstown with a CSX (USA Trains) SD40-2 hidden amongst a mix of scratch-built and proprietary rolling stock. The yard is the operational hub of the Bishopstown Subdivision and the reason for much of the freight traffic that flows across the railroad. • Bishopstown, Pennsylvania

Below: This small town from the 1950s awaits visitors traveling on the P&BW RR (aka Paulette & Bob's World RR). The attendant at Bob's Garage even checks under the hood when pumping gas. • Northglenn, Colorado



Photo by Carla Brand Breitner



*MAY
WE SUGGEST...
Something New*



Train Spaces in Park Surroundings

Your editor has heard recently that several park train displays, both full-scale and model, have been low on new management's priorities. Comments to city, county, and state officials that you enjoy your town's public trains will help raise their profile and keep them in the parks for future railroad historians, serious or casual.

The Albuquerque BioPark Garden Railroad, featured in the Nov/Dec 2021 issue of this magazine, did not have a regular caretaker this summer, but the BioPark is looking to hire someone to again maintain and run the railroad. Interested model railroaders can contact Maria Thomas at 505-350-8523 or Deborah Cook at dcook@cabq.gov for more information on the application process.

Coming Soon in GR News: A Method of Laying Ground Level Track

by Pete Comley, Sunset Valley Railroad



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youtube.com/channel/UCmuyDnk2QRy1e1Q1AMFXrJw

"Like" the 2022 Top Ten Photos

Mick Spilsbury, Marketing Director for GR News, is tallying the ten images with the most "likes" for 2022 to publish in 2023. See page 28 for details.

Rhaetian Railway (RhB) Celebrates 175 Years of Swiss Railroading with a Longest Passenger Train World Record!

On Saturday, October 29, 2022, as part of the 175th anniversary celebrations of Swiss railroading, the Rhaetian Railway (RhB) ran the longest passenger train in the world, breaking a record set in 1991. The 1,906.375 meter/6,254 foot long train with 100 cars made the Guinness Book of Records with a certified run from Preda to Bergün and further across the Landwasser Viaduct on the scenic UNESCO Albula/Bernina World Heritage Line.



swiss-image.ch/photo Philipp Schmidli

The world record train made the trip through spiral tunnels and over viaducts in just over an hour manned by seven constantly-coordinating engineers.

Three thousand rail fans gathered for a festival in Bergün to watch the trip on large video screens—and view a G-Scale train set up by Märklin on 80 meters of track. Other rail fans stopped along this picturesque rail line to view the train as it crossed valleys on 48 bridges, navigated tight curves, climbed steep grades, and traveled through 22 tunnels.

The longest passenger train in the world consisted of 25 auxiliary-powered, automatically-coupling, four-rail-car trains of the new "Capricorn" type, manufactured by the Swiss company Stadler Rail.

www.rhb.ch/en/news-events/official-world-record-attempt



swiss-image.ch/photo Philipp Schmidli

The Landwasser Viaduct joins directly to the Landwasser Tunnel in the Swiss Alps, an example of the remarkable engineering that built this rail line opened in 1903.

Märklin/LGB G-Scale Commemorative Locomotive

To honor the Guinness Book longest passenger train World Record set by the Rhaetan Railway (RhB), LGB is producing this Class Ge 4/4 III electric locomotive carrying RhB road number 644 and a special graphic wrap that promoted Rhaetan Railway's World Record Longest Passenger Train run. The model will be shipping to America in November. The locomotive comes with a mfx/DCC decoder with multiple light and sound functions. The pantographs, powered by servomotors, can be digitally controlled. For more information about the world record, the LGB Model, and a couple of breath-taking videos, go to the link below:

www.lgb.com/lp/22/worldrecord



Prototype No. 644 LGB 21431 Class Ge 4/4 III Electric Locomotive-Engine No. 644 wearing this RhB World Record Attempt Paint Scheme promoted the Oct. 29 record-length train by traveling Swiss rails throughout the summer of 2022.

A PIKO America Starter Set for the Block Builder in Your Family

PIKO is introducing a freight set to spark the imagination of model railroaders who also enjoy building with blocks. The set includes a GE 25-Ton diesel loco (with cab lights), two building block cars (building blocks not included), pocket remote (with forward/reverse, speed, and stop controls), a full circle of outdoor/indoor track (R1 radius 600mm/23.6"), and track clips. The locomotive runs on 6 AAA batteries (not included).

With this set, young (and not-so-young) model railroaders can build (and rebuild) a train car any way they want it. Use your favorite building blocks for nearly unlimited possibilities! Whether running trains alone or with others, younger modelers can constantly be creating new works of art with this fun set from PIKO.

More information at: www.piko-america.com



Building blocks not included

37155 Freight Building Block Car R/C Starter Set

Garden Railroading News Introduces our Region 4 Advisor

Mark Edwards will facilitate collaboration with our allied garden railroad groups across Arizona, New Mexico, Utah, Nevada, and southern California (Region 4). Although formally trained as a zoologist specializing in animal nutrition, Mark has had the good fortune of working with and around trains during his career. Mark worked multiple seasons for Kings Island theme park, Ohio, as an operator and manager of a seven train, 2.5-mile Universal Mobility (Von Roll) monorail system. He first discovered garden railroading upon seeing a large-scale railroad display at Kings Island designed and constructed by Paul Busse. Although Mark had worked with model trains in other scales, this experience cemented his interest in the garden railroad hobby.

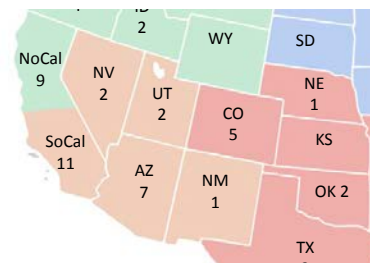
When Mark's professional career as a wildlife nutritionist took him to San Diego, California, Mark and his wife, Michelle, became members of the San Diego Garden Railroad Society. Mark served as Board Member; Co-Editor, Newsletter; and Editor, Newsletter for SDGRS. During this time, Michelle gave Mark his first large scale starter set to operate around the Christmas tree. It was not long before the railroad expanded in size and season—and moved outdoors.

Following a move to Washington DC, Mark and Michelle became involved with the Washington, Virginia, and Maryland Garden Railroad Society. Although they did not have an opportunity to build a layout during their time in the nation's capital, they enjoyed sharing the hobby with others and the comradery of WVMGRS members.

Returning to California, Mark and Michelle joined the Central California Coast Garden Railroad Society. Mark currently serves as the group's Coordinator. Mark and Michelle live in Santa Margarita, where they are creating the Cascade Peak & Buena Vista Railway, a Disney Park inspired free-lance garden railway. Since 2017, the Cascade Peak & Buena Vista Railway has hosted guests during the annual Central Coast Railroad Festival. Mark is a Professor in Animal Science at California Polytechnic State University and enjoys horticulture, photography and exploring our natural world through travel.



Garden Railroading News
Region 5 • www.GRNews.org



G-Scale Railroad Displays Celebrate the Holidays

Check the events listings in your area. You might have a G-Scale train holiday display in your mall, botanical garden, museum or nursery. Be sure to express your pleasure with the proprietors to encourage train displays next year and spread interest in our hobby.



Bill Derville of Garden Railroading News and Rose City GRS takes a photo break while setting up trains at Al's Garden Center in Sherwood, Oregon.

1:32 Accucraft UK GWR 43XX 2-6-0 Now Available at Live Steam Station

The GWR 43XX 2-6-0 'Moguls' were a product of Churchward's standardisation policy at Swindon and owe their origin to the 'family' of locomotives he developed at the beginning of the 20th century. The class served all over the Great Western and operated to destinations as diverse as Tonbridge, Andover and Liverpool.



S32-16A - Unlined GWR green 'Great Western'

The model is built to 1:32 scale for 45mm gauge track, gas-fired with a single flue boiler. Built to a similar formula as the very successful 61XX 2-6-2T, the chassis is constructed from stainless steel, the wheels are un-insulated. The boiler is copper, the cab and bodywork are constructed from etched brass. The gas tank is in a water bath in the tender. The model will run round 4' 6" radius curves and is happy on code 332 or code 250 tracks.

For more information:

www.livesteamstation.com/accucraft-europe-1

A Sampling of G-Scale Railroad Displays in Public Places

December 2022

Al's Garden Center

16920 SW Roy Rogers Road
Sherwood Oregon 97140
Nov 4 to Dec 31 (closed Christmas)
9am to 7PM
Rose City GRS Holiday Train Display

Winter Fest

Orange County Fairgrounds
Costa Mesa CA
Nov 25 to Dec 31
(closed Mondays, Tuesdays, Wednesdays,
but open all Christmas week)
12PM to 10PM
Southern California GRS Display

Jim Marsh Chrysler Jeep

8575 W Centennial Pkwy
Las Vegas, NV
Dec 19 to Dec 31 (closed Christmas)
Las Vegas Garden Railway Society Display

Norway House

913 E Franklin Ave
Minneapolis MN 55404
11-22-2022 through 1-8-2023
(closed Mondays, Thanksgiving, Christmas
Eve, Christmas, & New Year's Day)
Gingerbread Wonderland & G-Scale Trains

Carillon Historical Park

Transportation Building
1000 Carillon Park Blvd, Dayton OH
Nov 22 to Dec 30 (closed Thanksgiving,
Christmas Eve, Christmas)
12PM to 9PM
Miami Valley GRS Holiday Train Display

Ocean City Train Show

Ocean City Music Pier
between 8th & 9th St on Moorlyn Terrace
Ocean City NJ
Dec 3 & 4, 10am to 4PM
South Jersey GRS Holiday Train Display

Battleship New Jersey Wardroom

100 Clinton St
Camden NJ
Dec 9 to 26 (closed Christmas)
10am to 4PM
South Jersey GRS Holiday Train Display

Old Bethpage Village Restoration

1303 Round Swamp Rd
Old Bethpage NY
Dec 21 to 29 (closed Christmas Eve & Christmas)
5 to 9PM
Long Island GRS Table Top Display

Cradle of Aviation Museum

Charles Lindbergh Blvd
Garden City NY
Dec 21 to Jan 1 (closed Christmas & Mondays)
10am to 5PM
Long Island GRS Modular Display

Winter Fest

Orange County Fairgrounds
Costa Mesa CA
Nov 25 to Dec 31
(closed Mondays, Tuesdays, Wednesdays,
but open all Christmas week)
12PM to 10PM
Southern California GRS Display

Split Jaw Products LLC Adds a 10 Foot Diameter Curved Design Line Bridge

Design Line bridges, built of weather-resistant, lightweight aluminum, now include curved aluminum bridges in LGB-standard R2, R3, R5 and US-standard 10-foot diameter curves. Split Jaw Owner David Bergmann wrote that, "our first run sold out quickly, but now we are building inventory and now have the luxury to explore. Next year's trade show displays will be fun, and hopefully offer some surprises." Split Jaw has developed a product guide to help customers choose the sections they need to suit the geometry of their location.

For more information: www.railclamp.com



LGB® Garden Railroading

LGB Creates Christmas Traditions That Last a Lifetime!



72308 Christmas Train Starter Set

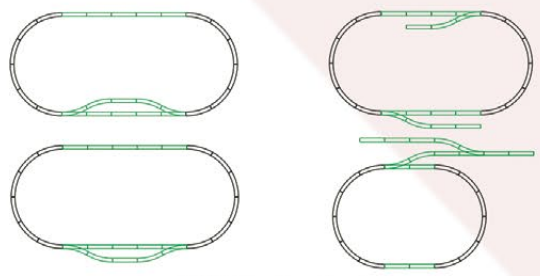
Electric, ready-to-run starter set includes everything needed to set up and run, right out of the box. (Includes 3-piece train, 48" circle of track, controller, electric hookups, power supply and a Santa figure)

36022 Annual Christmas Car for 2022

Accessories to Expand the Running of the Christmas Train

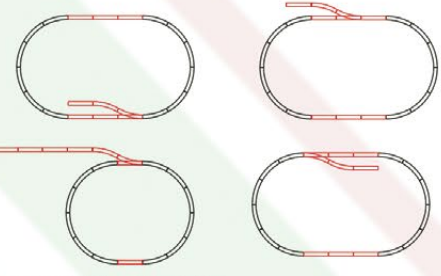


69576 Powered Tender with Sound Includes tender stickers to accompany the Christmas Train locomotive



19902 Station Track Set

Expand the starter set circle of track into an oval with passing track



19901 Siding Track Set

Expand the starter set circle of track into an oval with a siding for train storage

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The Emerald Heights' Garden Railroad

The Emerald Heights' Garden Railroad

By Gordon Lindblom,
David Glass & Tom Stoebe
Redmond, Washington

The Emerald Heights' Garden Railroad (EHGRR) represents the late 19th and early 20th century communities located east of Lake Washington that were dependent on rail transportation. This area, east of Seattle and across the large lake, was without transportation options before the coming of the railroad—the only means of transportation had been by ferry boat across the lake or by horseback or stage around the lake to Seattle.

The Garden Railroad itself is based on the actual Seattle, Lake Shore and Eastern Railroad company which was organized in 1885 by Thomas Burke, Daniel Gilman, and others. The SLS&E began operating in 1888 and, in its heyday, provided the needed transportation between Seattle and the small communities on the east side of Lake Washington, including the towns represented in our Railroad Garden. The SLS&E served commuters, including loggers and miners, who preferred to live in the lively nightlife of Seattle.



The Emerald Heights' Garden Railroad, in a courtyard near community rooms, welcomes Emerald Heights residents during regular runs between Easter and Labor Day.

Tourists also used the train to travel to local sites such as a Snoqualmie Falls. The railroad also transported coal and logs from the area to the waterfront in Seattle for transshipment to other sites along the West Coast.

EHGRR is located at Emerald Heights, a Life Care senior community in Redmond, WA. The garden railroad began in 2003 as an idea by Emerald Heights resident Jim Easley to bring garden railroading to Emerald Heights. Easley presented the idea to Emerald Heights' Administration and was given the use of a plot on the property and the go-ahead to start construction in late 2003. Funds were donated by Emerald Heights' residents to make this venture happen and it took almost all of 2004 to complete the initial working layout. Easley, an experienced garden railroader, not only fostered this garden railroad project, but also built his own garden railroad layout beside the cottage in which he and his wife Lydia lived at Emerald Heights.

The Garden Railroad is managed by the Garden Railroad Committee, an official committee of the Emerald Heights Resident's Association. The committee is part of the EH Buildings and Grounds Committee, and is bud-



Jim & Lydia Easley pose by their home garden railroad for a holiday photo.

geted annually by the Association. The railroad is also well supported by our residents via tax-deductible donations to a separate budget handled by Emerald Heights which provides the funds for capital improvements.

Residents shoveled the dirt, built a model of Mt. Si adding a tunnel under the mountain, and built the train barn. There are over 300 feet of track, one tunnel, seven bridges and trestles, and over 50 buildings. Over the years since opening, residents have donated 13 locomotives and over 80 railcars to the collection.

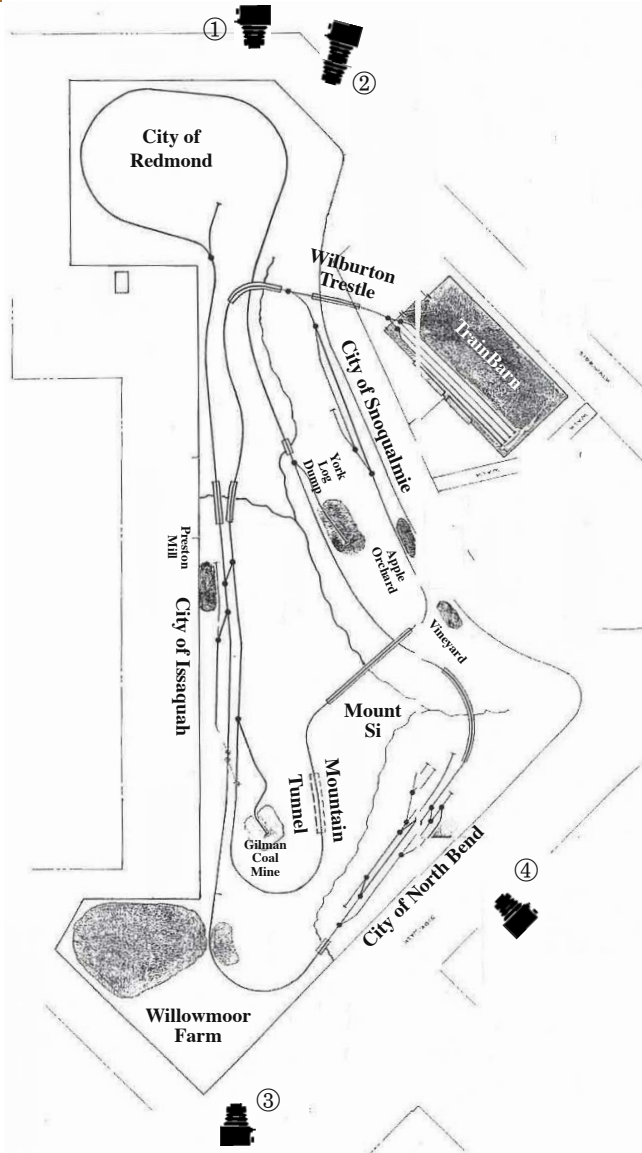
The layout is G-Scale (1:24). Our locomotives are battery powered and track powered. The track powered locomotives are currently controlled using hand-held Massoth Navigators. The whole electronics system was upgraded in 2021 through donations from Emerald Heights residents.

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Resident Gardeners pull weeds and trim bushes in 2013.

Photos by EHGRR Members & Carla Brand Breitrner



Plantings and buildings change over the years, but the track plan has proved itself from the beginning. The layout was planned around a valley that drains rain down to a grate under the curve above North Bend.



continued on next page

The layout incorporates four towns and some other locales—all in the greater Redmond area. Residents decided they would model the Steam Era in the Pacific Northwest (1900–1950). Towns of that era depicted include Redmond, Issaquah, Snoqualmie, and North Bend. Other locales include Willowmoor Farm (now Marymoor Park), the Gilman Coal Mine, and other places of historical interest. Included among the buildings are some that are accurate models of real buildings that existed in the early days.

The first segments of the layout were completed in October 2004, as commemorated by a Golden Spike. The train barn serves as a roundhouse, a garage for storing rolling stock, storage for equipment, and a facility for landscape management. It is connected to the garden railroad by a trestle, representing the Wilburton trestle, which once served the real railway in the Bellevue area. An adjacent workshop and storage room provide workspace when needed.

The focus of our garden railroad is Redmond, the town in which we live. At the turn of the century, loggers came into this ancient glacial area that once provided shelter and food for local Native Americans, followed by homesteaders. Redmond was first settled in the 1860s by pioneers who found Seattle too wild. Two families, the McRedmonds and the



Gilman Coal Mine (above); Willowmoor Farm (below).



Perrigos, homesteaded in the area, farming and building the basics of a town. Redmond grew slowly and only reached a population of 300, the minimum needed for incorporation, in 1912. Even though Redmond became a transportation hub, the population was only 503 in 1940.

South of, but within the city of Redmond, is Willowmoor Farm, founded in the early 20th century on the banks of the Sammamish River, before Lake Washington was lowered to accommodate the Lake Washington ship canal. Willowmoor was a working farm



Preston Lumber Mill (above); Workers inspect Hop Farm (1:1) gauge (below).



raising prize horses and cattle and also had a dairy farm. They had such a top-quality milk that it was ordered for shipment to all parts of the USA. Willowmoor is located at the north end of Lake Sammamish. Adjacent to Willowmoor, an area depicts a Hop Farm from the early 1900s, complete with hops dryer. Unfortunately, aphid infestations caused hop farming to shift to eastern Washington, where it flourishes today.

The York Log Dump served the lumbering community in the nearby

continued on next page



The city of Redmond anchors one end of the railroad. Buildings throughout the town model historical structures.



York Log Dump (above); Mainlines cross throughout the layout. (below).



tiny town of York, near the current corner of Willows Road and NE 116th St.

The National Yellowstone Trail was the first automobile route across the northern states, from Plymouth Rock to Puget Sound. The Washington segment came through Snoqualmie Pass, Snoqualmie, Fall City, Redmond, and Kirkland. The Red Brick Road is part of that route. It was completed in 1875 and is on the National Register of Historic Places. It can be seen today on 196th Ave NE.

Issaquah is the oldest city in this area. It was incorporated in 1892 as Gilman, because of the nearby



Local industry includes vineyards (above) and apple orchards (below).



Gilman Coal Mine. The city's name was changed to Issaquah in 1899 because another city in Washington had the same name and had "Gilman" on its Post Office. Nearby Preston was a major lumbering community and is represented by the Preston Mill.

North Bend, in the foothills of the Cascades, was a trading post in a farming area well before it was incorporated in 1909. Nearby Mt. Si is a popular hiking area. Snoqualmie, a farming and lumbering center near Snoqualmie Falls, was incorporated in 1903. The falls provided the site of one of the area's first electric power plants.



The Red Brick Road features Burma Shave signs.

The Emerald Heights' Garden Railroad is, as far as we know, the only such railway in the world located in a retirement community and designed, financed, built, and maintained exclusively by the residents. The whole layout and layout systems have gone through many iterations and upgrades through the years to the present day. All our funding continues to be donated by Emerald Heights' residents and the Residents' Association.

Part of our currently 35-member group includes a team of dedicated gardeners who constantly maintain and improve the landscape and plants. Other residents help maintain the track, the rolling stock, the buildings and all those figurines. Another talented group of painters keep all our buildings, houses, cars, trucks and figurines looking like new. They have shelves full of paint and painting supplies to keep them busy.

continued on next page



Issaquah is built into the hillside below Mt. Si. Trains can switch between mainlines while passing through town.



North Bend served both neighborhood farms and tourists visiting Mt. Si. Industry includes a trading post and sawmill.

As for the Technical Stuff: We used LGB transformers, boosters, controllers etc. in the beginning in 2004, but after about 16 years of use and no availability of replacements or parts, we decided in 2020 to go to all Massoth equipment, with Central Station, Navigators, etc. We have been satisfied with the Massoth equipment except for the software upgrade that required sending all the equipment back to the distributor in Baltimore. Programming all the equipment was a bit tedious, but doable. Initially, we uncovered two defective Navigators that had to be sent back to Germany for free repairs. We have and can run up to five trains on the layout at a time.

At several Engineer's request, a pair of reversing spurs were added in 2020 to be able to run trains in opposite directions. A single wireless remote-control device switches the four junction switches and allows the trains to reverse direction.

Our train barn inventory includes nine LGB track-powered locomotives, four Bachmann battery-powered locomotives and over eighty rail cars to couple to these locomotive's tenders. The train barn is connected by a bridge to the layout, so all trains originate in the barn and steam out to the layout over a trestle bridge. [Ed. Note: Look for an article on the EHGR Train Barn in the next issue of GR News.]

continued on next page



Redmond street lights come on at night.



A train passes by Frank's Diner.



Snoqualmie sits near the electric power plant at Snoqualmie Falls. The Emerald Heights Winery vineyards grow in this valley.



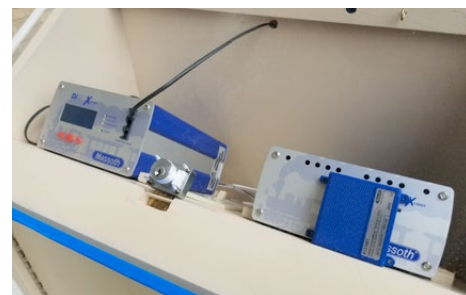
In 2020, most of the large trees were removed since they had grown totally out-of-scale and were growing together. New trestles and bridges were built when track was repaired and replaced during the pandemic. The new electrical box is seen top center.

The COVID pandemic gave us a long overdue chance to rebuild and/or refurbish all the track after experiencing electrical problems in many areas. The track was taken up one section at a time. All connectors were repaired or replaced. When reassembled, No-Ox-ID electrical contact grease was used in every track connection to enhance electrical conductivity and provide some weather/waterproofing. This project took, off and on, over one year to complete, but we had very little else to do then. Our track is cleaned chemically before each train run using electrical contact cleaning solvent. We do not abrade the track.

Also, during the pandemic, buildings were repaired and new, from-

scratch buildings and train stations were constructed. Our old wooden buildings are slowly being replaced by acrylic, polystyrene and styro-foam-based buildings with textured polystyrene veneer sheets. We have an arsenal of adhesives for the various materials.

Our membership (confined to only Emerald Heights residents or future residents) includes some very talented people. We do our own existing and new electronics work (IR/optical activated crossing gates and sound modules, DCC, LED lighting, etc.) and we are able to repair all locomotives and rolling stock utilizing our inventory of many spare parts bought and collected over the years.



Massoth controllers under plexiglass lid in electrical box.

We keep one of each of all of our turnouts for backup along with a good amount of various track configurations. If something breaks we can usually replace or repair it the same day.

Our operating schedule runs from Easter to Labor Day. We have two-hour train runs for residents and guests on all holidays during that period, plus practice runs every two weeks on Wednesdays. There is a four-part training session for all new Engineers, and they are encouraged to practice running trains and be involved in the formal two-hour holiday train runs.



Video: *Ride the EHGRR*
www.youtube.com/embed/nz-kP-J-WioE?feature=oembed



New acrylic bridge supports going in near Snoqualmie power plant.



The new bridge and track at work.

LIVE STEAM STATION



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1:32, Alcohol or Butane
Kit \$3995, RTR \$4495



LNER B1
1:32, Alcohol Fired
Kit \$3100, RTR \$3600



USRA Mikado Heavy
1:32, Alcohol Fired w/ 6 Free Cars
Kit \$4400, RTR \$5500



GWR 43xx 2-6-0
1:32, Butane, Green and Black
Kit \$2695, RTR \$2895



N&W 4-8-4 J-Class
1:32, Alcohol Fired or Electric
Alcohol \$5950, Electric \$5250



BR Standard 5MT
1:32, Alcohol Fired
RTR \$4600



Tiger 0-6-0 with Tender
1:32, Alcohol Fired
Kit \$3250, RTR \$3800



Kerr Stuart 'Victory'
1:32, Butane Fired
RTR \$1100



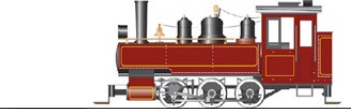
D&RGW C-25
1:20.3, Coal or Butane
RTR \$5250



D&RGW C-18
1:20.3, Butane Ceramic
\$3200-\$3600



Baldwin "Mabel" 0-6-0T
1:20.3, Butane Fired
Kit \$1249, RTR \$1499



Ruby #1 0-4-0T
1:20.3, Butane Fired
Black, Red, Blue and Brown
Kit \$649, RTR \$699
New 2022



'Cranmore' Peckett
1:19, Butane Fired
Kit \$1695
RTR \$1795



Lawley 4-4-0
1:19, Butane Fired
RTR \$3395



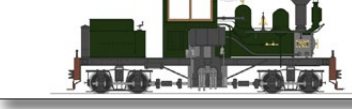
"Tallylyn" Railway 0-4-2ST
1:19, Butane Fired
RTR \$1700



Allchin
1.5" Scale, Butane Fired
RTR \$3800



Shay 13T
1:20.3, Butane Fired
Kit \$1995, RTR \$2145
New 2022



Forney SR&RL & WW&F
1:13.7, Butane or Coal
Butane \$3200, Coal \$4200



"Train Bleu" CIWL Sleeper J&M Models
1:32, Brass
\$950/Car, \$3800/Set of 4



BR Mk1 Passenger Cars
1:32, Plastic body, Metal Trucks
\$295/Car



L&SWR Coaches J&M Models
1:32, Brass
\$800/Car, \$3040/Set of 4 Cars



Jackson & Sharp Coach AMS
1:20.3, Ball Bearing Trucks, Lighting
\$295/Car



Logging Disconnects AMS
1:20.3, Plastic Body, Metal Trucks
\$135/Car



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CLUB CORNER

Curated by Bill Derville, Past President
Rose City Garden Railway Society • Portland, Oregon



I have the privilege of reading newsletters from many clubs throughout the United States, and I've seen that one of the things many clubs do is have a year-end holiday event. Our club is no exception. Our "Banquet" is now called the "Fall Social," which doesn't sound quite so formal.

Our Fall Social is an all-day affair at the Canby Senior Center in Canby, Oregon, on the second Saturday in November. It starts with two clinics in the morning in separate rooms in the facility. Then we are all served lunch by their staff. In the afternoon, there are two more clinics in different rooms.

This year's clinics will be on building mountains using Hot Wire Foam Factory tools, how to mount Kadee body-mounted couplers, tree trimming, and building a covered passenger platform.

We sell raffle tickets, and each person gets one free raffle ticket with each meal purchased. The club president draws raffle tickets and people take home rail cars, train puzzles, tools, and kits. The grand prize is always an engine. Some of these items are purchased by the Fall Social Chairman, and some are from donations we have received from estates or have purchased at one of our silent auctions during the year.

There are sale tables where members can bring items they wish to sell. Attendees also bring items they have built to show and tell at this event.

One year we set up a switching contest on the cafeteria stage where people could

try their hand at switching cars in a defined switching problem with the winner determined by either the fewest number of moves or the fastest time. There is usually a movie with train scenes running on a TV for those not interested in the clinics.

During lunch, a projector shows a Power Point presentation with over 400 slides that include pictures of layouts past and present, and of club activities, that I have taken over the years. Every year I update it with new slides and remove some old ones. It cycles through a few times, so people can catch the ones they missed on subsequent cycles if they are interested, without distracting those who want to just converse at their table.

We close up around 3:30 PM and all head home after a great day with our club friends. People take home raffle prizes, new knowledge from the clinics, and lots of ideas and inspiration. But the biggest take away is the comradery it builds between club members. It is a great way to conclude a busy year of garden railroading.

If your club doesn't have a holiday event, why not start one and make it a tradition. It helps build the strength of the club and isn't too hard on any one individual if you spread the jobs around. If you have a holiday event that involves other activities, let me know what your club does. Most inspiration comes from what others are doing.

From our club to your club, we hope you have a wonderful holiday and train-filled season!



Warner Swarner conducts a clinic on the use of stains at a fall social.



Share your ideas with me by email at bill@derville4.com and your club's experiences may be in a future column.



Not Your Father's 4-6-0

Bachmann's 7th Generation 4-6-0 Product Review

By Kevin Strong

"Kevin?" you might ask, "It's 2022. Why are you reviewing a locomotive that came out in 1989?" The title of this review borrows from an Oldsmobile tagline from the 80s or 90s, "Not your father's Oldsmobile." The message implied "forget what you may have heard about Oldsmobile, and see what we do now." Therein lies the genesis of this review.

This latest version of Bachmann's 4-6-0 marks the 7th revision Bachmann has made to this model. The original 4-6-0 was part of an inexpensive radio-controlled train set Bachmann used to enter the large scale market in 1989. The quality was below what was available at the time from LGB, Delton, and others, but so was the price.

The "2nd generation" of the 4-6-0 introduced metal wheels and track power to the equation, but the overall quality was still, well, not great. Yet the models sold well because everyone loves a bargain. Bachmann would introduce other models, also at bargain-basement prices, whose overall quality largely mirrored the price point both in terms of details and mechanical soundness. Modelers pressured Bachmann to up their game, and Bachmann began to listen, implementing small changes while still trying to maintain a low price point. The 4-6-0 would undergo four mechanical revisions in that first decade.

In 1999, Bachmann released the "10th anniversary" version of this loco, commonly referred to as the "Annie." This 5th generation version of the model significantly overhauled the locomotive. It featured metal valve gear, vastly-improved detailing on the boiler, and an improved gearbox. The 5th generation proved quite successful, and was not revised again until just a few years ago when Bachmann replaced the plastic gears with metal, and redesigned the front pilot truck suspension to improve tracking.

This 7th generation represents yet another significant overhaul to the model. Bachmann bills it as a "4-6-0 locomotive with metal gears (DCC and sound ready.)" It's descriptive, but really undersells the improvements made. The phrase "...with metal gears" misses the fact that they've paired those metal gears with a robust Pittman motor, a marked improvement over the lower-quality Mabuchi motors in previous versions. They've also replaced the old brass friction bearings with ball bearing journals on the locomotive axles. The result is a locomotive that runs very smoothly with components that will not easily wear out. This is a similar set-up to what is in Bachmann's C-19,



Bachmann's 7th generation of the 4-6-0 offers mechanical and electrical refinements which bring the locomotive up to the same level of overall quality as their high-end "Spectrum" models.



The detailed boiler and metal valve gear came from an earlier revision to this model. This version received a more prototypical, longer cowcatcher.



The tender of Bachmann's 4-6-0, the result of all-new tooling, has been completely redesigned from the ground up.

which has logged hundreds of reliable hours on my railroad. Bachmann has also replaced the old metal-strip contact for chuff trigger with a new, properly-quartered optical chuff trigger.

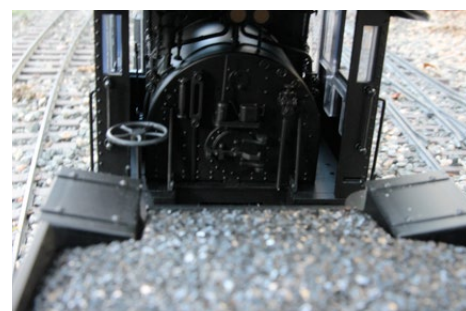
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The biggest visual difference between this version and previous versions lies behind the locomotive. While the locomotive itself got a cosmetic workover with generation 5, Bachmann at that time left the tender untouched. With generation 7, the tender receives a complete makeover top to bottom. Gone are the rows of tennis-ball-sized rivets, replaced instead with crisp scale-sized ones. The "hungry boards" around the coal load are separate from the shell itself, with realistic wood grain molded in. The tender features all-new metal trucks and detailing, including chains and a cast-in poling pole. Admittedly it took me a few seconds to figure out what the pole was. This would have been used to move cars on adjacent tracks by putting each end into a "poling pocket" on the corner of the locomotive and car. Part of me wishes they would have included the pole as a separate detail, but then I have poling poles hanging on some of my locos. They have from time to time come loose, jammed into the ground, and jacked the tender over onto its side. So, yeah, cast-on is probably okay there.

continued on next page



Scale rivets are the most noticeable difference on the tender, visually matching the details on the locomotive itself. Chains hang off the bottom of the tender frame.



The coal detail on the removable coal load is crisp and resembles washed coal. You can see the backhead details inside the locomotive cab.



A poling pole (for moving cars on adjacent tracks) is cast into the engineer's side of the tender frame just above the wheels.

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The water filler hatch opens, giving those wishing to install battery power a convenient place to hide a power switch. Installing third-party control electronics lies at the heart of why the tender got this complete makeover.

The tender was overhauled in order to accommodate new electronics, the "...DCC and sound ready" part of the description. What this means to the user is that all the onboard electronics, the lights, firebox flicker, smoke unit, optical chuff sensor, track pick-ups, etc. are all connected and controlled from a central PC board located in the tender. The tender features the "non-proprietary plug-and-play" socket on a PC board which allows the modeler to install third party control systems without any rewiring of the locomotive. If you are using a control system that is compatible with the socket, you can simply plug it in and go.

continued on next page



Under the removable coal load you'll find the "non-proprietary plug-and-play" socket, which can be used to easily install 3rd party control electronics. This is a "dummy plug" which enables the locomotive to run on traditional through-the-rail DC voltage.



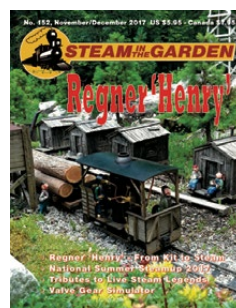
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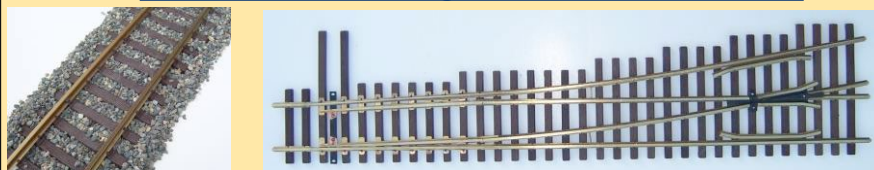
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Otherwise, you can solder to the labeled solder pads on the PC board or use their plug-in wiring harness to interface between the PC board and whatever control you choose to install. There are also screw terminals to attach a battery for onboard power, and a corresponding selector switch to choose between track and battery power. This move on the part of manufacturers to facilitate installation of third party control systems is very much appreciated. It reduces the time needed for a conversion from hours to minutes.

The 4-6-0 comes with an engineer and fireman figure (they haven't changed), and also replacement couplers for the tender—a hook-and-loop coupler and an operating knuckle coupler set to the height of Bachmann's "Spectrum" rolling stock. These are easily swapped out by the modeler. The mounting pad on the tender will also accommodate a Kadee #830 or #906 G Scale coupler. The front coupler has always been—and remains—a dummy coupler. Maybe they'll fix that with generation 8.

The Bachmann 4-6-0 is a model of the East Tennessee & Western North Carolina's "large" 4-6-0 class, numbers 10–14 (excluding 13). The model is 30 3/4" long, 4 1/2" wide, and 6 7/8" tall over the whistle. It's modeled to 1:22.5, and scales out very well when compared to published drawings of the prototype. Number 12



The Bachmann 4-6-0 seen from the rear. The coupler can easily be swapped out for a Kadee coupler, but legacy knuckle and hook-and-loop couplers are also included.

of this series still runs today at the Tweetsie Railroad. Numbers 10 and 14 were sent to run on the White Pass & Yukon. Alas, this version is not available in any prototypical ET&WNC paint scheme, as it has been in previous versions. This version is available

in a red and green Christmas scheme, Yellow D&RGW "Bumblebee" scheme, black D&RGW, and black unlettered. I received the black unlettered version. The paint is smooth and even, and would easily accept decals, dry
continued on next page

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transfers, or vinyl lettering should the modeler wish to apply their own custom lettering. I have seen the other versions, and the lettering on those locos is crisp and well done.

“All that is well and good, but how does it run?” you might ask. Short answer, very smoothly. I set the loco on my test track, and the lights came on at just 1.5 volts to the track. The motor began to move at 2.8 volts at a mere 1.5 scale miles per hour. That’s running on simple analog DC power. A DCC controller with back-EMF motor control would be able to dial that in even slower. Despite the beefy Pittman motor, the current draw is not that high. Running light, the locomotive drew 0.25 amps. Slipping, it drew 1 amp. Stalled, it drew around 5 amps. (Note: I did not let the locomotive develop a full stall for very long, in order to avoid damaging it.) The locomotive developed over two pounds of drawbar pull, so it will handle a typical narrow gauge train of 8 to 10 cars without trouble. The locomotive is designed to go around a 2’ radius (4’ diameter) curve; however, this will put extra strain on the drive and limit the number of cars you can reasonably pull. Aesthetically, it looks better on 4’ radius (8’ diameter) or larger curves.

The locomotive features directional LED lights, firebox flicker, and a smoke unit—the same one that’s graced all the previous versions. I’m not a fan of smoke units, especially simple non-fan-driven ones like this, so I’ll just mention that it’s there. There’s an on/off switch for the smoke unit behind the smokebox door.

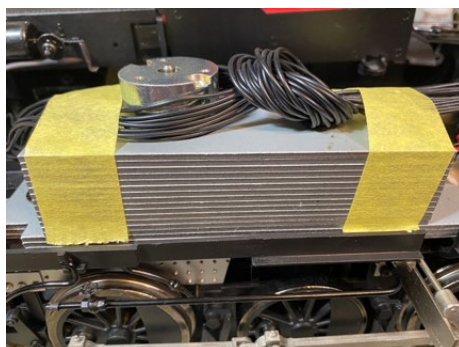
This version seems to run a bit slower than previous versions. I really can’t quantify that since my older 4-6-0 sits in pieces awaiting the motivation to finish its conversion to a 2-6-2. At 13 volts, the locomotive ran at about 19 scale miles per hour. Upping the track voltage to 20 volts brought the top speed to 30 scale miles per hour. That would be considered a typical operating speed for a locomotive of

this type. Many narrow gauge railroad timetables allowed for an average speed of 15 miles per hour, so this locomotive will run at prototypical speeds throughout the available voltage range. Folks used to running their trains at high speeds may find this to be a drawback, but I think many will find the more sedate pace to be somewhat refreshing.

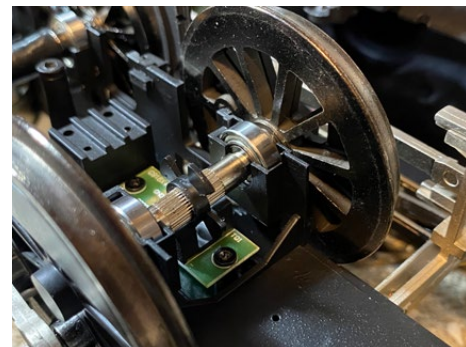
Now, here’s where we come full circle to the beginning of the review. In those early years in the 1990s, Bachmann was synonymous with low price and sub-par quality—AKA, “you get what you paid for.” Those early products did what Bachmann intended them to do at that time—introduce people to the hobby at a very affordable price. Bachmann’s philosophy has shifted over the years. While they still have their lower-priced legacy products, they have expanded their product lines in many scales with very

high-end, high-quality offerings, this 4-6-0 being among them. Problem is, people still look at today’s Bachmann offerings with that old “low quality” mindset. When Bachmann published a MSRP of \$1,099 on a locomotive that used to sell for under \$200, casual hobbyists freaked out. *This engine is mechanically and cosmetically worlds apart from that first offering from over 30 years ago.*

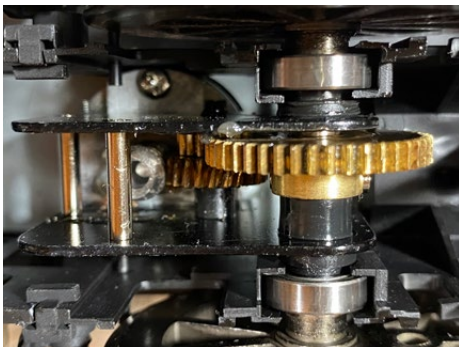
The other thing you have to consider is that Bachmann’s published MSRP has always been significantly higher than the street price from most dealers. Current dealer prices for this loco run from \$550 to \$700. In my opinion, that’s a very reasonable price for what you get when compared with offerings from other manufacturers. In this case, “you get what you paid for” works both ways. This is definitely **not** your father’s 4-6-0.



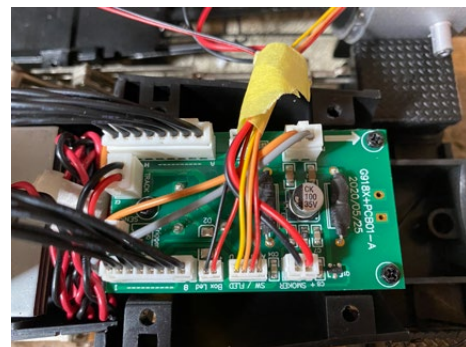
Internally, the locomotive received a beefy Pittman motor and new weights.



Ball bearing journals and a new properly-quartered optical chuff are among the hidden mechanical improvements made to this model.



Brass gears all the way from the worm to the driver will provide smooth operation. Bachmann upgraded to using all brass gearing on previous models which have proven very reliable over the years.



This PC board in the front of the locomotive provides power and control to the locomotive’s lights, smoke, chuff trigger, and motor.

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Project by Robin Adair

GR NEWS ON LOCATION IN THE UK

Garden Railroading News' Marketing Director, Mick Spilsbury, visited two garden railroads and met twenty garden railroaders in the United Kingdom in September. This is his report.

HISTORY LEAVES ITS MARK

Garden railroading in the United Kingdom traces its roots back to the late 19th century. By the 1950s, the UK had many garden railroads, using equipment smaller than G-Gauge. Garden railroading in North America got on track in the 1970s after Lehman launched LGB in 1969. These different histories influence things today. While the majority of garden railroads in North America run G-Scale equipment and its variants, UK garden railroading is diverse. The G Scale Society has 1,300 members; the 16mm Narrow Gauge Modellers Association has 4,000 members worldwide, the majority in the UK.

Geography plays a role too. The area of the United Kingdom is similar to Oregon. The average UK lot size is less than 50% of the average in North America; the UK population just 20% of North America's, though the number of garden railroaders is over half that of North America. That would be a lot of garden railroaders in Oregon!



NATIONAL ORGANIZATIONS & AREA GROUPS

The UK's G Scale Society and 16mm Association are both national/international organizations and both publish high quality magazines. Between them they have around 70 regional groups in the UK, which serve as the equivalent of the 120+ independent clubs in North America. This facilitates the coordination of national and regional garden railroading events in the UK.



A VISIT TO THE EAST SUSSEX GROUP

The images opposite are from the G Scale Society's East Sussex Group which has a club house, a highly detailed indoor G-Scale layout, and a raised outdoor track. Members own the equipment that runs on both layouts. Some but not all members have their own railroads. One 87-year-old member relayed how he finally built his own garden railroad three years ago!

The clubhouse is in a rural setting at the entrance to an orchard farm which grants the group usage of the building.

The group were kind to open on an unscheduled day. More than a dozen members came along, most with locomotives to run on the outside track on a breezy but sunny September Sunday. Like garden railroaders worldwide, they were terrific hosts, knowledgeable railroad enthusiasts and darn nice folk to spend time with. Liz and I loved our visit. Liz even got a cup of tea and a piece of cake! (I was too busy yapping!)



continued on next page

GR NEWS ON LOCATION IN THE UK CONTINUED



LIVE STEAM ALIVE AND WELL

North American Live Steamers would love UK garden railroads because the percentage of locomotives running on steam appears to be significantly higher than in North America. History plays its part here.

Early garden railroads in the UK had to rely on steam power. By the time that electric power was an option, steam locomotive manufacturers were established and there was significant community knowledge about running live steam. Decades later, in North America, we could go straight to electric power with no need for live steam knowledge.

In addition, groups like East Sussex had built large, raised tracks to run live steam. It was fun watching them run there, both those that ran smoothly and those that needed proactive management. All were remote controlled.

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GR NEWS ON LOCATION IN THE UK CONTINUED

RICHARD BARTON'S RAILROAD

Richard Barton's recently built garden railroad in a section of his back yard has a small footprint compared to the typical North American garden railroad, but is probably within range of the average size of private garden railroads in the UK.

Like many UK garden railroads, it runs through vegetation that is garden size rather than railroad size.

Motive power is track power with DCC control.

Richard has the same planning authority as me, a wife who declines to allow the railroad to take over the whole yard. Neither he nor I understand quite how some in our hobby get planning permission for a total garden takeover. So, while there are differences between UK and North American garden railroading, there are also similarities, the biggest being fun and camaraderie.



I want to thank Richard and all at the East Sussex Group for giving me a taste of UK garden railroading. I also want to thank the G Scale Society for connecting me to those fine folk. Last but not least, an apology to the equally impressive 16 mm Association. Next time I am in the UK, I hope to visit some of your fine railroads too. —Mick

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Making Adhesive Vinyl Graphics Using a Cricut

by Doug Martin;

Port Elgin, Ontario, Canada

It's surprising how many people have mentioned having a really crafty friend or family member who has a Cricut. Most modellers are aware the Cricut can be used for creating graphics, but the process differs significantly from the traditional printer we are all familiar with. If you want to create some railroad specific logos that will really make your engines, rolling stock, buildings, or trackside signage special, the Cricut [info at: cricut.com] can do it, but there are some fundamental basics that you should understand before you get started.

The Cricut cuts whatever you design on adhesive backed vinyl sheets. Here in Canada, the sheets are available at Michaels and come in an amazing selection of colours and patterns. Walmart has a limited selection as well, but I really didn't notice much of a price difference between the two stores. Vinyl is available with a removable or permanent adhesive. Get the permanent outdoor vinyl.

Michaels occasionally has a sale on Cricut or Oracal vinyl. The vinyl from either manufacturer seems to work the same, so pick the one that has the colour or price you like best. The Michaels flyer "40% off one item" coupon specifically says it does not apply to Cricut machines and accessories. Cricut seems to have the market cornered and does not normally allow sales or discounts.

Cricut does have a library (with a monthly fee) that has thousands of ready-made graphics. Most people use this method for their designs, but the final product is really only good if you are making cute sayings or flowery graphics for a scrapbook rather than railroad specific items. If you want to go beyond simple text and create your own design, you will require a graphics program on your computer. I believe vector-based graphics work



better than pixel-based so I use either CoreIDRAW or AutoCAD. Cricut does come with its own software called 'Cricut Design Space' but it is better for plotting ready-to-use graphics rather than designing new stuff. You will need to upload your design (yes, I believe your custom-made design becomes their property once it reaches the cloud) and then use their software to talk to the machine. The person who owns the Cricut you are going to use will have the carrier mat and transfer tape required to first cut the vinyl in the machine and then to transfer the finished cut-out to the desired surface. If you are buying your own, be sure to check which model of Cricut you will be using because some products are machine specific.

I have included the Tanglewood Central logo as a sample. I drew the trees in AutoCAD using a polyline and then imported the image into CoreIDRAW where I added the text. CoreIDRAW gave me the ability to easily stretch the fonts both vertically and horizontally to fill the desired space. I then exported the final image as a 'png' with a transparent background so that I could use it in Cricut Design Space. You scale your image to whatever size you want and position multiple copies on the same sheet of vinyl. It's best to do everything in one shot because getting the Cricut to position itself on a partially used sheet of vinyl can be tricky.

Your vinyl is first adhered to a heavy backing sheet (the carrier) that

continued on next page



gives the rigidity necessary for the vinyl to be maneuvered back and forth in the machine while the cutter blade cuts through the vinyl. Once the vinyl is cut, you have to remove all the little bits that don't belong. This process is known as weeding. Cricut sells tools for the process, but I have found that the tip of an Exacto blade and some dental tools (often found in surplus stores) work well at a fraction of the cost.

The next step is to apply a transfer sheet over the graphics that has an adhesive backing that is strong enough to lift the vinyl off of its paper backing sheet. The idea is to adhere your graphics while maintaining perfect alignment of all the graphic components. Next you position the transfer sheet with your image attached to it on the finished product and burnish your vinyl design on (i.e. rub hard). At this point, the adhesion of the vinyl to your final product must be stronger than the adhesion of the transfer sheet to the surface of the vinyl. This allows you leave your vinyl design permanently adhered to the finished product when the transfer sheet is pulled off.

You can see the whole process relies on the tackiness level of the adhesives for the various stages and

Cricut has gone to great lengths to ensure this works properly. Even so, reasonable care must be taken at each step to ensure the right things stick to or release from the desired surface. If you have troubles, both the backing and carrier sheets come with different tackiness levels depending on your needs. Stick with Standard Grip for your first trials.

In G-Scale and larger, I find the vinyl is thin enough that the image tends to become part of the finished product without a noticeable edge. This may not be the case if you are modelling in HO. If you want to introduce different colours or place a background under your graphics, multiple layers of vinyl can be placed over each other.

Remember too that you aren't limited to cutting vinyl. Depending on the Cricut model you have, you can cut a variety of materials including paper, cloth, heavy paper stock and even balsa wood. I believe it will score styrene using multiple passes sufficient to snap the pieces out. You can also replace the cutter blade with a pen attachment and then use markers to draw on a finished surface. You can make iron-on transfers for custom T-shirts or even make coffee mugs with your design printed on.

The Cricut is capable of so much more than a regular printer, but it takes numerous steps to get to the final product. Have fun. You should be happy with the results.



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Our top ten images of 2022 are known

The images opposite will be hard to knock out of the top ten, but the overall top ten is far from decided.

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'Like' images we post either on Facebook or Instagram that you would like to see in the 2022 top ten.

No stuffing the ballot box, please! :)

You even still have time (but not much) to send me an image or two to post, though some might end up vying for a 2023 top spot!

Mick marketing@grnews.org





-- By Richard Murray

BOTANICAL NAME: *Cedrus deodara* 'Devinely Blue'

COMMON NAME: Devinely Blue deodar cedar

USDA HARDINESS ZONE: 6-9 (down to -10° F)

DESCRIPTION: *Cedrus deodara* 'Devinely Blue' is an evergreen dwarf conifer. It is a fine selection that grows as a flat-topped shrub when young. As the plant matures it will develop apical dominance, eventually becoming broadly conical. Branching is typical of the species, growing outward with a slightly pendulous form. The blue-green to powder blue foliage is quite attractive. In the spring new growth is a pretty contrasting bright blue green. The short stubby trunk is grey and smooth. The plant is propagated by grafting.

After 10 years of growth, a specimen can measure 4 feet tall and 3 feet wide and can have an annual growth rate of 3 to 5 inches. My plant in the photo below was planted from a 3 gallon nursery bucket and has been in the ground for about



Bay Area Garden Railway Society

10 years. It has been pruned every year to keep its small and slightly weeping shape. It has been kept to about 15 inches tall.

This cultivar originated as a seedling selected by Angelica Nurseries in Maryland, USA. They named it in honor of Bill Devine, a retired propagator there. The name is a delightful play on his name and is often seen misspelled as 'Divinely Blue.'

It will grow best in regions where the summers are not dry, although it is drought resistant once established. It does best on acidic soils in the cooler areas of the Pacific Northwest and does well in warmer areas, too. A sunny location suits it best to develop the strongest foliage color.

GARDEN USES: It is deer resistant and verticillium resistant. Because it is on a short trunk, it can be tucked into any sunny spot in the garden with plants growing beneath it or grown in a pot surrounded by annual flowers. Its moderate height fits into practically any garden space. It can be used on slopes for erosion control, grown in a pot, used in small gardens, or used as a small specimen tree. For some ambitious souls it could even be placed somewhere on a garden railroad! If you get tired of the monotony of 6" tall plants, 'Devinely Blue' is your answer. It's even a low maintenance plant.

April 2020

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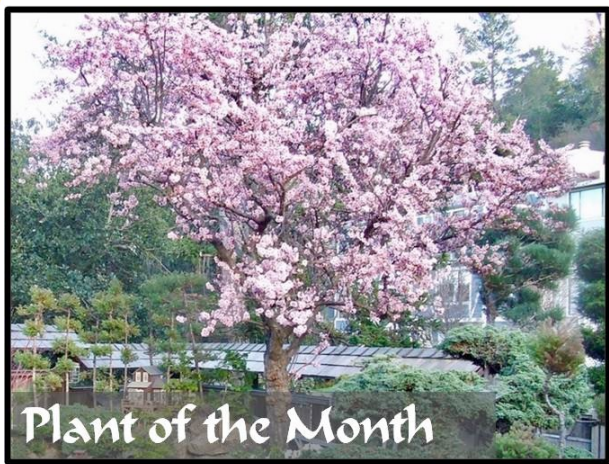
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-- By Richard Murray

BOTANICAL NAME: *Cedrus deodara* 'Pygmaea'

COMMON NAME: Pygmy Himalayan cedar

USDA HARDINESS ZONE: 5-9 (down to -15° F)

DESCRIPTION: *Cedrus deodara* 'Pygmaea' is a very slow-growing, miniature evergreen selection of Himalayan cedar with short, congested branches. It has radiating, steel-blue foliage presenting a pin-cushion effect. Eventually, it grows into a dense globe. New growth in spring is green changing to blue as the season progresses. Needles are shorter than those typical of the species. It is best grown in full sun in well drained soil with even moisture. It is verticillium resistant.



November 2019

After 10 years of growth, it is reported that a mature specimen will measure 10 inches tall and wide, growing less than one inch per year. In my yard, where most plants grow more slowly than elsewhere, the 15 year old plant is now about 6 inches tall, less than a half inch per year. It was purchased at Mini Forest in Oregon, which currently does not list the plant. When Sky, the owner, selected the plant, she said it consisted of just three little twigs. When the plant finally arrived, her description was indeed correct. It was only about 3 inches tall and had just a few needles on each of its tiny 3 twigs. This has been one of my most miniature plants. Its growth was not helped when a few years later I accidentally stepped on the plant.

This cultivar originated as a seedling selected around 1943 by James E. Noble, who gave it posthumously and unnamed in 1958 to William Gotelli. It was Mr. Gotelli who named it and began distributing it around the conifer trade.

GARDEN USES: This very slow-growing cultivar of Himalayan cedar would be an excellent choice for the rock garden or garden railroad because it would take a lifetime for it to outgrow its space in the garden.


NATURAL HISTORY: The native range of the species from which 'Devinely Blue' and 'Pygmaea' was derived, *Cedrus deodara*, is in the high mountains of the Himalayas, where it is found from 3,500 to 12,000 feet in elevation. It typically grows in temperate forests with other coniferous and broadleaf tree species. It is a very important tree for timber in Afghanistan, Pakistan, India, and Nepal. In many areas of its native range, deodar cedar is less common today due to over-logging. It was brought to England in 1822 as an ornamental tree. Within a few decades, it was being cultivated with the hope that it would become a viable commercial tree. This idea, however, was abandoned because the British climate did not allow the tree to grow as large as it does in its native habitat. In the early 1830s, it was brought to the United States, where it continues to be a popular landscape tree.

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Photo by Nancy Norris

C.d. 'Pygmaea' in January 2005
— 1 ½ inches shorter.




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The car is missing half its roofwalk. I had already made small brass rod grab irons for the roof, I did those as I was thinking how to make the replacement walkway.



The Chopper is a great tool in any scale! Here I am cutting strip Styrene for the needed pieces.



Pieces laid out and ready to glue up. Using the existing roofwalk piece as a diagram to copy.

Just a tiny bit of glue to start until I know everything is in the right place.



Crossmembers in place, I flipped it over and now adding the center of the walkway. I opted to splice a piece over a cross beam rather than cut up a third piece of styrene. The real ones I'm sure were done the same way.

A good match, added a tiny bit more liquid cement to finish the glue job.



I opted to glue on small risers at the ends of the crossmembers rather than try and cut the angles needed to match the roof angle. A test fit after the glue dried confirmed it was spot

on! On the USA Train car here, it has to go in a certain direction to match up with the roof seams.



Looking good, all the crossmembers match the roof seams just right. Important as I will just glue this in place. Still not quite right yet. The original has wood grain marks on it, mine are smooth flat Styrene. A few light careful passes with the old Atlas saw makes for some convincing wood grain.



While waiting for the underside paint to dry, I made a replacement brake wheel and supports for the platform from 1/16" brass rod. I checked to be sure it was in the right direction and glued it in place with CA glue, just a tiny amount on those small riser pads did the trick nicely. I lined it up with a straight edge leaving a paper thin gap between the two pieces.



Here you can see where the small riser pads meet up nicely with the roof seams and it matches really nicely. The CA glue whitened the plastic roof where it was glued down, but a bit of black paint fixed that easily. I also then painted the top to finish it. All done, looks fine except my fix doesn't have the mold mark dimples, but I'll live with that. Besides at 10 feet and moving, it will be hard to notice!

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Duke Snyder




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Photo by Mick Spilsbury

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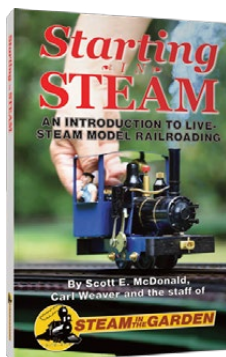


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From the workbench

Photos and Story, Mike Hilliar, Auckland

Modifications to Make a Sandy River RR Consist Part Two

An extended lockdown project

In Part One, I did an article on the Sandy River and Rangely Lakes freight cars that I was building for my Roundhouse S.R.&R.L. No. 24. In late 2021, I had finally taken the plunge and ordered the engine only to find out I had a wait of ten months before its delivery. They build them in batches.

While waiting for the locomotive and back in lockdown, I began to build a prototypical two-foot gauge train for it to haul, and chose Bachmann as the best available product to work with.

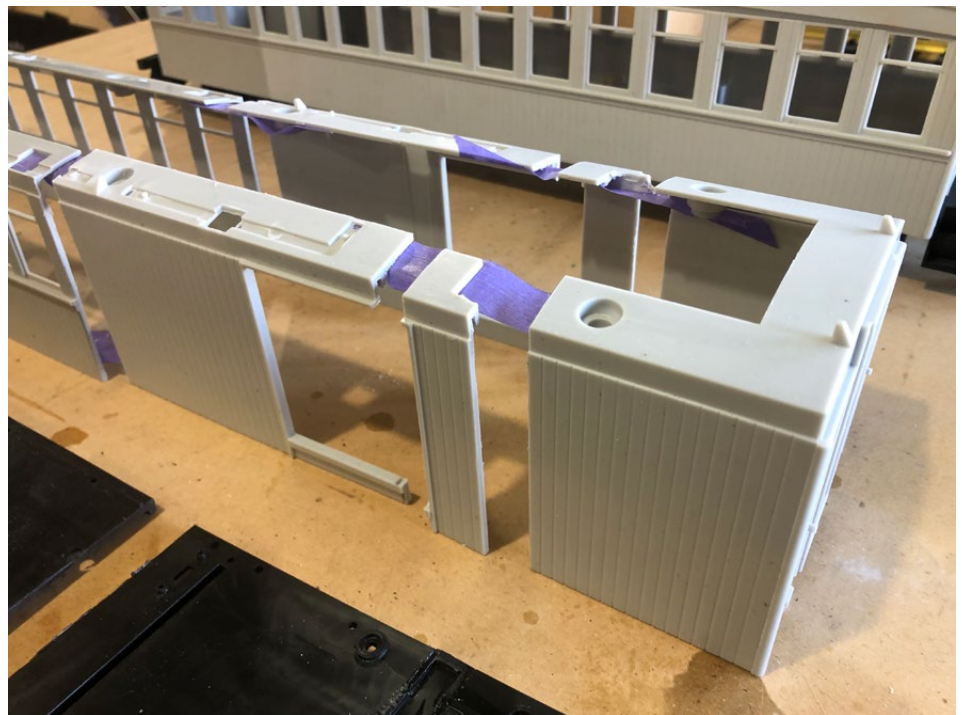
Progress on this train went on steadily over nine months, alternating between passenger and freight cars. When Christchurch went into a lower alert level earlier on in the lockdown, the carriage kitsets I had purchased could be posted. I was ready and waiting with new razor saws and had all the cuts planned when they arrived.

I won't go into a blow-by-blow account; the pictures are worth a thousand words. The carriages were extended from 480mm to 600mm, they have the correct number of windows, but they should have, if in

continued on next page



The new victims (carriage kitsets) awaiting the chop.



Combine after chop showing arrangement of cuts.



Sandy River coaches had windows in their ends, so they were replicated to match the side ones.



A big, sharp coarse file was a useful tool.

THE GARDEN WHISTLE

scale, a length of 740mm in 16mm (1:19) scale. The height and width are close enough, so there is only a bit of fudge required in the length. The kitset coaches were grey, so all the white is styrene, which I used to add detail.

I have modified the seating inside. In the coaches' original scale of 1:22.5, they would have been rather a narrow width, but I have added arm rests and an extra cushion to give height. The backs of the seats are now not so high, and on the prototype these now represent the simple swing-over seats backs.



A peep inside the coach showing the new seat sides. The prototype coach only had one passenger seat each side with a wide aisle, so Bachmann made this detail easy.

That long, low-to-the-ground look was achieved partially by fitting the smaller Bachmann wheels, but that only gave me a drop of 3mm. I managed to get another 4mm by cutting out the chassis bolster, filing it down, then regluing it in. It may not be much, but every little bit counts.

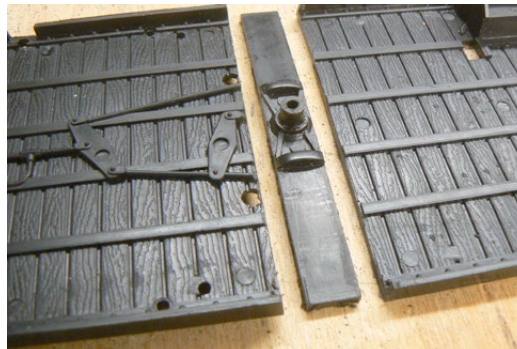
So, after many lockdown hours, I reached the painting stage, waiting to find out the correct colour and some fine weather to paint them.

As I waited for painting weather, I realized I had made a major mistake with the coach roofs, so I sidelined the coaches for a while as I worked on the freight cars. After a break, I realigned the windows with the top lights on the roofs and adjusted the top light spacing on the combine, completing that part of the project.

continued on next page



Extended supports elevate the coach while I add extra trim around the windows.



Bolster, after 4mm was removed, is ready to be glued back into the base plate.



(Above) The combine roof with proper spacing for the top lights and positioning of smoke stack. (Below) The top lights on first try.



Sandy River coaches with misaligned top lights out for a test run before next stage: painting.

THE GARDEN WHISTLE

Most of my projects come to a halt at the painting stage, as I have a fear the paint will run etc. etc. and that I won't get that quality of finish I want. This happened with the final coat. When I was applying the clear satin coat to seal the decals and to tone down the gloss finish, I got a bad reaction in some places. After a few bad words, I gave the affected area a light sand and a touch-up job most won't notice. That what's great about our scale; although it's a good size, we don't generally get up close.

The coach sides and roof were painted using rattle cans. The roof is a red oxide from the big hardware shops and the green was made up from the local car paint shop. Whether I have the correct shade of green I don't know, but I borrowed Greg's Bachmann S.R.&R.L. coach as a guide. In the pictures the colour has been brightened up a lot by the low winter sun, making the red oxide roof appear a lot brighter than it really is.

For the inside and underneath, I go to the other end of the paint quality and use Resene test pots. [Ed. Note: Resene is a paint store chain in New Zealand.] There is a great choice of colours and it's just easy to brush it on.

There is still a bit more detail work to be done, like the radiator roof tanks and paint touch-up to the inside window panels etc. I am quite happy with these conversions originating from a standard 1:22.5 Bachmann three-foot



Combine and coach, finally finished, take a journey on a fine day.



gauge Jackson & Sharp passenger car into a 16mm representation of a S.R.&R.L. two-foot gauge car. I am also pleased with the freight cars. I have again used Bachmann, but have fitted as many S.R.&R.L. features as

I can to make them as authentic as possible.

The decals were done by Stan Cedarleaf who, sadly, has passed on. I have used Stan's decals quite a lot

continued on next page



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for many projects and fortunately received these just before his demise.

The train was finished a month or so before its locomotive. Finally the locomotive was finished, payment made, and it was on its way. A week later I got the customs bill from the shipper and with this you would think it was in the country, so I could have it by the weekend. NO! I found out it was still in Singapore being processed there, and it would be another week of apprehension before I could take it home.

It was well packed and arrived with no damage, unlike my last import from America where there was no supporting packaging and which seemed to have been used as a piledriver. It was an insurance write off. One would think an antique auction house would know how to freight these delicate items?

This was the second Roundhouse Sandy River engine I have unboxed. The first one was thirty years ago when the poor owner had broken his arm, so I had the privilege of unpacking and putting it on the table for him to dream.

Mine also sat on the table for me to dream. A few days later it had its first steamup just beating the rain. Ray and I did have a rare fine day a few days later, so we gave it a good run and took some pictures.

What's next? Well, I still have many projects in the cupboard of dreams to finish off.



Time spent over the summer working outside on my Rockwood Gorge provided a great photo for the first run of Roundhouse No. 24.



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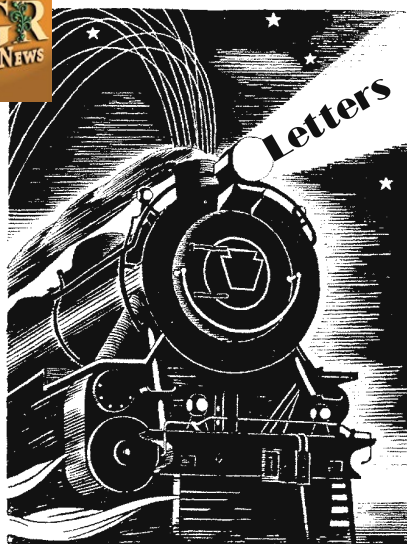
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STRAIGHT FROM THE IRON HORSE'S MOUTH

Letters to the Editor should be sent as e-mails only to Carla Brand Breitner at:
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Letters will then be addressed accordingly and/or passed on to the author for further edification. Unless marked otherwise, letters to this publication are assumed to be submitted for print. Please include your name and club affiliation. Please note that we may not be able to print all letters, though we will try to respond to them. Letters may be edited for length and clarity. We are unable to answer requests for information about specific products or systems; these are best addressed to the appropriate manufacturer.

Why We Share Our Love of Trains on the Internet

The following email was received by the Orange County Garden Railway Society in Southern California and came from a teacher in Maine. Train-related website managers take heart; your work is appreciated.

My name is Harry Rizzo and on behalf of the Maine K-12 Stem Club, I wanted to let The Orange County Garden Railway Society know your web page was a big help to our club! This one: <https://orangecountygardenrailwaysociety.com/links/>

For the month of September, our club is learning about the different fields of engineering and exploring the career options for each field! We're working on Civil Engineering right now and learning how this field is responsible

for the planning, design, operation and maintenance of transportation systems. We wanted the kids to learn about the history of transportation and how it has evolved over the years! Your page had some great information on railways and trolleys to incorporate into our lessons, so the kids requested I reach out and thank you :)

As a thank you, I wanted to share this transportation guide that explores lots of early forms of transportation. It also has an extensive collection of information on transit museums, which we really enjoyed checking out...

www.titlemax.com/articles/all-about-streetscars-light-rail-and-subways

Thank you again for all the help!

Harry Rizzo
 Maine

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.....	Fraser Valley G-Scale Friends
.....	Greater Vancouver Garden Railway Club
.....	Vancouver Island Garden Railway Club
ON	Bluewater Railroaders (formerly Ontario's West Coast GRS)
.....	Burlington Model Railway
.....	Central Ontario GR Association
.....	Golden Horseshoe Live Steamers
.....	London Garden Railway Society
.....	Ottawa Valley Garden Railroad Society

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AUS	Garden Railway Club of Australia Inc.
.....	Australian Model Railroad Assoc QLD
.....	Australian Model Railroad Assoc VIC
DE	Club der LGB Freunde Rhein Sieg e.V (Monchengladbach/Rheydt)
NZ	Auckland Garden Railway Group
.....	Christchurch Garden Railway Group
.....	Locos, Lads & Lasses
.....	Waikato Garden Railway Group
.....	Wairarapa Garden Railway Group
.....	Wellington Garden Railway Group
SWE	NTJ, Nässets Trädgårds Järväg (Varmland)
.....	Sveriges Tradgardsjarngar (Stockholm)
CH	US G-Scale Friends Switzerland
UK	G Scale Society United Kingdom
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Affiliated United States Clubs by State as of 11/10/2022

AR	Greater Hot Springs Garden Railway Society	MD.....	Mason Dixon Large Scale Railroad Society
.....	Northwest Arkansas Garden Railway Society	MD/DC/VA*	Washington, Virginia & Maryland GRS
AR/OK/MO*...	Ozark Garden Railroad Society	ME	Maine Garden Railway Society
AZ	Arizona Big Trains Operators	MI	Lakeshore Garden Railway Club
.....	Central Arizona Model RR Club	MN	Minnesota Garden Railway Society
.....	Gadsden Pacific Div. Toy Train Operating Museum	MO/KS*	MO-KAN Garden Railroaders
.....	Oracle Community Learning Garden Kid's Railroad	MO/AR/OK*...	Ozark Garden Railroad Society
.....	Sun City West Model Railroad Club	NC.....	Apple Valley Model Railroad Club
.....	Tucson Garden Railway Society	.....	Coastal Carolina Garden Railroad Society
.....	VDO Garden Railroad Club	.....	Gibsonville Garden RailRoad Inc
CA	1:32 Scale Group	.....	North Carolina Garden Railway Society
.....	Bay Area Garden Railway Society	.....	Piedmont Garden Railway Society
.....	Central California Coast Garden Railroad Society	NE	Rivercity Railroaders
.....	Del Oro Pacific Large Scale Modular Railroaders	NH	New Hampshire Garden Railway Society
.....	Diablo Pacific Short Line	NJ	South Jersey Garden Railway Society
.....	Fairplex Garden Railroad Volunteers	NM	New Mexico Garden Railroaders
.....	Gandydancers	NV	Las Vegas Garden Railroad Society
.....	Gold Coast Garden Railway Society	.....	Northern Nevada Garden Railroad Society
.....	Mendocino Coast Model RR & Navigation Co.	NY	Central New York Large Scale Railway Society
.....	Orange County Garden Railway Society	.....	Finger Lakes Live Steamers
.....	Redwood Empire Garden Railway Society	.....	Genesee G Gauge Railway Society
.....	Sacramento Valley Garden Railway Society	.....	Long Island Garden Railway Society, Inc.
.....	San Diego Garden Railway Society	.....	Western New York Garden Railway Society
.....	San Joaquin Valley Garden Railway Society	OH.....	Buckeye State Garden Railroaders
.....	San Leandro Historical Railway Society G&O Rwy	.....	Columbus Garden Railway Society
.....	Santa Clarita Valley Garden Railroad Club	OH/KY*.....	Greater Cincinnati Garden Railway Society
.....	Santa Fe & Butthead Cove RR Train Group	.....	Miami Valley Garden Railway Society
.....	Shasta Garden Railway Society	.....	Northern Ohio Garden Railway Society
.....	Southern California Garden Railway Society	.....	Riverside Railroad Crew
.....	Upland Garden Railroad Society	OK.....	Central Oklahoma Garden Railroad Society
CO.....	Denver Garden Railway Society	OK/AR/MO*...	Ozark Garden Railroad Society
.....	Grand Valley Model Railroad Club	.....	Tulsa Garden Railway Club
.....	Mile High Garden Railway Society	OR	Cascade Crossing Module G-Scale Group
.....	Northern Colorado Garden Railroaders	.....	Medford Garden Railroaders
CT	Boothe Memorial Railway Society	.....	Northwest "G" Railroad Club
.....	Central Connecticut "G" Gaugers Modular Club	.....	Rose City Garden Railway Society
.....	CT "G" Scalpers	PA	Lehigh Valley Garden Railroaders
D.C./MD/VA*	Washington, Virginia & Maryland GRS	.....	North Central Pennsylvania Mountains GRS
DE	First State Model Railroad Club	.....	Pennsylvania Garden Rail Society
.....	Shore Line Garden Railroad Club	.....	Pittsburgh Garden Railway Society
FL	Emerald Coast Garden Railway Club	.....	Southeastern Pennsylvania Garden Railway Society
.....	Florida Garden Railway Society	.....	Susquehanna Valley Garden Railway Society
.....	Gulf Coast & Central Florida RR Museum, Bushnell Str	TN	Crossville Model Railroad Club
.....	Model RR Division of Florida RR Museum	.....	Mid-South Garden Railway Society
.....	Tradewinds & Atlantic Railroad, Inc	.....	Nashville Garden Railway Society
.....	West Florida Railroad Museum	TX	Houston Area G Gaugers
GA.....	Georgia Garden Railway Society	.....	North Texas Garden Railroad Club
IA	Central Iowa Garden Railway Society	.....	San Antonio Garden Railway Engineer Society
ID	Southern Idaho G-Scale Railroad Society	UT	Color Country Model Railroad Club
ID/WA*	Inland Northwest Garden Railroad Society	.....	Utah Garden Railway Society
IL	Chicago Area Garden Railway Society	VA	Piedmont Railroaders
.....	LGB Model Railroad Club of Chicago	.....	Tidewater Big Train Operators
.....	Midwest RAILS (Railroaders Active In Large Scale)	VA/DC/MD*	Washington, Virginia & Maryland GRS
IN	Illiana Garden Railway Society	WA	Emerald Heights' Garden Railroad
.....	Indiana Large Scale Railroaders	WA/ID*	Inland Northwest Garden Railroad Society
KS/MO*	MO-KAN Garden Railroaders	.....	Puget Sound Garden Railway Society
KY/OH*	Greater Cincinnati Garden Railway Society	WI	Kenosha Garden Railroad Society
LA	Greater Baton Rouge Model Railroaders	Wisconsin Garden Railway Society
MA.....	Rusty Rails & Rotten Ties		

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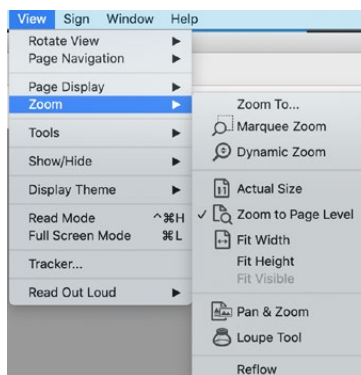
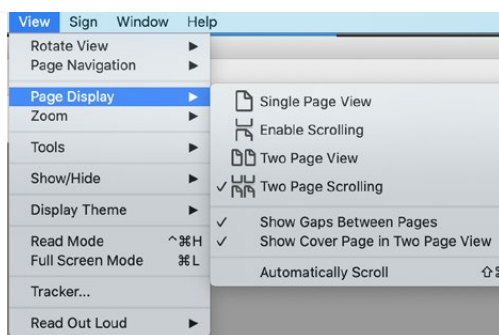
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