



Garden Railroading News

May/June 2024 • 2024 #3 • www.GRNews.org



Petrified Progress Railroad

Review: Bowande
Live Steam Baldwin 0-6-0

Adding a Hillside Waterfall
Above an Established Railroad

A free digital magazine produced by garden railroaders for garden railroaders



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May/June 2024 • 2024 #3 • GRNews.org

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Railroad running & infrastructure improvements.

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Cover Photo: The morning mail has just arrived at Blacklog, PA, on the Tuscarora Railroad. The TRR shares rolling stock with the East Broad Top interchanging at Blacklog. • Proprietor/Photographer Kevin Strong



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Send suggestions and questions regarding Garden Railroading News to:
Mick Spilsbury, Bay Area GRS at: marketing@GRNews.org
Carla Brand Breitner, Santa Clarita Valley GRC at: editor@GRNews.org
Bill Derville, Club Corner, Advertising, Rose City GRS at: advertising@GRNews.org
or www.facebook.com/groups/gardenrailroadingenews

Editor & Layout Design Carla Brand Breitner Web & Marketing Mick Spilsbury



Go to Page 40 for An Online Magazine Explainer
How to Download a PDF, Magnify Pages, and the "Hamburger" Icon.



Below: Mike Patterson built the consist of whimsical, short cars circling above Captain Hook's Jolly Roger on Ann & Mike's narrow gauge BSRR. • Sunnyvale, California

Seen On the Tracks



Photo by Jeff Namba



*MAY
WE SUGGEST...
Something New*

A Sampling of Regional Meets, Train Shows and Rail Fairs in June

Riverside Railroaders Club sponsors the **North East Ohio Large Scale (G Only) Train Show June 1, 2024**, at the Warren OH SCOPE (YWCA). Info at: riversiderr.org



MO-KAN Garden Railroaders hosts a **2024 Midwest Garden Railroad Gathering** over the weekend of **May 30 to June 2, 2024** in the greater Kansas City area. Tour garden railroad layouts. Stoney Creek Hotel in Independence, Missouri, will house workshops, vendor hall, model and photo contests, ice cream social, and closing night dinner. For info: www.mokangardenrailroaders.org



Finger Lakes Live Steamers welcome G-Scale railroaders to a **Garden Railway Picnic, Open Run and Trunk Sale on June 9, 2024**, 10am to 4pm in Marengo, New York. Info at: fingerlakeslivesteamers.org



Father's Day Summer Layout Tour on June 15, 2024, from 10am to 5pm in the greater Portland area. 11 layouts will be open to the public. See rcgrs.com for details.



The **National Big Train Operators Club Convention** is "Back on Track" in Bird-in-Hand, Pennsylvania from **June 15 to 20, 2024**. Details at: bigtrainoperator.com



Miami Valley Garden Railway Society will be running their modular layout again at the **2024 Rail Festival at Carillon Park** in Dayton, Ohio, on **June 22 & 23, 2024**. Rail exhibits include train rides, historical and model train displays, rail vendors and more. For more information, check: railfestival.com and daytonhistory.org



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Switchyard Variety from PIKO America

Make up new consists to ship out behind the latest switcher from PIKO America. PIKO adds a White Pass & Yukon Route GE 25-Ton Diesel Loco to their GE switcher family this month and expects a Denver & Rio Grande Western version coming this fall. The latest GE 25-Ton Diesels come with battery power, easy R/C operation and realistic digital sound installed from the factory. Known for their great pulling power relative to the small size, these switch locomotives were the best-selling diesel locos in America and exported to other markets. Many are still in use today. The switcher is also available in Pennsylvania RR, Santa Fe, Union Pacific, US Army, KLW, and Blue Goose livery, each with its individual add-ons.



38514 WP&YR GE 25-Ton Diesel Switcher

To lengthen your train with some realistic and interesting freight, PIKO has several new flatcars available to build out a train. A Union Pacific flatcar hauls a pulpwood log load, while a D&RGW flatcar is loaded with large pipes for infrastructure work. There is also an affordable C&S 2-pack of flatcars, ready for your layout's unique load. The flat car 2-packs are also available in Union Pacific, Santa Fe, and Pennsy brown. PIKO will be introducing a dark olive green Pennsy 2-pack this fall. Add variety to your Operations sessions with new freight options.



38791 Union Pacific Bulkhead Flatcar with Pulpwood Load



38795 D&RGW Bulkhead Flatcar with Pipe Load



38785 C&S Flatcar w/Stakes 2 Pack



38774 Union Pacific Flatcar w/Stakes 2 Pack

More information at: www.piko-america.com

For the latest catalog and new items brochure: <https://www.piko-america.com/pages/catalogs-brochures-and-flyers>

Holidays Will Be Spooky or Bright with New LGB Offerings

Plan ahead for the holiday season with LGB/Märklin. Prepare for Halloween with a two-axle passenger car imprinted with a haunted tree, soaring bats, a witch flying across the moon on a broom, and scarecrows guarding a pumpkin patch. Your own ghosts can enter the finely detailed interior through doors that open and close.



39024 LGB Halloween Car

Then celebrate the Christmas season with a holiday train pulled by an LGB "Stainz" steam locomotive in festive Christmas colors, reissued by popular demand. The Christmas tree on the front bumper beam lights up, controlled by the Mode of Operation switch which allows for three different functions: "All Power Off," "Power to Lights," and "Power to Lights and Motor." Santa figure included.



20215 "Stainz" Christmas Locomotive

Pull a consist of the new Christmas Cars. The 2024 Christmas Car features a colorful locomotive on its panel art.



36024 LGB 2024 Christmas Car



36923 North American Christmas Car

The exclusive-to-North-America Merry Christmas Car side panel art shows Santa setting a toy train among the presents around a tree.

More information at:
LGB.com or email customerservice@marklin.com

Accucraft UK Is Changing Hands

Accucraft UK Gauge 1 and narrow gauge locomotives and rolling stock will be distributed by Andy and Alex Probyn of Maxitrak, taking over for Ian and Sandy Pearse, who are retiring. Graham Langer leaves to grow his second-hand business, 'The Model Railway Clearing House.' Maxitrak has over 40 years of miniature ride-on railroad experience and has worked with Accucraft USA on numerous projects over the years. *Garden Railroading News* looks forward to a smooth transition.



Look in May News at Accucraft UK for more:
www.accucraft.uk.com/news

Additional Regional Meets, Train Shows and Rail Fairs

The Minnesota GRS traveling trains will appear in floor displays at three County Fairs this summer, **July 24 to 28** at the **Scott County Fair** in Jordan MN, **August 5 to 11** at the **Dakota County Fair** in Farmington MN, and **August 15 to 18** at the **McLeod County Fair** in Hutchinson MN. Each fair display starts with 25x40 feet of green carpet. Add six to nine loops of trains running through villages and towns all day long. Smiles all around.



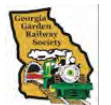
The **SurfLiner 2024 NMRA** (National Model Railroad Association) **National Convention** will tour Southern California from **August 4 to 11, 2024**, based in Long Beach, California. Details at: www.nmra.org/conventions



San Diego Garden Railway Society will host the **2024 West Coast Regional Meet** Saturday through Thursday, **August 10 to 15, 2024**. Most layouts will be open two days to allow plenty of viewing time between visits to other San Diego attractions. August 14 will be a day of garden railroading clinics at Walter Andersen Nursery. A Farewell Luncheon on August 15 will take place at Old Poway Park, near the Poway-Midland RR, a narrow gauge steam train ride. Details and registration at: www.sdgardenrailway.com



Georgia Garden Railway Society is planning a three-day **2024 Southeast Regional Get-Together** from **August 23 to 25, 2024** including the 65th Atlanta Model Train Show in Duluth, Georgia. Friday night Dinner Get-Together will be a picnic buffet at the nearby Gwinnett County Bethesda Park Senior Center. Discounted rooms available (through ggrs.info website) at Embassy Suites, Atlanta NE/ Gwinnet Sugarloaf in Duluth.



The 2024 Southeast Region Get-Together Car is a USA Trains 40' steel box car available for pre-order. For details and registration, go to: www.ggrs.info



The **2024 California Central Coast Railroad Festival** sponsored by the San Luis Obispo Railroad Museum is scheduled for **October 4 to 6, 2024**, with some events starting in September and Model Railroad Layout Tours (including G-Scale) beginning on Thursday, October 3, 2024. Info at: slorrm.com/ccrrf



The **National Steamup Symposium** will steam up on **October 9 to 13, 2024** in Lodi, California. Details at: www.steam-events.org



Email editor@GRNews.org with your events.

Jerry Lee Chapman 1944–2023

The railroad world will miss Jerry Chapman, the engineer behind SplitJaw rail clamps, who passed away on December 23, 2023, at age 79. Jerry brought multiple good ideas to market to support and build our railroad tracks.



Jerry joined the Rose City Garden Railway Society in Portland, Oregon, in 1995 and was a member the rest of his life. He designed the three-part brass SplitJaw rail clamp to ensure electrical connectivity and rail alignment and set up a machine shop in

1996 to manufacture and market his clamps. He took on Rocky Chisano's PVC roadbed and developed it into a complete railroad support system. His carriers and ramps made setting out trains easy.

Jerry and his wife Jan were always happy to answer questions at their SplitJaw booth at train shows and conventions. After Jerry closed down his business and retired, David Bergmann started up his own Split Jaw business in 2021 and began making split jaw clamps for the hobby.

Jerry's family shared a few "Things We Could Learn from Jerry." Buy toys big and small. Join clubs so you can share your interests with others. Be loyal to businesses that treat you well. Remember Chocolate makes life sweeter! Tinkering keeps your mind busy and young. Always have a project!

A Note about the Structure of Garden Railroading News

Volunteers write, edit and distribute *Garden Railroading News*, so the garden railroading community will have a magazine devoted to G-Scale railroads six times a year. Garden railroad clubs notify their members when new issues are available for download. There are no subscriptions as such. Individual readers can check the website, www.GRNews.org, where new issues will be promoted in a button on the home page.

Articles come from club newsletters or by submission to: editor@GRNews.org. We'd love to hear from you.

Our advertisers support the web and email costs of a digital magazine. Please let our advertisers know you appreciate their support for *Garden Railroading News*.



Coming Soon in GR News: The Safety of Steel Project Three: Viaduct by Patrick McConnell



Kalmbach Titles Join the Firecrown Transportation Media Family

Firecrown, a Tennessee-based publisher in aviation, recreational boating, and supply chain analysis for the logistics industry, has acquired the railroad and astronomy publications of Kalmbach Media. Craig Fuller, founder and CEO of Firecrown, is quoted in a press release saying, "The rail titles are a perfect addition to our portfolio, not just because of their business potential but also because of the shared passion and spirit of the rail and aviation communities. We believe that 'railfans' and 'avgeeks' are kindred spirits."

Ken Patterson interviewed Craig Fuller and David Popp, trains.com director, about plans for Kalmbach's railroad publications on Model Railroad Hobbyist's podcast "What's Neat This Week in Model Railroading #275" at: <https://www.youtube.com/watch?v=9mOrCTG1ld4>. During the interview, Craig Fuller spoke about his passion for model railroads and his belief that there is room for growth in print publications. He talked of plans to improve the quality and content of the print magazines.

The offices for trains.com, *Trains*, *Model Railroader*, *Classic Toy Trains*, *Classic Trains*, *Garden Railways* (not affiliated with *Garden Railroading News*), *Astronomy*, *FineScale Modeler*, and Kalmbach Books will move to a soon-to-be-announced new office location near Milwaukee. Stay tuned for further developments.

For more information about Firecrown and its brands, check their website at: firecrown.com



For information on Kalmbach's railroad publications, check out: trains.com





SACRAMENTO VALLEY RAILROADS

Preview photos from the hosts of the 2025 NGRC
40th National Garden Railway Convention
June 18–22, 2025



Photos by Jeff Namba



Sacramento GRS is hosting the **2025 National Garden Railway Convention** in Sacramento, California, from **June 18 to 22, 2025**. Vendor hall and clinics will be at the Sacramento Convention Center. Friday night banquet will be at the California State Railroad Museum. Layouts will be open throughout the Sacramento area. Info will be posted soon at: ngrc2025.org



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\$10.90 per issue **plus shipping**. Order as a group if you belong to a regularly-meeting club and save on shipping. (Blurb.com also offers discounts regularly. Look for a coupon code when you visit their website.)

EnterTRAINment Junction Owner (Still) Looking to Retire

Don Oeters, the founder and owner of EnterTRAINment Junction [GR News featured layout July/August 2023] near Cincinnati, Ohio, is ready to retire and is still looking for a buyer who wants to keep the trains running. Open since 2008, the 80,000 sq. ft. venue contains a 25,000 sq. ft. indoor G-Scale layout featuring 90 trains running on over 2 miles of track through 3 different time periods, and includes event space and a gift shop. If interested, please contact Don Oeters by email:



doeters@entertrainmentjunction.com

LGB® Garden Railroading

Get on board and join the fun!



20384 San Francisco Streetcar, Car No. 130

This is a model of the original 1914 San Francisco Muni streetcar the "Lucky 130." The four-axle streetcar got its nickname because it was saved from being scrapped in 1958 to tow broken down PCC type streetcars. The streetcar includes an mfx/DCC digital decoder with many light and sound functions, for the first time! Running sounds work in analog. The wheelsets are driven by two Bühler motors.



29911 Norfolk Southern Railroad Rescue Train

This is a model of a NS rescue and training train used to educate and train first responders. The train consists of a diesel locomotive, a tank car and boxcar. The locomotive includes an mfx/DCC decoder for many digitally controlled light and sound functions, and both trucks are driven by two powerful Bühler motors. Running sounds work in analog. The tank car can be filled with water and sprayed using the digitally controlled pump.



A portion of the proceeds from the sale of this product will be donated to First Responders Foundation.

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Petrified Progress Railway • Proprietors: Craig & Cherylene Evans

Growing Plants and Trains as Seasons Change

By Cherylene Evans
Littleton, Colorado

Photos by Cherylene Evans,
Bob Finch, and Carla Brand Breitner
unless otherwise noted

We bought our house about thirty years ago after our children had all left home, and we had decided that we did not want to live in a condo or some sort of apartment. The yard was small and manageable and we thought we would be able to age out in this location. We were absolutely correct about all of that; however, at that time we had no idea that I would get into gardening or that Craig would become drawn to garden railroading. Bit by bit I began planting pretty flowers and removing grass to make more flower gardens. One Saturday morning Craig surprised me by taking me to Caboose Hobby to buy his first garden size Mogul, tender, some cars, track, and a power pack. It is a charming train and I was delighted with it for several days, but after about a week of it running through our living room with that stunning Phoenix sound (we have a cathedral ceiling), I knew I would either have to move out or the train would have to go. That was the beginning of many years of start-stop-start railroad building.

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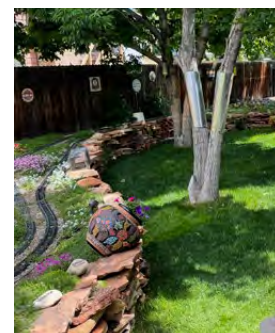
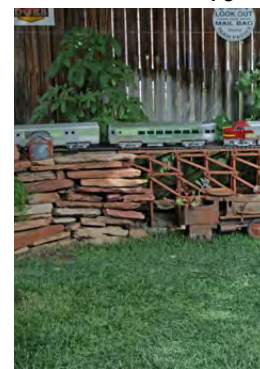
Flowers surround this whistle stop on the Evans' Petrified Progress Railway. A herd of cows grazes in high grass.



The Evans' Mogul coming through the covered bridge.



The railroad travels from loop to loop over a trestle along the fence. Visitors enjoy watching trains from the patio.



Follow the photos across the top of page 4 and 5 to view the railroad as seen at the 2022 Denver National Garden Railway Convention. The covered bridge has been widened for two tracks.

Today the Petrified Progress Railway has approximately 300 feet of track in a dog bone loop on two raised beds. The layout features two trestles, a covered bridge, and a small pond with a waterfall. The garden is lovely, and the trains continue to add charm to the scene.

When we got the Mogul, Craig agreed to move the train to the back yard, but he needed to bring in some dirt. I didn't understand that. Couldn't he just lay that track on the grass? No, he could not. What followed was several months, then years, of what looked more like a World War II movie set than a back yard. It took at least two years before the pile of dirt and rocks turned into a berm with a simple oval train layout. I retired, and the flowers began to look really good, and the track was laid on a bed of pavers, but the train almost never ran, because Craig did not retire. He did haul in more dirt (another year of a war scene in our back yard) and a second loop was built.

One of our grandsons really enjoyed trains and he helped me dig a little pond and create a waterfall on this second loop. He was the kid that always wanted to run a train and would clear the track. His brother was great with the modeling. He would help me put together model buildings and he found the "perfect rodeo for the railroad" when we were at the stock show. Like a good Grandma, I didn't hesitate to make that purchase.

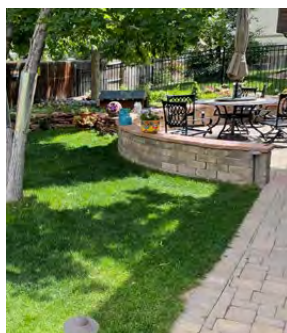
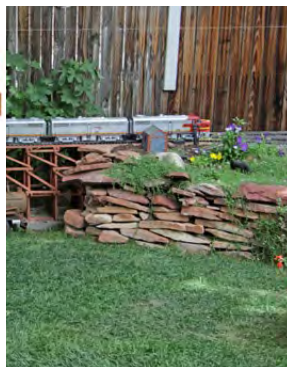
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A single track on pavers ran past a village in this early photo.



Rodeo horses ignore the Super Chief in the single track covered bridge.



Cherylene's garden includes the railroad and multiple transportation-related planters.



Years passed. The grandsons grew up, discovered girls and cars, and, like Grandpa, didn't pay much attention to the railroad. I continued to garden. When Craig finally did retire he complained that my flowers had grown over the track, but I reminded him that it had been an abandoned railroad for quite some time. It did not take him long to discover that the grass trimmer cleared the track very quickly.

We had collected a good deal of rolling stock and equipment over all those years. We went to work, cleared the track, and Craig had a lot of fun running his new Santa Fe Chief. Years earlier, I had taken a woodworking class and built a covered bridge that I enjoyed seeing from my kitchen sink window. It was a little too small for the Chief to get through, so Craig widened the opening for the locomotive. What the layout lacked in authenticity was disguised behind flowers.

We were able to get the layout cleaned up and ready for the National Garden Railroad Convention in 2015. We named it "Petrified Progress Railway" because of our many years of start-stop progress. We had a little dog bone loop and our friends could sit and visit with us and enjoy the pretty flowers and the sound of our little waterfall as well as the sound of the train as it made its way around the track. I was perfectly satisfied with our garden railroad, but Craig was just getting warmed up.

I was enamored with a live steam Shay that I had seen at another garden railroad and Craig

continued on next page

got me one for Christmas. I enjoyed running it on occasion, but we didn't run it often. Steam requires so much ritual to get it ready. It is incredibly cool, but running a live steam engine still requires a good deal of preparation, and then the locomotive must be cleaned after each use to keep it properly maintained.

However, within a few years Craig had built his own live steam locomotives from kits and he was hooked! He needed equipment to build more. He found an older used lathe and milling machine and began learning to machine his own live steam locomotives. I had never considered that anyone would build their own locomotives.

Craig was enjoying his live steamers, but they can be particular about negotiating any change in elevation. Only the Shay was capable of doing much with the slight grades we had. So the layout was leveled in 2018. Craig broke out his laser level and built a straight and very level wall on the back side of the property for the track. This wall was much higher than the berms so they also had to be raised to the same level. We hauled in about 9 yards of top soil and built up the berms, reinstalled the track (using crusher fine gravel this time), added a second main-line and more sidings, rebuilt the covered bridge to be two tracks wide, and of course replaced or replanted as many plants and ground cover as I could possibly save.

We were both in our 70s and this became a monumental task. (I was expecting the movie crew for the WWII War Scene with bigger bombs!) We had a ramp to haul wheelbarrow after wheelbarrow of dirt into our back yard onto the berm. The revamped layout was open for visitors on two days during the 2022 Denver NGRC, running the Super Chief on track power one day and the Accucraft Shay for the encore.

Our grandsons have grown up, moved away and now have children of their own. I suppose one day they will bring their children here to see the trains run and tell their little ones about how they helped Gigi (the great grands have a different name for me) build the waterfall or Gramps build the trestle. I don't expect any more major additions or revamps to the layout. We just don't have any more space and none of our children or grandchildren live in Colorado any more. So, we may decide to depart to be near some of them. Until then, we will keep on playing with our trains and gardening. It keeps us young and playing!

Photos continue on next page.



Craig & Cherylene adjusting controls on a live steam Shay.



Craig fires up the Shay. Inset shows an important reminder.



Craig shows a Denver oscillating cylinder live steamer that he was building from a Marc Horovitz design.

Photo by Gary Woolard



Scenes, simple and detailed, accent the Petrified Progress Railway.



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CLUB CORNER

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

Many clubs have an inventory of items for sale as well as model and track-laying tools for loan to club members building railroads. Custom shirts with club logos are the most common items for sale. Some clubs also have hats, vests, and jackets. Often these items must be purchased from vendors in quantity to secure better pricing. Club name badges for new members and as replacements also are ordered and sold. A club member takes on the responsibility of managing this inventory and selling these items.

Our club purchases a special ballast called "bridge topping" which must be ordered in bulk. This fine crushed granite rock comes in 50-pound bags and is manufactured on request. We are required to buy at least 2,000 pounds at a time. We transport it in pickup trucks from near Seattle. It is stored at a club member's facility or home. It is then sold to club members for \$15 a bag as they need it.

We also buy track, turnouts, and Split/Jaw clamps from people exiting the hobby. Sometimes this requires a club work party to dismantle a railroad. We pay around \$2 per foot for code 332 track depending on the condition of the track and sell it to club members for around \$2.50 per foot. Turnouts sell for around \$30 [See Club Corner, Sept/Oct 2021 #5 Garden Railroading News]. The club does not purchase buildings, engines, and rolling stock, but they may be consigned to a club auction [See Club Corner, Nov/Dec 2021 #6 Garden Railroading News]. This enables members to build or expand their layout without breaking their bank accounts.

Who keeps track of club-owned property? Our club elects a Yardmaster who is a member of the Rose City Garden Railway Society's Board of Directors. In addition to board member responsibilities, he has the responsibility of managing most club-owned items. Modules and the trailer housing them are handled separately.

Not every item managed by our Yardmaster is available for sale. Our club also owns items that can be loaned to members. We have a large bin of Jig Stone molds that people can borrow to make their own buildings and retaining walls. We also have rail benders that people can borrow when building their layout. Recently, our club purchased a Hot Wire Foam Factory kit to help members carve foam mountains, stonework, and building fronts for both indoor and outdoor use.

All of this inventory, some of which is listed on our website, takes time and care to properly manage. We put notices about what can be borrowed in our club newsletter. This is well worth the effort as it creates more reasons people will want to be a member of the club. These are services your club can provide that will keep people paying their annual dues and remaining active in your club. They can also provide topics for club clinics—explaining track laying, using Jig Stone molds, or carving rock cliffs from Styrofoam.

What are other things your club buys, then sells or loans to your members? This is a creative hobby, and many of our clubs have found many creative ways to help their members build a better layout. Let me know some of the items your club buys, sells, and loans out. Email me at bill@derville4.com or advertising@GRNews.org. We all benefit from the sharing of ideas.



Above: Track sorted after removal.
Below: Foam carving with club tools.



Back issues of Garden Railroading News are available for free to everyone on our website: www.GRNews.org/archive.





Celebrating Milestone Events with Model Trains!
A Project Idea: Congratulations to College Graduating Class of 2024
 by Lawrence Slater

Celebrations come in many sizes. Lawrence Slater of Chicago, Illinois, has been regularly customizing train loads on flat cars and in gondolas for events and holidays. The trains run on a front yard loop, amusing and entertaining his neighbors. Neighbors even request trains for upcoming holidays.

This year he is planning a Graduation Train to honor and recognize the college graduates of 2024 who missed their in-person 2020 high school graduations. Larry writes, "My son is one of the kids that was affected by the COVID shutdown. I am making a special set of train cars representing his school and major along with other majors from the school.

"I will be sending the video clip to the school for them to post on their website. I think it might be a neat idea to see if

anyone in local clubs or independent operators would be interested in making train cars and decorating them for different schools showing support for the class of 2024."

You can see many of the home-built train cars Larry and his wife have made and displayed on his Facebook page: <https://www.facebook.com/larry.slater.359>. Share your Graduation Train with Larry and the GR News community through Facebook:

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A WATERFALL THAT DEFIES CONVENTIONAL WISDOM

by Mick Spilsbury, GR News Marketing Director

The first two waterfalls on my garden railroads were small and unimpressive and aptly named 'Dribble Creek.' It was time to build an impressive waterfall and there was only one location for it, the only area of the steep sloping bank above the railroad not occupied by treasured, mature landscaping.

The slope was ideal. The waterfall would fall about 6 vertical feet in about 8 feet. However, the space was narrow, sandwiched between steps up to a viewing platform and established shrubs. Also, there was no room for a traditional pond at the bottom of the waterfall.

Although I have a habit of defying conventional wisdom, in this instance, I had no choice. Conventional wisdom says that a liner must be installed first, but the space would not accommodate a liner, so I had to devise other ways to make my waterfall leak proof. I also had to solve the 'pond problem.'



I addressed the 'pond problem' first. There was space at the bottom of the waterfall for a 100 gallon tank of specific dimensions. After a lengthy Internet search, I found the perfect industrial quality tank, 36 inches long, 24 inches wide, 24 inches deep, sold by US Plastic Corp. Naturally, it was back-ordered but when I contacted US Plastic, it was quickly not backordered. Challenge one was solved.

Making the waterfall leak proof without a liner was a more complicated challenge, addressed in a series of steps.

- ◇ While I have often cursed the solid clay underneath our front yard, the clay made laying out the waterfall steps straightforward. A total of six steps, varying in height between 12 and 17 inches, were excavated in the clay. Step widths were increased from the first to the sixth step. Each step floor was tilted slightly downhill. When that was done, we had a clay staircase.
- ◇ For the stonework, I selected Black Limestone, which comes in thicknesses of a quarter of an inch to 2 ½ inches, perfect for my narrow waterfall. Each step would have one piece of limestone for the back wall and one piece for the step landing. Finding pieces that we could cut to the sizes of the back wall and the landing steps took half a dozen trips to the local rock shop, in part because each slab was very heavy. Sidewalls would be comprised of two or three smaller pieces of Black Limestone.
- ◇ Meanwhile, the tank arrived from US Plastic. The hole for it had already been dug ①, but after reading notes from US Plastic, the hole was reinforced. A concrete base was installed. After that, a wooden pressure-treated encasement was installed ②. We made that a tad bigger than the tank and added sand in the void between the tank and the encasement ③. The lowest Black Limestone slab could not be fixed in place until we had the tank installation completed!

continued on next page



Before the hole for the 'tank pond' had been engineered we had started cutting and arranging the Black Limestone.

- ◇ The largest and heaviest limestone slabs were then placed on the floor of each step, one slab per step, with a 1 to 2 inch overhang over the step below. They were so heavy that no bonding agent was required between slab and clay.
- ◇ Next, the steps' back walls were installed, one slab for each step. They were glued in place in a mini trench created for that purpose behind the step floor slabs. (We used various heavy duty construction adhesives during the project and concluded that *Gorilla Ultimate Heavy Duty Construction Adhesive* worked best, with its quick grab and strong bond.)
- ◇ Slabs for the back walls had to be cut to fit, and cutting continued as we set about laying out the side walls. We used a hand-held rotary stone cutter. (Investment in a more sophisticated option was rejected because I don't expect to make a habit of cutting this much stone!)
- ◇ For the side walls, pieces of black limestone were installed vertically given the narrow path available for the waterfall. They were set in concrete, also glued to the step base and back wall slabs ④.
- ◇ A water proofing agent *Pond Shield* was applied to any exposed concrete.
- ◇ A plastic spillway was installed at the top of the waterfall. Although the plastic spillway was disguised, I decided that the appearance of water just popping out of the ground looked unnatural, so...
- ◇ Rocks were installed behind the spillway to create the impression that the source of the water was a rocky outcrop ⑤. The rocky outcrop was the first feature of the waterfall that had not been envisioned or planned in advance.

continued on next page



After the landing slabs, back walls and side walls were in place, the water feed line to the top of the waterfall was installed and connected to the spillway at the top of the waterfall.

The electrical supply for the pump was laid next to the water pipe run in conduit.

We also began to fix rocks around the tank 'pond' to hide the wooden encasement and disguise the tank as much as possible ⑥.

The pump, an *Alpine 3100 GPH*, was connected, also a flow valve to manage the volume of water spilling down the waterfall. (The flow valve turned out to be essential.)



A second 'skin' of side walls was installed and we filled the void between them and the first side walls with concrete, topped with small black basalt pebbles fixed in place with a *TiteBond 3/water* mix that has served me so well in so many ways, including ballast and trackside lava sand securement.

After four months of rain interrupted progress, it was time to run the waterfall for the first time. It was an exciting and anxious moment. Would the connections between the water supply line and the control valve hold? Would the connection between the water supply line and the spillway hold? Did we really get the spillway level? Would water disappear through some unintended fissure in the rock work?

The connections held! The spillway emitted an even sheen of water. The water did not disappear down a fissure! The control valve enabled a perfect flow rate. The sound of the falling water was delightful.

However, I decided that the appearance of the waterfall was too simplistic, especially the landing slabs.

I was also unhappy that the waterfall was losing about a gallon of water an hour in spite of all the concrete, glue and waterproofing agents used.

And so, Phase 2 began.

continued on page 34



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LOCO OF THE EDITION

**Brooks Mogul
from a Bachmann Baldwin
by Mike Lafond**

I like modeling the mid 1870s to the mid 1880s. A lot of people think locomotives from this time look like circus wagons with all the garish paint schemes and polished brass. I love them, so when an all matte-black “modern” Mogul showed up in the mail I knew it would have to get a major makeover. “Modern” meaning it had all the safety appliances you would expect to see by about 1900. As nicely detailed as it was straight from Bachmann, the Mogul was going to need to have a major part of its factory detail stripped away.



The black Mogul was a blank canvas, so I looked for a paint scheme to replicate. I referenced Pacificng.com for the Baldwin paint styles (under Historical Data: Locomotive Builders) created by David Fletcher from the Baldwin paint styles book at Southern Methodist University's DeGolyer Library. Found some really nice ideas.

The issue became paint colour. Most of the early Baldwin paint schemes were on a base color of “Olive Green” or “Lake.” Colorblindness eliminated making my own paint mix to airbrush, so I was left with buying custom spray paint. Read “very expensive to get in Canada.” Gloss black it is!

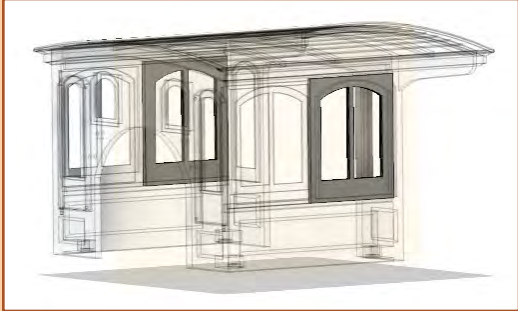
I happened across a drawing that David did in relation to Klondike Mines Railway—of a Brooks Locomotive Works Mogul as originally built for the Kansas Central Railway. Bingo! Gloss black base color, nice line work, curve-top cab windows. I designed the cab in Fusion360 and had it fabricated by Shapeways.

continued on next page



Brooks Mogul continued

The cab is now available on my Shapeways shop, bigstackslittlelocomotives. I printed mine in the Versatile Plastic. [www.shapeways.com/marketplace]




A lot more info is at Mike Lafond's "bigstackslittlelocomotives" YouTube channel and wordpress.com blog. At www.youtube.com/@bigstackslittlelocomotives, "BRC #3 builders video and run" shows the process. Many of the steps taken to detail this Mogul 2-6-0 and an American 4-4-0 are shown in F Scale blog posts at bigstackslittlelocomotives.wordpress.com/blog/ where you can learn how Mike created the engineer and fireman, replaced the headlamp and stack, added RC in the tender, stripped the backhead of extra detail, built an injector for the boiler near the cab, replaced diamond-plate running boards with wood, added decals to the running gear, and more.

Submit your scratch built, modified, weathered or detailed—unique in some way— loco. Send your photos and write-up to Editor@GRNews.org or Marketing@GRNews.org.

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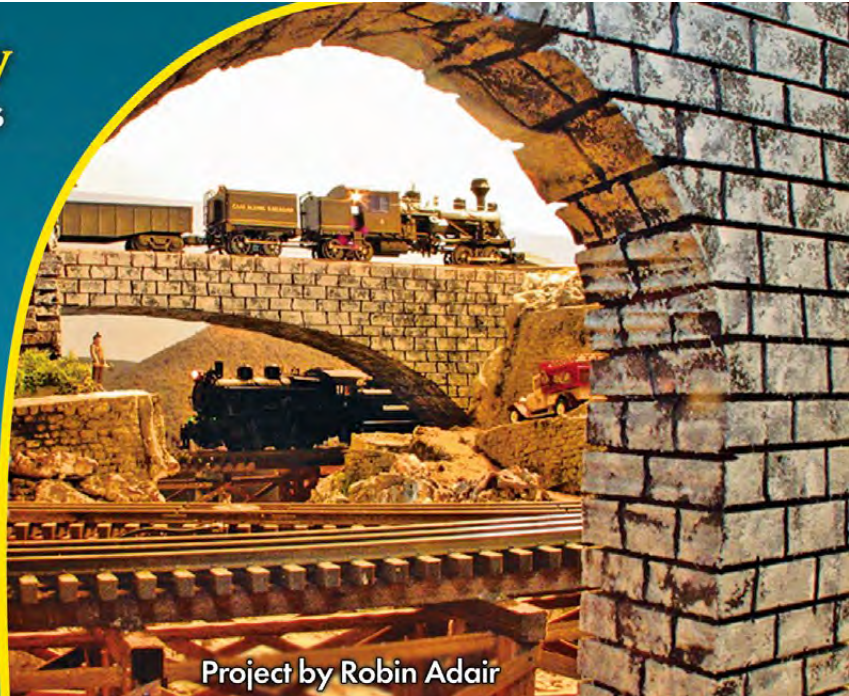
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Project by Robin Adair

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Tiger 0-6-0 with Tender

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\$160/Car



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The Safety of Steel Project Two Tunnel Portal

By Patrick McConnell

In Project One of this series, I discussed the use of steel to build long-lasting, low-maintenance structures when my brother and I rebuilt our fourteen-year-old railway. I constructed a simple arch bridge to gain some experience working with steel as a small structure material, and afterwards, I felt confident moving on to other projects.

Bridges take a beating in the outdoors, but arguably, tunnel portals have it worse. The entire structure is subject to constant exposure to soil and moisture. Our original portal was built from a kit from Smith Pond Junction and featured quality milled redwood that we treated with a stain/sealer.

After years of faithful service, it was pulled out during the rebuild. What looked fine from the front turned out to be completely rotten on the backside. The whole thing disintegrated when we pulled it out (Photo 1). Maybe at the time we put it in we knew it wouldn't last forever, because we subsequently made every other portal out of rocks.

At any rate, it was time to replace it. I looked around for the original paper plans that came with the kit, which I was sure I squirreled away many years ago. I couldn't find them and ended up just piecing the wood portal back together and taking measurements off that (Photo 2).

I initially planned to construct the portal just like the original, using individual steel strips to recreate the board backing. However, I decided to save myself some time and effort and simply cut the backing out of 1/8 inch steel sheet. This could have been accomplished with an angle grinder fitted with a cut-off wheel, but when equipped with a plasma cutter, you use it (Photo 3). If you're feeling particularly tech-savvy, you could have this laser-cut or done with a water jet.

An important note: I made the opening in the backing plate larger than the final dimensions of the portal by about 3/8 inch all the way around. I will explain this later.

Continued on next page



Photo 1 *The old timber portal, looking worse for wear.*



Photo 2 *Transferring measurements onto the steel plate.*



Photo 3 *Using a plasma cutter.*



Photo 4 *The cut-out backing plate.*

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Once I had my backing plate, I sharpened an old punch and scribed board lines onto the front side. I tried using an angle grinder to make the lines more substantial but the lines looked quite messy on my test piece. For those of you who fork out the dough to have your plates cut with laser or water jet, you may as well have the board lines etched in as well. For how faint my lines turned out, I'm sure they will disappear after a few years of surface rust accumulates.

The rest of the process was fairly straight forward. Using the same 1/2 x 1/2 x 1/16 inch square tubing used for the arch bridge, I cut the material to the same dimensions as the timber framing on the original. Unlike the bridge project, I did not want any welds showing, so I assembled the frame and welded it from the back-side. I then ground down the welds so that the frame would sit flat on the backing plate (Figure 7).



Photo 5 Scribing board lines to simulate wood.

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Photo 6 Assembling the frame.

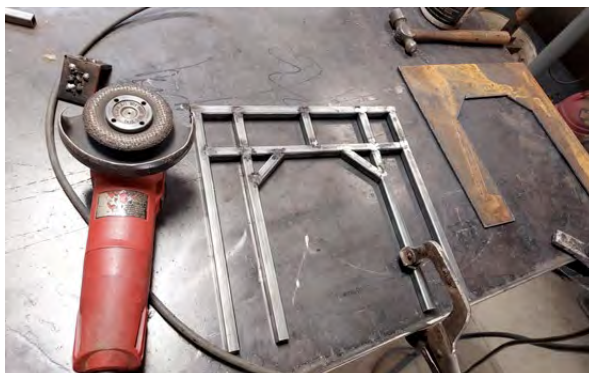


Photo 7 Grinding the welds flat on the back of the frame.



Photo 8 Welding the backing plate on.

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I then welded the backing plate to the frame. Remember how the opening on the plate was made bigger than the frame? This was so the two could be welded from the backside and not have the welds showing. The two halves were also welded around the perimeter, which would be hidden by landscaping. As an extra measure, though probably unnecessary, I drilled a few holes through the plate and plug-welded to the frame (Figure 8). The final step was welding on three tabs to attach the portal to the corrugated drain pipe we use for our tunnel (Figure 9). You could run the frame long on the bottom like the original wood version and bury it, but I found this method much better for removing the portal in the future, should that be necessary for tunnel maintenance.

Overall, I'm very pleased with the result. It looked a little industrial when finished, but after a few months outside, it has started to accumulate a nice coating of surface rust. Eventually, I think it will look mostly indistinguishable from the timber one, which was my goal. Of course, you could opt to paint or powder-coat yours for the same effect and additional weather protection.



Old timber portal, New steel portal.

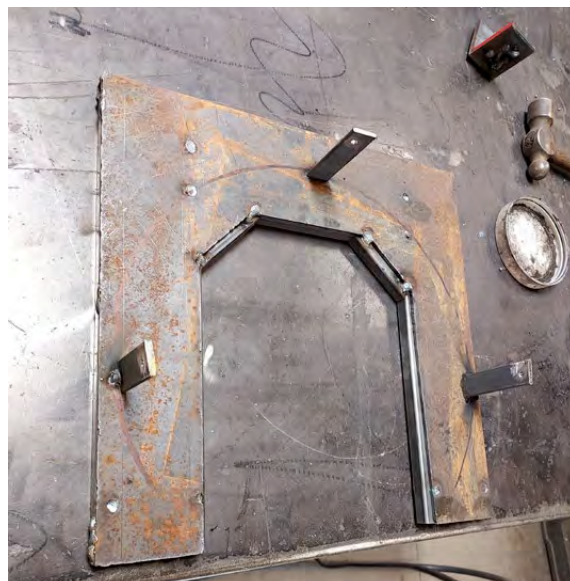


Photo 9 *Welding mounting tabs on.*



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Baldwin Saddle Tank 0-6-0



Specifications

Scale: 1:20.3

Gauge: 45mm

Minimum Radius: 2.5 feet

Size: (Saddle Tank Loco)

Length: 11.5 inches

Width: 4.25 inches

Height: 6 inches

Fuel: Butane fired, with ceramic burner

Fittings: Full Stephenson's valve gear with slide valves; Dead-leg lubricator; ½" Pressure Gauge; Sight Glass; Goodall Valve

Finish: Available as either an 0-6-0 with tender or an 0-6-0T tank engine, and in different liveries including Baldwin's olive green and basic black.

A Live Steam Locomotive Review

By Kevin Strong

The prototype inspiration for this Bowande model was a small 0-6-0 "catalog" locomotive from Baldwin, the Charles Kohler, built in 1884 for Challenge Mills in California. Baldwin classified this loco as a 6-10D. Each number and letter actually means something to students of Baldwin locomotives about the total number of wheels, size of the cylinders, and number of drivers. Suffice to say, decoded it means "really small 0-6-0." We'll leave it at that for the purposes of this review. It should be mentioned that when we talk about "catalog locomotives" from Baldwin, it's not exactly like ordering a locomotive from Sears. Baldwin listed locos in a catalog in the theoretical sense, arranged by classification number. They then built them to order based on the customer's actual needs, and there was a high degree of customization on that front. Two railroads may have ordered the same "catalog locomotive," but they would likely have been quite different upon leaving the factory based on each railroad's needs and desires.

The model comes in two different configurations: a typical 0-6-0 with small 4-wheel tender, as well as

an 0-6-0T tank locomotive with a saddle tank over the boiler but no tender. A tender can be purchased separately to go behind the saddle tank version if you wish. Mechanically, all versions are identical. It's just the cosmetics which differ.

The Train Department provided the tank variation painted in Baldwin's olive green paint scheme for this review. This represents a standard Baldwin paint scheme, but realize that "standard Baldwin paint" had many variations as well. The paint is crisp and the detailed line work is very smooth and even. The "standard" version of the Baldwin "olive green" paint comes with a light blue painted boiler jacket to represent a plannished or Russian iron jacket. I'm not a huge fan of this treatment to simulate the reflective surface of plannished iron, but it seems to be "the way it's done" in manufacturing.

Overall, the model is very well done with plenty of details to keep the scale modelers happy and the casual observer thinking it's a beautiful model (which it is). The only thing that gripes me—and this is curiously common to live steam locomotives—is a lack of proper glazing in the windows. That's easily remedied with some polycarbonate and 2-sided tape, but I'd have liked to see it done by the manufacturer.

continued on next page



Bowande Baldwin 6-10D 0-6-0 Tender Engine



Baldwin 6-10D 0-6-0 Saddle Tank Engine.

The model is built to 1:20.3, but is small enough in stature to look perfectly at home in front of the smaller 1:22 and 1:24 rolling stock from LGB, Bachmann, etc.

Okay, enough about how it looks. This is a live steam loco, and they're designed to be run. I steamed this locomotive first back in November. I could not find instructions in the box that gave any information about capacities or care and feeding. You *can* download the instructions from The Train Department web site, though I found them to be a bit generic. The Train Department talked me through some of the quirks with regard to lighting the ceramic burner when I picked the locomotive up, but that was it. Having said that, this is a pretty basic locomotive, and anyone familiar with live steam can figure things out pretty effortlessly.

There's a small butane tank on the left side of the cab, a dead leg lubricator with drain plug on the right, and a Goodall water filler valve perched atop the boiler which can be removed at first to fill it, then replaced and used to keep the boiler topped off with water while under steam. There's a sight glass to aid in trying to guess how much water is in the boiler. My personal experience with sight glasses in locos of this size is very hit-or-miss, and this one proved no different. Sometimes it gave me a good indication, and sometimes it didn't. Over time, you'll learn how much water it uses and will just know to keep topping it off with a water bottle in a timely fashion.

When it comes to filling the boiler at first filling, know that it's not a very large boiler. I usually use the "fill to overflowing then remove a bit" method so I know the boiler is full to start regardless of what the sight glass may or may not tell me. The instructions say to remove about 30ml from that point. It only took a few syringes to overfill the boiler, so don't remove much more than that. There's not a lot in there to begin with.

The lubricator is a dead-leg lubricator. Make sure of two things on this. First, when you fill the lubricator, make sure you don't fill it past the opening in the side where the steam comes in. Second, make sure the drain plug at the bottom under the cab is finger tight. There are



The cab fittings. The silver disks above the front windows are rare earth magnets used to hold the cab roof in place.

drain holes drilled into this plug so you only need to open it just a bit to drain the water after a run. If it's not tight, it will work its way loose during the course of the run and you'll find yourself blowing out all of your oil and venting steam through the drain. You will notice a definite reduction in performance when that occurs. Curiously, the instructions don't mention the presence of the drain plug, saying you need to empty it with a syringe. I will say that as much as I wish there was glazing in the window openings, the lubricator would be an absolute bugger to service without being able to reach through the window openings, so there's that.

The filler valve on the gas tank sits a fair distance below the roofline of the cab, so you'll need a long snout on your butane canister adapter. If you rely on the little 3/4" or so plastic snout on a typical butane lighter canister, you'll be out of luck.

With everything filled and ready, it was time to light the fire. This was my first experience with a ceramic burner, so I wasn't sure what to expect. I knew lighting it could be a bit finicky. The Train Department recommend-

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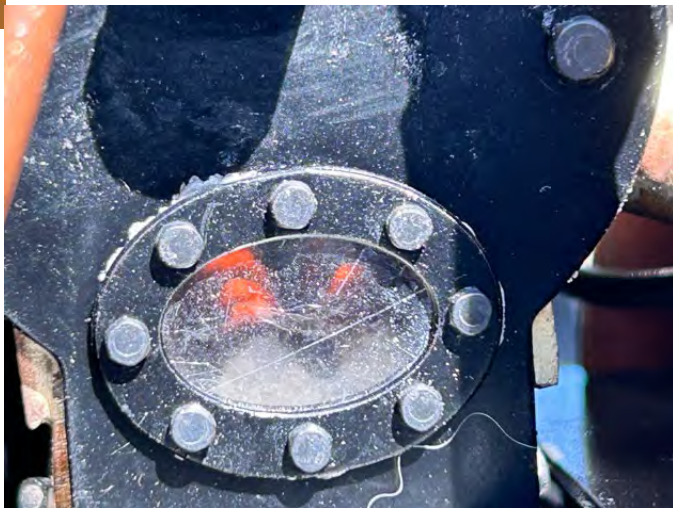
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A view port on the backhead of the boiler allows you to look in and see the fire burning at the ceramic burner. Definitely a nice feature as ceramic burners are rather quiet and you cannot tell how they're burning on sound alone.

ed opening the firebox door so you could see when the flames caught in the firebox as opposed to just burning in the smokebox, and even give a quick puff of air if necessary to try to blow it back. Truthfully, I found it no more difficult to get the ceramic burner to light than any of my poker burners. The biggest difference is that the ceramic burner is comparatively silent. If you're trying to light this in a noisy environment, you'll definitely want to rely on sight, not sound. There's a clear glass window on the backhead of the boiler so you can see the orange glow of hot ceramic to make sure the fire is doing its thing properly.

Steam came up in under 5 minutes, and the safety lifted at about 50 pounds. The safety valve sits under the steam dome on the tank, which just sits loosely. That means when the safety lifts, it launches the dome into a parallel universe. I would recommend drilling out the hole on the dome a bit larger so when the safety vents, it doesn't take the dome with it. That or arranging some kind of retainer clip inside the dome to hold it in place.



The striping detail is sharp and crisp.

I cracked the throttle and whoa Nelly! This thing took off like a rocket. It seemed to have two speeds, darned slow and supersonic; this despite having a throttle valve described as allowing for "fine control." I coupled it to an Accucraft passenger car and it became much more controllable, so I'd definitely recommend making sure you have a train to go behind it. Don't expect it to pull much since it's so small and light, but it definitely needs something.

This first run came to an abrupt end when the butane tank ran empty after 10 minutes. The instructions say to expect 30 minutes. It was a bit on the cold side out, and butane behaves differently at colder temperatures, especially when filling gas tanks in steam locomotives. I topped off the water and gas, and had another go. With the passenger car coupled for this entire run, speed control was a bit better. The loco—being light—still had a tendency to hop the rails at the slightest provocation; maybe speed related, maybe ballast, maybe slack action on the coupler from the passenger car pushing against the loco, maybe poorly aligned track. And after another 10 minutes, the butane tank ran empty again.

continued on next page



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When I was prepping the loco for another go during this pause in the action, I noticed a few curious and concerning things. First, the paint on the cylinders had changed color! The olive green had changed to a maroon. This was just on the cylinders, not the cylinder heads or slide valve chest. The lining shifted to orange and pink instead of yellow and white. I'd seen this before years ago on a loco I painted olive green (obviously not the same paint) where the color shifted to brownish but returned to green as the loco cooled. I was hoping the paint would shift back this time, but it did not. The cylinders were the only part of the loco where this shift occurred, so I haven't a clue what caused it. The Train Department tells me this is the first they'd heard of this happening.

While scratching my head about that, I noticed that the builder's plates and boiler plate had fallen off the smokebox. Apparently the adhesive used is not heat resistant. I found the number plate, but the builder's plates got lost in the ballast never to be seen again. I fired the loco up for a third go, but again found the run time to be very short, and problems with tracking kept me from just being able to sit back and watch it go around. I decided to call it a day, e-mailed The Train Department with my concerns about the paint, poor adhesives, tracking, etc. I told them I would have another go at a later date. The run wasn't great, but I was not sure how much was operator error, the weather and track conditions, or the loco itself. I didn't want to assign fault to the model if the cause was something different.

Due to typical Colorado winters, that later run did not happen until March. The weather was in the 60s, so warmer weather meant that the butane would probably behave better. I had time to take a good look at the track and make sure it was even. That addressed the environmental factors which may have hampered the loco's first outing. That left operator error (reference the above mention of needing to ensure the lubricator plug is tight) or the model itself.

I lit the fire and set off on a run. The first go was without any kind of train in tow, and—like the first run in November—the loco took off like a shot. I knew it, I was ready for it, and I was able to pull the throttle back before speeds got too fast. The throttle handle is long, easily accessible, and smoothly adjustable.

continued on next page



Heat caused the paint on the cylinders to turn reddish brown from the original green. Why just the cylinders and not the other pieces attached to it, I have no idea.



The adhesive used to hold the number plate and builder's plates to the firebox could not tolerate the heat and they fell off. Fortunately the smokebox was painted underneath the builder's plates so their loss isn't as noticeable as the missing number plate on the front.

Video of Kevin's second run can be viewed at: <https://tinyurl.com/2n3638rn>

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Throttle behind cab is easily accessible.



Photos from The Train Department

Efficient slide valve cylinders with a 1/2" bore drive a full working Stephenson valve gear.

I coupled a passenger car to the loco and headed off again. Much more sedate (about a scale 15 to 20 miles per hour), and at that speed able to handle the minor undulations in the track without stopping. It did slow down as would be expected of a small loco, but it kept plowing through. I tried running with two Accucraft passenger coaches in tow, but that proved too much and the loco spent more time spinning its wheels than moving. (Accucraft coaches are not known to be easy rolling, which is partly why I use them for testing.)

After 15 minutes, the gas tank ran empty. I filled it and set off again. The loco ran much the same, but—again—after about 15 minutes, the gas tank ran empty. I thought maybe I had the gas set too high, but at no time during these runs pulling that coach had the pressure exceeded 40 pounds, so whatever throttle setting it was at seemed to be what was needed to match the demands of the load the loco was pulling. I could open the valve further, but I didn't see any appreciable difference in the flame through the window, and increasing the flow would only empty the tank faster. If I closed the gas valve a bit to lower the flame, performance dropped as a result. I did around six or seven runs of the loco during this session, and each time, I got between 12 to 15 minutes run time out of the gas tank. Not as long as the manual suggests, but, given the small size of the tank, about what I would expect based on run times of other steamers with similarly-sized gas tanks.



The loco ran more consistently this second outing than the first, which I will chalk up to better conditions and more familiarity with the loco. I found that without topping off the water while under pressure, I got around 20 minutes run time before the water level dropped out of sight on the sight glass. That's on par with other smallish locomotives I've run over the years, so I'm quite happy with that. I'm not sure what's going on with the paint on the cylinders, and I'd probably order a tube of JB Weld to re-secure the boiler and builder's plates when they fall off.

Bottom line, I ultimately liked what I saw, but it took a bit to get there. Cosmetically the loco is a winner, despite the color-shifting paint. It attracted quite a few positive comments from visitors who saw it running at the Colorado Railroad Museum. Operationally, the loco is very light and can't pull very long trains. At the same time, it definitely needs a train of some sort in tow in order to tame the wild rabbit inside. My Accucraft coaches are lead sleds, so I'd imagine a train of three or so smaller, more free-rolling cars would be quite apropos. Prototypically, a loco of this size would be limited to three or four cars anyway, so long trains in tow would not be appropriate. Having said that, I was able to set the throttle to a comfortable level, sit back, and watch the train run around the track without needing any further attention from me. At the end of the day, there's little more one expects from a live steamer.

For more information, visit: <https://thetraindepartment.com/collections/bowande-1-20-3-scale>



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SDGRS News - January 2023

Live plants can add realism to a garden layout while also adding an environmentally friendly component. Some of our SDGRS members have valuable knowledge about plants that are easy to maintain while enhancing your layout. Please enjoy, below our first *The Garden in Garden Railroading* feature article by Steve Berneberg.

The Garden in Garden Railroading

By Steven A. Berneberg

Looking for a layout friendly plant? The **Cuyamaca cypress** is very garden railroad friendly.

Common name - Cuyamaca cypress

Botanical name - [Ed. Note: An example of changing reference names as more is learned.]
Hesperocyparis stephensonii (2009)
Cupressus arizonica var. *stephensonii* (1966),
Cupressus stephensonii (1948)

Plant type - Tree.

Mature Size - 30–50 feet tall (Keep roots contained to keep the plant small.)

Sun exposure - Full sun.

Soil type - Well drained.

Soil pH - Alkaline

Bloom time - Only California cypress species which releases pollen in the summertime.

Flower color - White.

Hardiness zones - Zone 9a.

Native area - Southern California

Toxicity - Non-toxic

The Cuyamaca cypress exists only in the headwaters area of King Creek in the Cuyamaca Mountains, southwest of Cuyamaca Peak in Southern California.



This tree is currently "Critically Threatened" in the wild because the 2003 Cedar Creek Fire took out most of the wild trees. According to the last count, there are between 30 to 40 left in the wild. Fortunately, the latest nursery count is over 500. This tree can grow very tall so be sure to keep it well trimmed and cut roots with a spade. (Note: Do not cut all the roots at once. Trim a different side of the root ball every year.)

Steve Berneberg, Editor of the SDGRS News, will be doing a clinic on "Lighting for Landscaping & Structures" during the 2024 West Coast Regional Garden Railway Convention (August 9–15, 2024). Clinics will be held on Wednesday, August 14, at Walt Andersen Nursery in Poway, CA.

A WATERFALL BUILD continued from page 19

Phase 2: Part One

We had many offcuts of the Black Limestone and deployed them to break up the overly simplistic flat rock surfaces ⑦. The offcuts were glued to the landing slabs, back walls and some side walls. They were affixed using the *Gorilla* adhesive.

The overall look of the falls was much improved.



Phase 2: Part Two

To address the water loss, it was time to roll out the secret weapon, *High Strength Isophthalic Polyester Resin* from *Tap Plastics*. I had used this bonding agent on my first railroad 35 years previously to make foundations for structures, binding small pebbles with it. Those foundations were very difficult to remove when I relocated my railroad 30 years later, so I knew that the *Tap Plastics* resin was strong and durable.

It's also a product that requires very careful handling. Gloves and a mask are essential as you mix the resin with the precisely correct amount of its catalyst, and then as you apply it.

For the waterfall, we filled every crack and cranny with tiny pebbles ⑧. We then slowly poured the primed resin onto the tiny pebbles in the cracks and crannies, using a small metal spoon.

The resin application was worth the investment of time and money. Post-application water loss is negligible and the wet-look of the added tiny pebbles fits the overall look of the waterfall.



Baron Spilsbury, the (fictional) owner in 1899 of BS Ventures which runs the Black Canyon Drinking Mining & Railroad Company (and pretty much everything else in Black Canyon) [*Tale of the Track, March/April 2022 #2 Garden Railroading News*], named the waterfall, 'New Victoria Falls' in honor of his aging monarch back in the UK.

The Baron has also claimed credit for redirecting a troublesome underground river to form the falls. In other words, BS is alive and well around Black Canyon!

The Baron decided that that the top of the waterfall was the perfect spot for another hunting lodge. Then he saw an even bigger opportunity to round out the New Victoria Falls.

continued on next page





Phase 3

Rocks had been cleared near the bottom of the waterfall, creating a new flat area adjacent to the Black Canyon mainline, a space just begging to be put to good use. And what better use than a new passing siding!

Construction was soon underway, starting with a concrete base for the track ⑨. Track laying followed with switches to connect with the mainline. Wiring was installed for trackside lighting before the concrete was laid.

The trackside hardscape is lava sand set in place with the mix of one part *TiteBond 3* wood glue and three parts water, as mentioned earlier. This hardscape approach is used in many trackside locations on the Black Canyon RR and has been very successful. Over time, the combination of winter rain and summer sun bakes it to a surface that is almost as hard as concrete. It is one element of my 'glue things down to make maintenance easier' strategy. *[On Demand Garden Railroading Part Two, May/June 2021 #3 Garden Railroading News]* Leaves and other debris are cleared on the many glued surfaces of the Black Canyon RR using a shop vac, including from the baked lava sand.

Small individual pots were embedded in the trackside hardscape ⑩, each with drip irrigation. This approach is designed to keep the plants healthy but relatively small. It is the first time I have planted this way and I will be interested to see how it works out over time.

Buildings acquired at swap meets and looking for a home for many months now found one!



And thus, the New Victoria Falls has 'New Victoria Station' to welcome visitors.

For more BS about the Black Canyon Railroad, visit www.BSRR.net



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75th Anniversary of Maine's Gratitude Car from the Merci Train

by Nancy Norris

In 2017, while driving around Maine, I found Boothbay Railway Village and Maine's Merci Car right by the side of the road. "Merci" means "thank you" in French. In 1949, French people thanked the people of the United States with 49 boxcars full of donated French treasures, because regular U.S. citizens got together in 1947 to gift starving citizens of France and Italy with 700 baggage cars—filled with food!!! The U.S. called the food train the "Friendship Train," and the French called their cars the "Gratitude Train." Remember, World War II had destroyed much of France. Each state got a car, with the District of Columbia and Hawaii sharing the 49th car of goods.

I stopped into Boothbay Railway Village [info at: railwayvillage.org], brought pictures home, and hired Dave Frediani to build me a 7/8ths 2-foot narrow gauge model of a brake van like Maine's Merci Car, a European caboose with a cupola on the rear, to be pulled behind my live-steam Accucraft Emma. My little model represents 150 years of train history. The complete story (so far) may be seen at mercitrain.org/Maine, where I found this photo of Maine's Gratitude Train Car.



Photo by Nancy Norris

I ran my Emma and Maine Gratitude Car at the 2024 BAGRS.org Annual Meeting. Now the car rests on my new railway in Maine. The car is slightly shorter than most merci cars due to the brakeman's cupola, but I especially like that the profile matches my Emma engine, a short industrial locomotive.

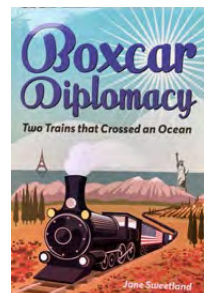
After some research, I put together a "science project" type display for the "Drag 'n Brag" tables sponsored by largescalecentral.com at the 2024 Northeast Large Scale Train Show, nelsts.org. I displayed the story of the Gratitude Train on its 75th Anniversary!

- 1870s: France orders short railroad boxcars (40 & 8s).
- 1914–1918 World War I: France uses so-called 40 & 8 cars to move either 40 soldiers or 8 horses; same conditions for both animals and humans.
- 1947: Post World War II, American people send the Friendship Train full of food to France and Italy.
- 1949: France fills 49 40 & 8 cars full of French treasures donated by French citizens, and ships them to New York City. The cars go to states on flat cars, because the gauge is different in Europe. All cars have the same French province shield decoration, but a few of the cars are brake vans instead of baggage cars. Maine gets one of the brake vans.
- 1949 to present: Restoration efforts have restored many of the Merci cars in their home states. One burned. Some rotted and have been discarded. Much effort and expense is required to maintain these wooden cars, which could be as much as 150 years old!
- 2024: 75th Anniversary of the Gratitude Train.

Maine's Merci Car lives at Boothbay Railway Village "where history moves you." Where's your state's Merci Car? Find yours at mercitrain.org

Thanks for chugging along with us.

Read more in *Boxcar Diplomacy: Two Trains that Crossed an Ocean* by Jane Sweetland

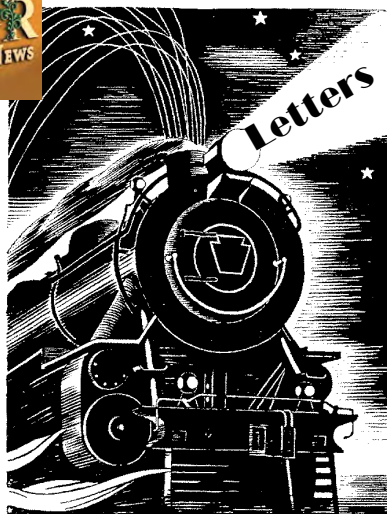


Above: Maine's Merci Car on display

Below: Some of the gifts from France in the Maine Merci Car Collection at the Maine State Museum



Photos from MerciTrain.org/Maine



STRAIGHT FROM THE IRON HORSE'S MOUTH

Letters to the Editor should be sent as e-mails only to Carla Brand Breitner at:
Editor@GRNews.org

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.

Wiring a Locomotive for Radio Control

In response to Bob Ferguson's letter regarding radio control installation, Peter Thornton approved republishing a set of articles he is currently writing for the Florida Garden Railway Society. Your editor is working with FGRS newsletter editor, Paul Wagner, to bring Pete's articles to you soon. Meanwhile here are a few comments from Paul.

Hi Carla,

Been meaning to send a shout out to you and the staff; the current [March/April] issue is one of the best ever! Mr. Ferguson makes some valuable contributions to Dave Smith's article, although obviously his remarks cannot be used as a step by step instruction either. And he doesn't mention that many installers remove and discard all OEM circuit boards, and just hook up the motor, lights, and speaker to the decoder, simplifying the job, but often omitting functions such as smoke, firebox flicker, cab lights, etc. I think a comprehensive article comparing all of the available systems would be interesting to many folks.

Paul Wagner

Florida Garden Railway Society Newsletter Editor

Paul noted that covering all the R/C systems that employ DCC interface, plus Railpro, Revolution, and other popular non-DCC systems is quite a list. Write to editor@GRNews.org to share your experience.

Yours, Carla Brand Breitner, Editor

Photos Welcome for Seen on the Tracks

A G Scale Realistic Scene Photo Gallery

Please send full-size photo (with caption information describing the scene, rolling stock, railroad name & proprietors, location, and photographer's credit) to:

Editor@GRNews.org; photos may also appear on the *GR News* website and social media.

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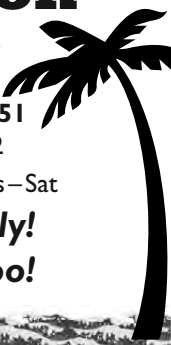
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IA	Central Iowa Garden Railway Society	San Antonio Garden Railway Engineer Society
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KY/OH*	Greater Cincinnati Garden Railway Society	WI	Kenosha Garden Railroad Society
LA	Greater Baton Rouge Model Railroaders	Wisconsin Garden Railway Society
MA	Amherst Railway Society		
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