



Garden Railroading News

March/April 2023 • 2023 #2 • www.GRNews.org



3D Print a Rotary Plow

Lake Town & Shire Railroad

**Adjusting Trucks to Improve
Streamliner Car Looks & Tracking**

A free digital magazine produced by garden railroaders for garden railroaders



Garden Railroading News

March/April 2023 • 2023 #2 • GRNews.org

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Sharing railroads with friends, neighbors, and newcomers.

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Cover Photo: *Shay Coming Through the Pass*
The Westie Line • Proprietor/Photographer Ken Brody


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How to Download a PDF, Magnify Pages, and the "Hamburger" Icon.





Photo by Ron Keiser

Above: Ron Keiser's Cascade & Silverton Railroad, modeled after the Silverton branch of the D&RGW around 1942, travels his basement walls. This Fn3 1:20.3 railroad features realistic, appropriately weathered vignettes such as this mine head. • Arvada, Colorado

Below: 2-6-0 Number 8 steams through the dusty town at the north end of Don Herzog's Miniature Plant Kingdom mountain layout, one of three Herzog layouts to see during Don & Becky's Welcome BBQ on the first day of the National Garden Railway Convention this summer. • Sebastopol, California



Photo by Ken Brody



*MAY
WE SUGGEST...
Something New*



PIKO America Latest German Steam Locomotive Has the Hauling Power for Steep Grades

The prototype 2-10-2 DRG Class 95, aka T20, steam locomotive hauled heavy goods trains on the steep, banked rails of Germany, entering service in 1922. Several museums in Germany have BR95 locos on display, and the Rübeland Railway in Germany runs excursions behind "The Mountain Queen," a restored class 95 steam locomotive.

G-Scalers modeling European trains will appreciate the fine detailing and smooth running of this new PIKO model, which comes with a working 5-volt smoke unit, operating white directional lighting with switchable chassis lighting, and factory-installed digital decoder with sound and large speaker. Minimum radius: 600mm/23.6 inches. Cab lighting and a puffed evaporator can be retrofitted easily.

More information at: www.piko-america.com



37231 DR IV-V BR95 Steam Locomotive w/DCC and Sound

Coming Soon in GR News: A Tale of Two Buildings 3D Printing a Store & a School by Ian C. Galbraith, New Zealand



Garden Railroad Shows and Layout Open House Tours Fill the Calendar This Spring and Summer

The main event is the 38th National Garden Railway Convention hosted by the Bay Area Garden Railway Society for the sixth time. Sixty layouts throughout the Bay Area from Sonoma County to San Jose will open during the eight day NGRC; twenty layouts will open on the encore day, July 9. The NGRC runs from July 1 to 8, 2023, based near Santa Rosa CA for the Napa Valley Wine Train (June 30) and two days touring Redwood Empire layouts, then settling in Santa Clara CA for the rest of the convention. Add-on full scale train rides also include the Roaring Camp RR (with BBQ) and a seven-day pre-convention rail adventure to multiple train museums with 11 train rides! The vendor hall in Santa Clara will be open three days; clinics will be offered as well. Of course there will be fireworks for Fourth of July. Info at: ngrc2023.org; early bird rates end March 31.



Following the NGRC, Central California Coast Garden Railroad Society will offer two days of layout tours in San Luis Obispo and Santa Barbara Counties on July 10 and 11, 2023. The scenic central coast region of California is a short, 3-hour drive from the convention location. Info at: cccgrs.org



Then it's time for the National Summer Steamup, eight tracks of live steam G-Scale trains running Wednesday evening to all day Saturday, July 12 to 15, 2023, in Lodi CA. Info at: www.steam-events.org



A number of clubs around the country are planning events in their area if you plan to stay local this year.

Amherst Railway Society sponsors the Northeast Large Scale Train Show the weekend of April 28 & 29, 2023, at Eastern States Exposition in West Springfield, Massachusetts. Info will be at: nelsts.org



MO-KAN Garden Railroaders hosts their 2023 Garden Railroad Tour over the weekend of June 3 & 4, 2023 — a dozen layouts surrounding Kansas City and a Wichita outlier. Tickets available beginning April 15. Info at: www.mokangardenrailroaders.org



Central Iowa Garden Railway Society has planned a 2023 Midwest Garden Railroad Gathering, a regional convention for the plains states, for four days from June 22 to 25, 2023. Based in Ankeny IA, there will be 12 layouts to tour, workshops, swap meet, vendors, modeling contest, and two optional train rides as well. Make reservations now. Info at: www.cigrs.org



Check the websites/Facebook pages of G-Scale train clubs in your area [see page 39] for garden train open houses and layout displays to visit. Many clubs plan public layout tours for Father's Day, June 18 this year.

AMTRAK Rides the LGB Rails

This coming fall, Märklin/LGB will offer a G-Scale GE AMD-103 "Genesis" diesel locomotive in two 50th Anniversary liveries, road number 160 and 108. Make up your passenger consist from a choice of five cars, featuring interior lighting and metal wheelsets—and a sheet of numbers for passenger car renumbering.

The "Amtrak Monocoque Diesel-103MPH" locomotives, part of GE's Dash 8 series, have metal wheelsets, two Bühler ball bearing motors, and an mfx/DCC decoder for light and sound, including cab and instrument lighting. Knuckle couplers installed; LGB hook and loop couplers included.

More information at: www.LGB.com



L20493 Amtrak AMD-103 "Genesis" Diesel Locomotive
Phase III 50th Anniversary Paint Scheme for Dash 8-32BWH Locos



L20494 Amtrak AMD-103 "Genesis" Diesel Locomotive
Era VI 50th Anniversary Paint Scheme for No. 108



31201 Amtrak Streamliner Baggage Car



31202 Amtrak Amfleet® Passenger Car - Business Class



31203 Amtrak Amfleet® Passenger Car - Coach Class



31204 Amtrak Amfleet® Split Club Car



31205 Amtrak Amfleet® Café Passenger Car

Garden Railroading News Introduces our Region 2 Advisor

As Region 2 Regional Advisor, Malinda Jungst represents a geographically diverse area, stretching from the high mountains of Colorado to the mountains of West Virginia and from the plains of Nebraska to the Gulf Coast shoreline. Malinda and her husband, Steve, helped organize the 2021 Nashville National Garden Railway Convention.

Malinda writes, "Garden Railroading has become a fun hobby I share with my husband, Steve. He has always loved trains and I became involved over time when he put a layout in our backyard. I started out with plant shopping to landscape the railroad and then looking for people and animals to bring the railroad to life."



"We have enjoyed attending more than 13 National Garden Railway Conventions (NGRC) across the country over 30 years. In 2019, we joined the Nashville Garden Railway Society, where I have been the Secretary for the club. We had the pleasure to host the convention in Nashville in 2021 where I served on the Executive Committee. We were fortunate to meet so many wonderful people."

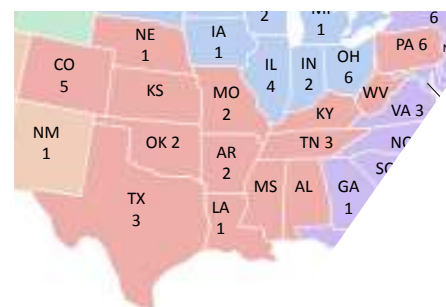
"In addition, I have been blessed to help with several youth activities at the Nashville NGRC and Denver NGRC to give them opportunities to grow their interest in the hobby. Seeing their enthusiasm and creativity with the hobby has been so much fun."

"Most recently Steve and I participated in the Nashville Lawn and Garden Show where Nashville Garden Railroaders partnered with a professional landscape architect and a Master Gardener to set up a layout in an indoor garden which more than 8,000 visitors came through during the show."



Garden Railroading News

Region 2 • www.GRNews.org



LGB Celebrates German Narrow Gauge Steam Power

For the narrow gauge modeller who wishes to model a contemporary German museum railroad (or any period since 1928), Märklin/LGB offers this steam locomotive and consist from the Fichtelberg Railroad celebration of 125 years of service between Cranzahl and Oberwiesenthal in Germany in 2022.

The locomotive has metal wheelsets, traction tires, two Bühler ball bearing motors, an mfx/DCC decoder to control headlights that change with the direction of travel, cab and firebox lighting, running sounds, whistles and much more—and a smoke generator with steam exhaust synchronized to the wheels and cylinder steam. Passenger cars feature finely detailed interiors.

More information at: www.LGB.com



L21481 SDG Narrow Gauge Steam Locomotive
Fichtelberg Railroad class 99.73 (VII K) Era VI



36362 SDG type KB Passenger Car



36370 SDG type KB Passenger Car



32357 SDG type KC4 Open-Air Observation Car

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Split Jaw Products Offers Powder Coating on Aluminum Bridges

Split Jaw Products is now offering factory powder coating for their line of aluminum bridges. The textured matte finishes, which can accept added paint for weathering, will be available in Black Diamond, Industrial Green, and Rust Bucket Red, for those looking for an extra degree of realism.

For more information: www.railclamp.com



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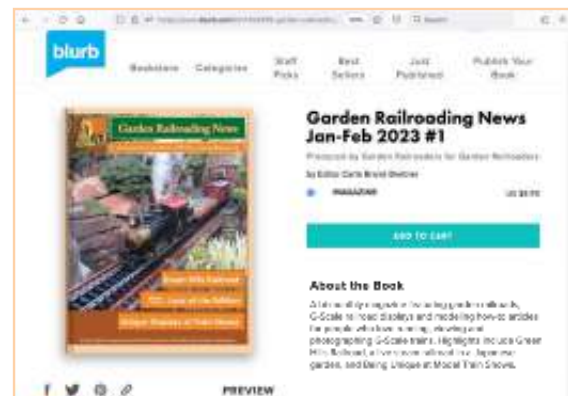
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36814 WW&F Ry
Passenger Car

36813 WW&F Ry
Passenger Car

27254 WW&F Ry
Forney Steam Locomotive,
Road No. 9

Typical American old-timer cars used on the museum trains running on the Wiscasset, Waterville, and Farmington Railway. They can be recognized by the clerestory in the center of the car roof. Cars have complete interior details and metal wheelsets.



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Lake Town & Shire Railroad: Part One Designing a Layout for Operation Sessions with Children

By Donald Nute, Athens, Georgia
Photos by Donald Nute
with 2018 NGRC photos by
Carla Brand Breitner

For eighteen years, my wife, Jane, and I have run operating sessions with children as young as six years old on our garden railroad. We slowed down during the pandemic, but we plan to resume monthly operations this coming spring. I'd like to tell you about our experience.

I will present our story in three parts. In this issue, I will give a history of our layout. In Part Two, I will describe our car forwarding system, the 'company store' associated with our railroad, and all the jobs that are performed during an operating session. In Part Three, I will explain how we train our operators and describe a typical operating session. I will end with some reflections on our experience.



Two young operators await a train arriving in Hobbiton during the Atlanta 2018 National Garden Railway Convention.

The garden railroad was originally Jane's idea. She wanted something that would look good in the garden, but I also wanted some potential for operations. I would like to say we came up with the ideal track plan and built it. But in fact, the plan evolved as we learned from experience.

The Lake Town & Shire is a narrow gauge steam railroad in Middle Earth, a fantasy land described in J.R.R. Tolkien's books, *The Hobbit* and *The Lord of the Rings*. It runs

from Lake Town to Hobbiton in the Shire, thus the name.


A Simple Loop-to-Loop to Start

The original layout was built in 2000 as a loop-to-loop design shown below, with a lake in one loop and a mountain ridge across the other. It ran through two tunnels in the mountain loop and crossed two bridges over a stream fed from a mountain loop waterfall to end in the lake. The mainline was about 150 feet long.

continued on next page



Photos combined show the overhead view of the early Lake Town & Shire layout in 2002.



The town of Bree was originally on one side of the mountain loop and had a team track. A siding on the other side of the ridge served the original Mines of Moria. Lake Town was in the lake loop and originally had two sidings. Hobbiton, which was originally in the stretch between the loops, had a small yard with a passing siding and three spur sidings. Between Hobbiton and Lake Town was a siding serving a lumber camp. So the original layout had one passing siding and eight spur sidings.

The layout was on a slope, and a semi-circular wall was built up around the lower end of the slope to lessen the gradient. Lake Town and the lumber camp were along this raised wall, which made them easy to reach. The yard at Hobbiton was at ground level. The second loop was built on a hill constructed of cinder block and covered with soil and plants. You had to step up onto the wall or over Hobbiton to reach the sidings in the mountain loop. This was impractical, so the sidings in the mountain loop were removed. This left the yard at Hobbiton, the two sidings at Lake Town, and the siding at the lumber camp for spotting cars.

2004 Expansion: A Bit Too Much

In 2004 we expanded the mainline to over 400 feet. At the further end, an oval of wall was built for a new return loop. Hobbiton was moved to this new loop.

After this was completed, a dry stream bed was constructed across our yard to control water flow through the layout. A 65-foot trestle and a 12-foot triple-arched viaduct runs from the Hobbiton loop across the rear of the yard and over the dry stream bed. The mainline makes several large curves, crossing the dry stream bed two more times.

The layout runs from Lake Town in the lake loop through the towns of Dale (the original Hobbiton), Gridley, Rivendell, a new Bree, and the new Hobbiton. We kept both of the original return loops and added a fourth return loop around Bree. Trains could run continuously from the lake loop to the mountain loop, from the Hobbiton loop to the Bree loop, or over the entire mainline from the lake loop to the Hobbiton loop. There is a large yard and interchange with other railroads at Rivendell. We also installed a working turntable at Rivendell.

continued on next page



Long Lake in 2001 with Misty Mountain tunnel in the background.



In 2001, the small town of Bree provided a stop between Hobbiton and Misty Mountain tunnel.



The switching yard at Hobbiton in 2003 handling passenger and freight.



The sawmill on Long Lake in 2002.



The sawmill had grown by 2013.



We planned to operate with two divisions: a Lake Town division and a Shire division. Trains would run from Rivendell over one of the divisions to the furthest return loop and back to Rivendell. Locomotives would then be turned on the turntable before going back over the same division again. And for even more interest, I built in a switching puzzle at Rivendell. Probably just from the description you can guess that the result was a mess. This layout was far too complicated even for adults to run operations reasonably. Add children and it was a double mess.

It took several more years before the layout evolved into what you would see if you visited today.

Refining the Layout for Operations

First I turned the original mountain loop into a separate circle of track which is used to train our newest operators on how to operate locomotives with a remote control. Trains on this circle connect a small station behind and above Dale to the town of Lonely Mountain.

The return loop around Bree was eliminated. Part of this loop was converted into a short end-to-end mining tramline. Ore is moved from a tippie



Trains pass each other on the tracks through the town of Dale in 2013.



Mines of Moira Tramline.



Rivendell Yards 2019.

at a new Mines of Moria to a stamp mill. Sidings accommodate cars carrying supplies to the mine. A siding


from the mainline to the stamp mill allows refined ore to be moved from the stamp mill and supplies to be sent there.

We also removed the switching puzzle at Rivendell and redesigned the interchange yard to make switching there as easy as possible. Finally, we removed a lumber camp siding that was located between the dry stream bed and the trestle. This eliminated the need for operators to cross the dry stream bed to do any switching.

continued on next page



This stretch of mainline passes Rivendell and Bree. The Mines of Moira Tippie can be seen foreground.



Running the layout as two divisions caused operations to clog up at Rivendell where trains had to turn their engines. We quit using the turntable and began to run the layout as a single division.

We now had a loop-to-loop layout with passing sidings at Dale and Rivendell. Trains could meet or pass in the return loops and on the two passing sidings. Trains were limited to a locomotive with tender, a caboose, and no more than three freight cars since this is what our passing sidings could accommodate.

Paths run beside all sections of track where there are towns or sidings, and there is either a wall or a curb between the paths and the tracks to help fast-moving operators stay on the paths. All structures have been moved beyond the tracks, making easy access to sidings for switching. Operators throw turnouts by pushing the rails with their fingers or with the screwdrivers they use to uncouple cars.

I have built simple wire springs for the switches leading into the return loops. Thus operators don't have to set these switches and trains only go through the loops in one direction. I learned that there can never be enough passing sidings for operations. Double-tracking the entire mainline isn't practical, but we do now have double track from Dale through Gridley and from Rivendell through Bree. The sections from the Lake Town loop to Dale and from the Hobbiton loop to Bree remain single-tracked. Our layout now has a total of fourteen sidings, allowing a lot of car movement.



Trains meet at Bree 2013.



Access to switches is facilitated since mainlines can be reached from the paths; raised edging defines the railroad by feel as well as sight.

Track Power & Radio Control

One other issue that arose when we expanded the layout was control and power. We use Digitrax DCC with radio throttles. We had a single antenna mounted high on the side of our house for our radio throttles. After expansion, there were trees and tall shrubs between the house and parts of the layout. Reception was poor. Initially, we would run a CAT-5 cable from the house to the back of the yard before each operating session and connect it to an antenna we hung in a tree.

Another problem was that we were running about 600 feet of mainline and sidings from a single command station. If there was a short or track separation, the entire layout would stop and we would have to examine the entire layout to find the problem. Eventually, we divided the layout into three power sections with

each running off its own command station or booster. We ran a trench to the back yard to hold a data line and two lines to carry track power to the new sections. We installed a 4-foot post with a covered box at the top containing a second Digitrax antenna. This arrangement gives us radio coverage over the entire yard. And if we have a power problem with one section, we can continue to operate the other two sections while we identify and fix the problem.

continued on next page



The station at Gridley in 2018.



The Rivendell Turntable, seen in 2013, was removed to simplify operations.




In 2018, dwarves wait at a whistle stop on the mountain loop.

Lessons Learned

So what lessons have we learned about designing a layout for operations? First, keep sidings close to the edge of the layout where they are easy to reach. If parts of your layout are raised, try to put more of your sidings in these areas. Operators shouldn't need to step far into the layout or step over buildings near the

edge of the layout. Second, design sidings and yards to make operation simple and easy. Switching puzzles are for magazines and pop up displays, not for operating sessions. Third, provide enough passing sidings to accommodate as many trains as you will run during an operating session. No one likes to sit and wait for another train to clear the track,

although this is sometimes necessary on all railroads. It all seems so obvious now.

Next time I'll talk about a special treat we invented for our young operators: the company store. I'll also explain our car forwarding system and the many different jobs that have to be filled during an operating session on the Lake Town & Shire. 

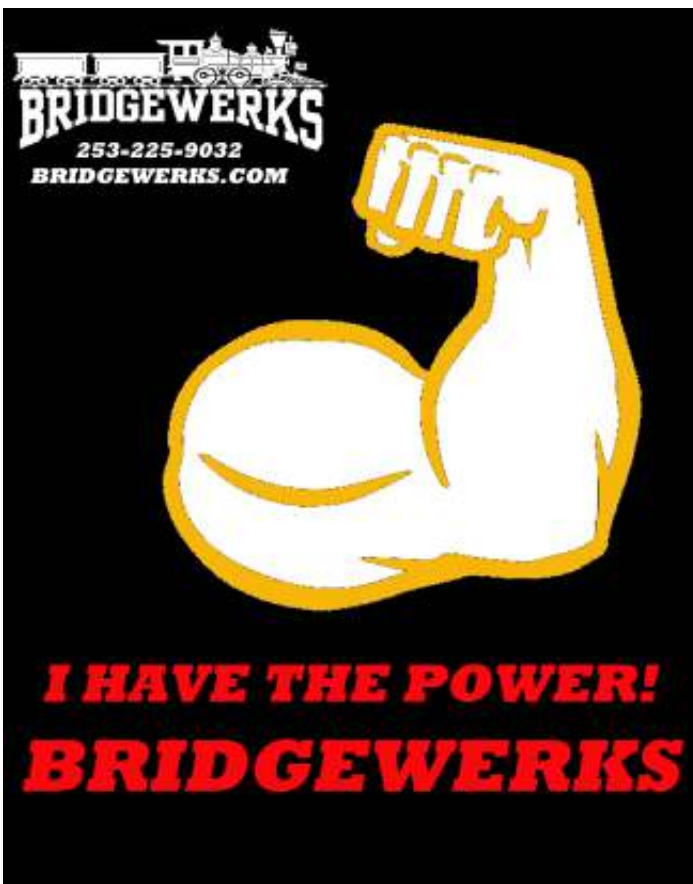


Lake Town (around the corner on the left) and Dale (formerly Hobbiton) as seen in 2018 along the perimeter of the original layout footprint.



Hobbiton 2019.

"Train Operations Designed for Youth" and current track plan will appear in the May/June 2023 issue of Garden Railroading News.



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 1:20.3, Butane Fired
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 \$649 Base model, \$849 Sound

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 1:29, Plastic Body, Metal Trucks
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 1:29, Plastic Body, Metal Trucks
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CLUB CORNER

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

News November/December 2022] to name a few.

Club layouts are common in the world of smaller scales. Many HO and N clubs have large layouts the entire club builds and operates. They are usually elaborate, well scened, and are often housed in dedicated buildings or warehouses. Members of these clubs join so they can participate in the building and detailing of these layouts. Many hold operating sessions where cars have waybills and train orders from a dispatcher. Usually there are open houses where the layout is on display to the public.

Some of these layouts are built and maintained by members to show off G-Scale and promote the hobby, but aren't the main focus of the club. Texas Discovery Garden Railroad is maintained by the North Texas Garden Railroad Club, but club members also maintain backyard layouts and set up temporary Fairground displays. But other layouts, such as Fairplex layout and the layout in Palm Springs, are massive. The Fairplex layout is about the size of a football field and has over 9,000 feet of track. The Palm Springs layout is almost a full acre with over 3,000 feet of track.

Club layouts in G-Scale are much less common, but some G-Scale clubs do have permanent club layouts that are maintained year around. A few are inside, requiring more square footage in a building than the smaller scales and higher building maintenance costs. Most are outside, such as the Fairplex Garden Railroad in Pomona CA, the Denver Garden Railway Society layout on the Colorado Railroad Museum grounds [Garden Railroading News September/October 2021], the G-Scale train layout in The Living Desert near Palm Springs, the Medford Railroad Park in Medford OR, and the Emerald Heights' Garden Railway in a retirement community [Garden Railroading

Club layouts offer members a chance to build a layout with the help of many other people, attracting those who want to run trains on a large layout without the hassle of doing all the maintenance. It is also a great way to learn garden railroading techniques from more experienced modelers. But large layout clubs have had to create procedures to approve changes and additions to the layout, so that one member doesn't make changes on their own.

Large club layouts periodically open up to the public and require staffing at all events, as well as enough labor to keep the layout well maintained. The Denver Garden Railway Society requires all club members who run trains

continued on next page



Texas Discovery Gardens Photo by Patrick Miller

Texas Discovery Garden Railroad on the Texas State Fairgrounds is run and maintained by Ron Natinsky and other members of the North Texas Garden Railroad Club.

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





on the club layout to work a minimum of eight hours per year on the layout.

Club layouts come with a lot of expense and responsibilities to maintain and operate. But they can be a big draw to people who neither have the room nor desire to build a layout in their backyard. Members can run their own equipment on a club layout. Great camaraderie can be created between members who work together on the same projects, and beginners can learn from those with knowledge and experience. They are also a great way to expose our hobby to the public.



Photo by Carla Brand Breithner

Fairplex Garden Railroad, Pomona CA.

Club layouts come in many sizes and types — and could be a great project for your club if few of your members have layouts at home.



Central Iowa Garden Railway Society Display Merle Hay Mall, Des Moines IA.



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Merle Hay Mall (IA) Photo by John Olsen



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Telling the Tale of the Track Chris Reid's Great Southern & Western Railway

Chris Reid's Great Southern & Western was admired during the Denver Convention last year. This background story on preparing for the NGRC, written by Chris, is illuminating.

by Chris Reid, Fort Collins, Colorado
photos by Chris Lau and Ken Brody
story edited by Mick Spilsbury marketing@GRNews.org

WAKE UP CALL

It all started with someone (I forget who) asking whether I might like my layout to be included in the 2022 Denver Convention tour. I must have mumbled an accord and promptly forgot about it until I was included in a list of railroads to be on the tour. Yikes! Less than nine months to make my 3-year-old railroad into something appropriate for people to visit. The Great Southern and Western (GSW) is my second railroad following a house move. I had decided on a single line, roughly dog bone shaped, but with plenty of storage around the depot to enable alternative trains to run. That was where it was in the fall of '21.

PLANNING

I was already a bit dissatisfied with only being able to run one train at a time and had roughly planned a separate loop with some sort of connecting track. So with a bit of good weather, I got down to laying a further oval track and a connecting line. I managed to complete this around November '21. I could now run two trains at the same time — the "main" line at low level and a logging line higher up. The interconnecting track between the two loops is usually only used to facilitate loading locos and cars.

An age-related but important aspect of the design had ensured that a part of the railroad was easily accessible by raising the track above ground level. This assists



Early construction images 2018



greatly when positioning locos and cars. I was still not certain that I had enough "moving" interest and I had thoughts about an end-to-end trolley or something similar. However, at this point Colorado weather intervened and I decided to escape indoors for the winter.

Fortunately I had a fair collection of used, broken, battered or badly painted PIKO/Pola buildings that I found at various swap meets or had been given. I spent the

continued on next page



Running ONE while planning to run TWO

winter months rebuilding, modifying, repainting and weathering these and my various railroad cars. To save precious time when the weather would likely allow me to be outside again, I decided to mount each building or small group of buildings on cement board bases. Making the base larger than the buildings allowed figures and details to be added — each structure being a sort of small diorama. This saved much time when it came to final positioning. Even the depot platform is removable with all the detail figures intact.

I did get a bit carried away at this point and some of the detail is not really rabbit proof. I did however find that fixing figures and detail bits and pieces with clear silicon did work remarkably well. The silicon “glue” gives a small degree of flexibility when the wind blows or a passing rabbit brushes up against it. Come the better weather it took only a day to position my buildings (complete with details). The only items to be added then were my cars and road vehicles.

GSW TODAY

Did I mention the layout is track powered? I have had a lot of pressure from fellow club members to use battery power, but have resisted on the basis that cleaning the rails is no more demanding than continually plugging and unplugging charging systems. Anyway, leaves and other debris on the line still have to be removed whether battery or track power. Both main lines are zoned to enable trains to be “held” at various points. This results in way too many switches on the control panel (*actually very useful for track fault finding*) and is probably a hangover from my pre-DCC HO layout. (*Actually OO, but that’s another story.*)

So by early April ’22 I had both my “main” lines working, but during the winter I had investigated the possibility of using back and forth controls for a small logging spur and a gravel operation. I had already built a gravel building and a logging camp; a saw mill came from a fellow club member with details from the “bit box.” These two lines were added during May and I started to feel reasonably confident that I had a chance of being finished by the Convention date. The addition of a (non-operating) 15" gauge line (HO track) to the gravel works was also included (*subsequently totally destroyed by the local rabbit*). Our local club (Northern Colorado Garden Railroaders) is very fortunate to have the owner of *G Scale Graphics* among its members which probably accounts for my use of their radio control and shuttle electronics. (*Thanks for all your help Del.*)

The layout is intended to represent a rundown short line handling mainly freight traffic, with an occasional passenger train. Logging traffic seems to have taken



Details, details, Details!



Details, details, Details!



over the freight operation although aggregate from the gravel works plays a large part. The date is somewhere around the 1940s. All of the freight stock is weathered, but some of the locos are still waiting for my courage to surface.

It would be simple to say that the scale is 1:22.5 and that’s where I started, but the addition of a couple of 1:20.3 locos could not be avoided. I justify this by saying that Lima and Climax never built anything the same twice and it’s just a bigger loco than the 45 Ton description. That being said I do try to keep things looking the part. After all, the vehicles are all 1:24 and nobody yet has remarked on this. I have the greatest respect for those of us who rigidly build to 1:20.3, but in my case life is just too short.

continued on next page

CONVENTION TIME

So, far too soon, the day of the convention tour comes. Up at 6 am hoping that it had not rained overnight, track still bright and clean, no leaves, no rabbit droppings and trains running. My helper arrives at 8 am. (Did I mention him? — more later.) No derailments, yet — *(but derailments only occur when someone else is watching, right?)*. 10:00 am arrives along with the first bus.

Lots of questions, lots of distractions. *(Thanks to my helper who keeps things running while I answer questions.)* “Why did you do this, what controllers do you use, how do you switch the turnouts, why didn’t you weather the Mallet, what weathering paint do you use, do you use an airbrush, don’t things fall over during the first wind/rain?”

Thank you again to Gary, my helper. If it had not been for him, some of my rocks would not have been placed and some of my plants would not be there. But most of all for allowing me to meet and greet garden railroaders from all over the USA *and* the world, without having to worry about actually running my trains.



No wonder convention visitors loved the GSW!



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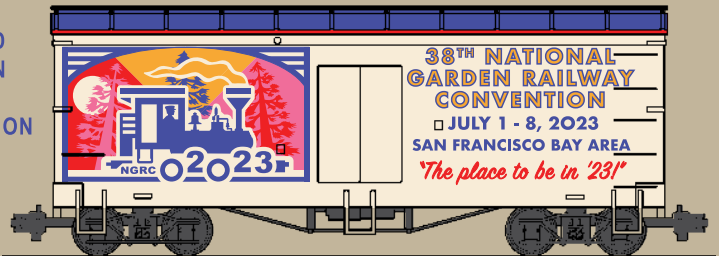


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LOCO OF THE EDITION

Class A Climax by Shawn Viggiano

I have always been fascinated by logging railroads; their terrain and their specialized locos, rolling stock and equipment. Most manufacturers produced geared logging engines, the most popular being the Shay, then the Heisler and the Class B Climax. One of my favorites was the Class A Climax. Unlike the Shay and the Heisler, the Class A Climax was built mainly from wood, and each logging company modified the Class A to fit their needs—perfect for my Kittatinny Mountain RR, but I would need to build it myself.

Research revealed that all 'A's shared the same body with the same gearing arrangement, using a marine style engine. The first were crude looking and made almost entirely out of wood, though there were different variations from open cabs to fully enclosed cabs, and T boiler, vertical boiler, and straight boiler variations. Later 'A's had metal trucks and frames. Back then, I was new to modeling so there was a lot of trial and error, and I learned how to cover up my mistakes well. I opted to build an early version, not aiming for a fine scale model, but something plausible.

I built the body out of wood with a flat car as the base. I added a T-shaped PVC pipe for the boiler. Domes, bell, smokestack and water tank were built from spare parts I had laying around; something logging companies would have done in the woods. My skills were not good enough to build a prototypical engine with the moving gears, drive shafts and engine. For power I used two motor blocks from an Aristocraft Center Cab. I also built the marine-style engine with gears as a static display to give the Climax a more prototypical look. The final steps were adding the details to bring the Climax to life, give it its charm and to make it a KMRR locomotive.



Since building my first Climax, I have made a Class A using build plans from Ted Stinson Plan Set #82 in *Garden Railways*, which you can access here: https://www.trains.com/wp-content/uploads/2020/10/climax_locomotive.pdf

More recently Regner of Germany produced a live steam Class A and I was lucky to buy one before they stopped production. I also acquired a second Regner Class A from a friend who had passed away. My most recent Class A Climax is a scratch-built battery version of a prototypical Climax built by my friend Nick Lucas, using a Bachmann Class B Climax engine and gears. The Class A Climax is the perfect choice for anyone looking for a first time engine project. Since there were so many variations, anything built could be plausible.

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.



— By Richard Murray

BOTANICAL NAME: *Serissa japonica* (new name)
Serissa foetida (old name)

COMMON NAME: Snowrose

USDA HARDINESS ZONES: 7–11

Description

The correct name of this tree is *Serissa japonica*, but many people still use the old name, *Serissa foetida*. The genus has only one species, *S. japonica*. It is a subtropical small evergreen shrub with tiny white flowers. It has a very long flowering period from early spring through late autumn. Fertilizing is especially important during the long flowering period. In addition to its lovely flowers, *S. japonica* is valued for its dense branching and small leaves. The upright stems branch in all directions and form a wide bushy dome. The leaves are miniature, oval, and dark green. Foliage and roots have a brief, unpleasant smell when cut. The old name, *S. foetida*, referred to the vomit-like odor that the trees give off if their tissue is cut or bruised. It is native to sub-tropical open woodlands and wet meadows in India, China, and Japan.

Snowrose can grow to 36" tall. I have one that is in good soil and is about 24" which is about normal. The one in the photo is confined between rocks and has only a few inches of soil underneath. It is about 15" tall and about 16 years old.



Location

Snowrose likes a part sun, wind-protected place during the growing season as long as the night temperatures stay above 50° F. It remains evergreen only in frost-free winter climates (Zones 9b-11). It will not retain foliage in colder locations where it typically begins losing leaves in autumn as soon as the temperature drops to 40° F. Branches usually die to the ground when temperatures dip into the low 20s F. Snowrose is easy to care for when planted in the ground.

When used for bonsai, it is less easy and can be a notoriously fussy bonsai. The tree can drop leaves if over-watered, under-watered, if it's too cold, too hot, or even if just moved to a new location. Even in mild winter areas, a bonsai *Serissa* must be placed in the house or in a heated conservatory at temperatures between 50° and 68° F. The warmer the location the more light is needed. Grow lights can help.

continued on next page



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Serissa Japonica continued

Watering

It is important to keep the rootball moist, but at the same time take care not to overwater. It must never dry out completely. If the tree drops its leaves due to some changes in the growing conditions, decrease watering. *Serissa* likes a neutral pH value (7).

Feeding

Apply a small amount of solid organic fertilizer every four weeks or use a liquid fertilizer in a low concentration every week during the growing season. Use a fertilizer with a balanced N-P-K ratio. In winter, fertilize once a month with a low dose of liquid fertilizer if the tree is kept in a warm place.

Pruning

The following advice for pruning is from the literature: *Serissa* tolerates hard pruning which should be done in early spring. Young trees are trimmed back to two leaves when the shoots have produced four to five leaves. Older trees are trimmed less during flowering, but are pruned thoroughly after flowering. Every two or three years, the branches must be cut back to old wood in order to keep the tree shape compact.

Personally, I don't bother to follow such extensive rules in pruning. I prune when many of the branches grow beyond the core of the plant. I usually need to prune several times a year. At the same time, freely growing suckers can be cut off.

Propagation

Serissa can be easily propagated from semi-hardwood cuttings.

Pests and diseases

Aphids, scale, mildew, or spider mites can attack *Serissa*. Use a pesticide specific to the pest. Pests are less of a problem than sudden changes in temperature or lighting. Overwatering can cause root rot.

Bonsai

The tree has many favorable attributes that commend the plant to the art of bonsai. In addition, it can be shaped into some very visually stunning styles. *Serissa* is one of the most frequently purchased bonsai plants and is especially loved in Japan.

Uses

The plant can be used in small hedges, as individual plants, bonsai, and... anywhere in garden railroads!

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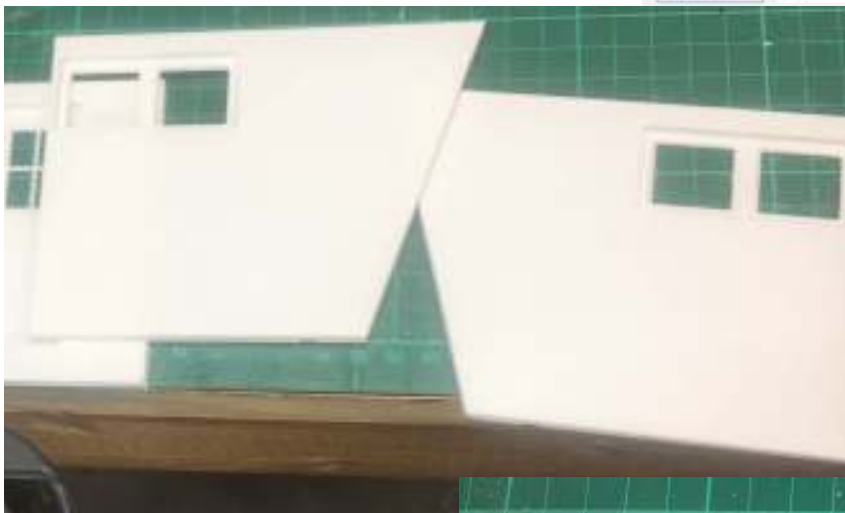
Workbench Project

Article - Iain Collingwood (The Garden Whistle Editor)

Rotary Snow Plow Build

Starting -

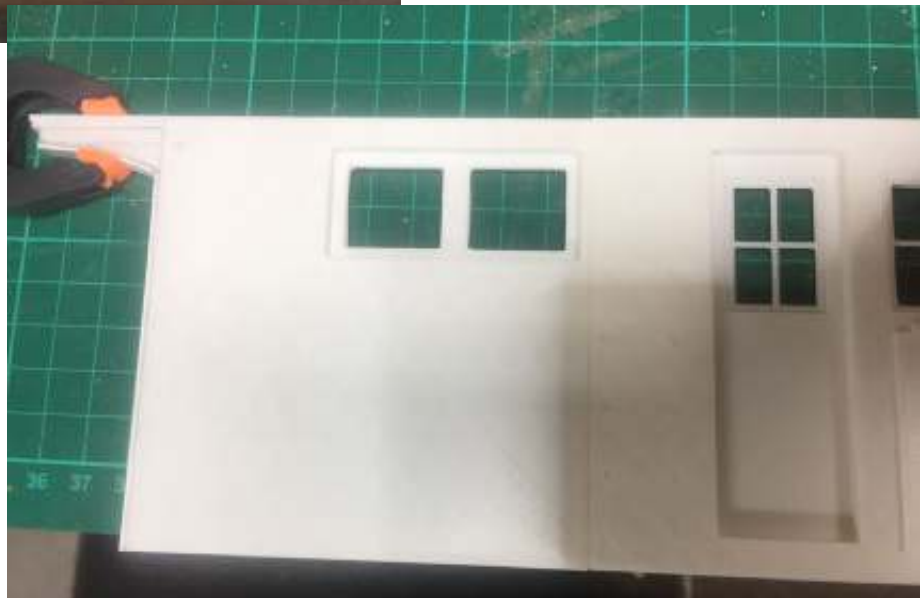
A while ago while searching for 3D files on Thingiverse, I stumbled across a file for a rotary snow plow and thought it would be a great project to build; this is the problem with Thingiverse as it creates an endless supply of things to print!! So after downloading the file which can be found here: <https://www.thingiverse.com/thing:4774793> , I printed the individual pieces and started to assemble the plow.



Modifying -

After printing, I found myself not liking the angled sloped ends of the plow and also wanting it to look different, so, after looking at pictures of the Cumbres & Toltec Railroad's OY Rotary Plow online, I decided to cut the ends.

Ends were marked out and then cut; styrene was then cut to shape and glued to cover the honeycomb structure from the printing process.





THE GARDEN WHISTLE



Assembly -

I used Zap-A-Gap medium CA+ glue to join the pieces together with a clamp to align and to hold it tight until the glue set.

Styrene strips were added to create extra strength in the joins; note the clamp and set square to keep it aligned and square until the glue set.



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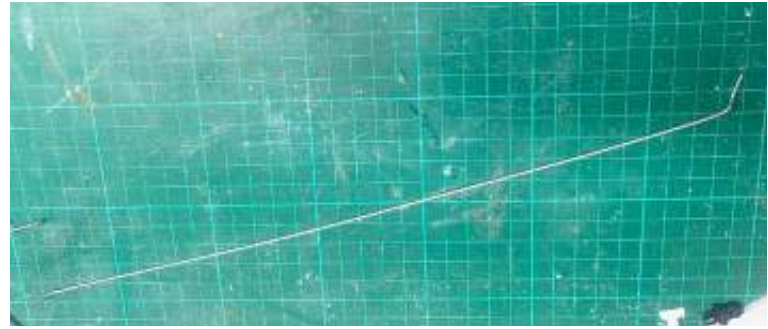
THE GARDEN WHISTLE



Details -

This 3D printed model required some grab details to be made and added. These steps show how I made and installed them.

A reel of lacing wire (aka flexible tie wire) was purchased from Bunnings Warehouse; a cut piece of lacing wire was the starting point. Notice the curve in the wire.



The cut wire is placed with one end in the drill and the other in the vice. The drill is then spun with tension on it to straighten the wire



The next part was to form the grabs. Normally I would just bend around my pliers, but the print had holes already spaced on it. So this was done by measuring the distance between the holes and then marking out and nailing in two nails to my workbench to form around. This is shown in the two photos here.





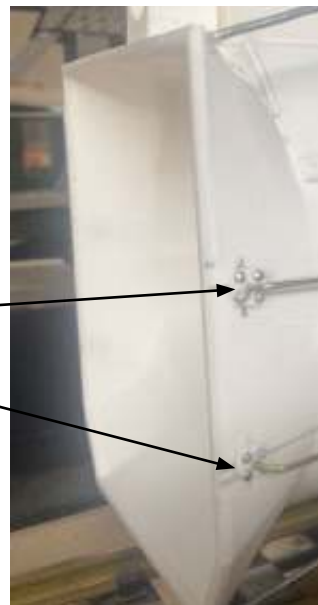
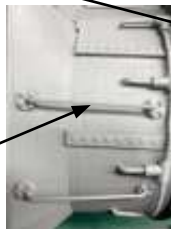
To get the grabs all at the same height, a strip of wood was used. The wood was placed in position and the grab tapped into place with some glue on the end until it reached the wood strip. Completed side below with grabs attached.



THE GARDEN WHISTLE



To create the bolted-on plate shown right, I searched for an easy answer, deciding on using a hollow punch on the styrene to create the disc. This was drilled and pins glued in place; smaller gauge wire was then bent to shape to create the bracing rods.



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Extra pipework and bracing detail was added, as was a wedge shaped plow underneath.



The top for the tender was formed out of styrene with hatch details added to it, modifying an LGB Mogul tender.






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THE GARDEN WHISTLE

Completion -

Below are the completed photographs with it painted. At this stage I don't think I will detail the inside as it will be more of a static piece rather than seeing a regular roster, but I have made the roof removable in case I change my mind. Next step will be to add the decals and also weather it to make it more realistic.



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TOP POST

It would be premature to say that this is going to be the top post for Q1 2023 but it's going to be up there vying for it.

Bob Dunlap has added a sand house at the Chama coaling tower to provide full service to locos like the one pictured before they set off to take on the Colorado Rockies.



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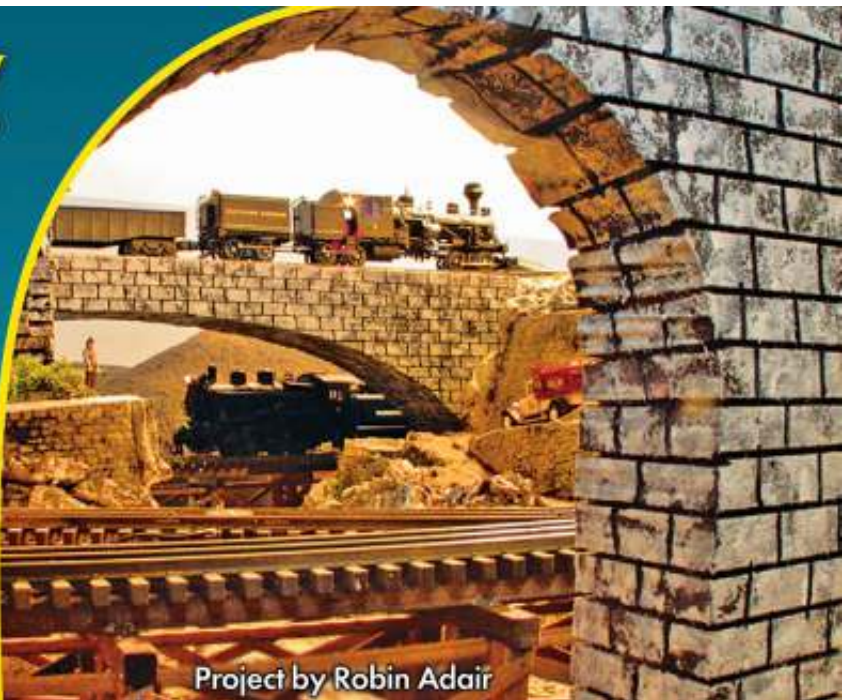


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Project by Robin Adair

Your editor went on the 2006 version of this year's Great Western Rail Adventure offered from June 24 to 30, 2023, prior to the Bay Area National Garden Railway Convention. Chris Skow, the tour organizer, puts together a great experience (described below) and your editor recommends you make your reservation **NOW** through the link at: ngrc2023.org.

Pre-Convention Tour, 2006 Bay Area NGRC

BUSES AND TRAINS, OH MY!

by Gary Woolard
photos by Carla Brand Breitner

I first saw it, as many of you did, teased on the BAGRS web page promoting the upcoming convention. TRAINS UNLIMITED TOURS was offering a pre-convention bus tour of western railroads with an incredible itinerary. Twenty train rides, four or five train museums, plenty of stops at 'places of interest' like the Keddie Wye and the Norden Snow sheds, 12 meals (two on dinner trains), a boat trip under the Golden Gate Bridge — and a drive through Yosemite with a free afternoon in Yosemite Valley. We couldn't resist!

So bright and early on the morning of June 25th, our bags were on the tour bus. The bus's first stop, the Niles Depot, was fairly close. Niles Depot, by the way, is no longer in Niles—years ago it was moved to Fremont, where the city operates it as a railroad museum and hosts a large HO/N model railroad club. From there, we drove to Sunol, where we boarded a train on the Niles Canyon Railway for a trip to Niles and back.



This bridge on the Niles Canyon Railway dates from 1908.

Then it was back on the bus for several hours driving up into the Sierras to Jamestown and Railtown 1897 State Historic Park. There we boarded behind our first live steamer of the trip, Sierra Railway No. 28, for an excursion into the Mother Lode country.

On our return, we got to tour Railtown's working roundhouse, as well as all the movie props that the



Janet Hart, the docent for our Jamestown train ride, kept her composure despite the high temps.

railroad accumulated from being featured in movies and TV shows from "Petticoat Junction" to "Back to the Future." (No. 28 is now in an AFLAC commercial, the "silent movie" where the duck is tied to the tracks).

By that time, temps had risen above 100 degrees and we were all feeling a bit bedraggled. When Chris Skow, our tour operator, showed up with an SUV full of cold water and

continued on next page



The Niles Depot Museum was full of unusual "railroadiana" like these glass fire extinguishers, to be thrown at the fire.



We're the last run of the day at Jamestown, so No. 28 drops her fires and is put on the turntable.

2006 Pre-Convention Tour



Sierra Railroad's Sunset Dinner Train stopped for photos.



The Keddie Wye.

sodas, we greeted him as a visiting angel.

Then it was back on the bus for the 40 mile drive to Oakdale and our private charter of the Sierra Railroad's Sunset Dinner Train. (This was the first of two dinner trains on the trip; the second would be the Napa Valley Wine Train.) Between courses, the train stopped in the flatlands of eastern Stanislaus County, to let us off to take pictures as the train made several "run bys" against the background of the setting sun.

During the run bys, one perfectionist photographer grouched that somebody had left their panama hat propped against a window of the dining car. I decided that discretion was the better part of valor, and didn't tell him that I was the offending party. I'm sure he figured it out by the end

of our trip, but we became friends anyway.

It was late in the evening by the time we returned to Oakdale and our motel rooms to grab what sleep we could before tomorrow's early call—on to Yosemite. That was the first day of eight—and each day that followed was totally different, but just as full as the first. Some random memories and impressions of the days that followed —

We drove through thunderstorms, hail storms and heat waves. On the way to Yosemite, we were stopped by a California Highway Patrolman who was concerned that our bus was too long. (Karl, our bus driver got us out of that one.) We rode a wonderful, smokebelching 10 wheeler around and around the grounds of the Nevada State Railroad Museum

while helicopters buzzed overhead—they were dropping fire retardant on the half-dozen or so brushfires which lightning strikes had caused in the surrounding hills the night before.

We stood at the edge of the Feather River Canyon and watched a hundred-car consist pass through the Keddie Wye. The canyon acted as a sound box as all the flanged wheels squealed their way through the switches, and the noise felt like it was going down your backbone.

We had a pizza party in the giant engine shed of the Portola (nee Western Pacific) Railroad Museum, while some of us braved the rainy weather to drive a switch engine up and down the yards. When the rain squall turned into a full-out lightning storm, one bolt struck the engine shed with a cannonlike bang, and

continued on next page



This tiny 10-wheeler hauled us around and around the Nevada Railroad Museum at Carson City, Nevada.



The engine shed at the Portola Western Pacific RR Museum. Dome Car No.832, the "Silver Hostel," is being restored.



2006 Pre-Convention Tour



The Roaring Camp and Big Trees Railroad. In the middle of a grove, the two-truck Shay "Dixiana" backed up, gathered steam, and gave us all a dramatic run-by. She achieved speeds in excess of 16 mph. On the right, the Shay's hard-working cylinders, crankshaft and drive shafts.

threw the entire museum into darkness for a few moments. But when we left for the hotel, several of the diehards among us stayed behind for "one more engine drive."

Virginia City looks as if it was made from Pola kits, but in the basement offices of the old "Territorial Enterprise," it didn't take much to imagine the smell of Mark Twain's cigar. At Donner Pass, the roads still had patches of snow in June. With the snow sheds higher still, you look up and wonder "how did they do that?"

And there was the raw, awesome beauty of Yosemite, Half Dome, Bridal Veil Falls, El Capitan— which had nothing to do with trains, but someday we'll have to come back.

There were downsides, of course, moments of "hurry up and get there",

as well as "hurry up and wait." Some places felt as if you'd never be able to spend as much time as you wanted, and the longer drives could become butt-achingly boring. But then random conversations would start across the aisle, and you'd discover that your usually quiet bus companions are actually pretty interesting people.



Just as we were about to leave Yosemite, a sudden windstorm blew in over Half-Dome.

And here's a handy hint for the bus tour traveler—don't overpack! We did, in an effort to be ready for any contingency, and we paid for it every morning in exasperation, trying to get to the bus on time. So go light and go fast.

Was it worth it, in retrospect? Heck yes! We would never have covered half of what we saw if we'd tried to do it ourselves, not to mention getting the occasional "special access" to sites that Trains Unlimited was able to provide. And something about seeing so much in a short time frame forces a wider perspective on how important the rails were to the history of California, and still are to its economy.

Would we do it again? We'll be checking to see what's being offered.

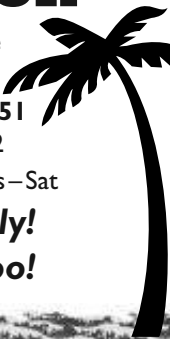
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Improving the Tracking and Looks of AristoCraft Streamliners

Photos and article by Todd Brody unless otherwise noted

I have a trio of the AristoCraft Streamliners and love the way they look. I've even modified one, adding a drum head and rear flashing lighting that stays on when the engine comes to a stop.

But what I don't love is the way they continually derail on me at the slightest track work imperfection. I know that improvement *may* be had by changing the springs. But I think that there is an inherent flaw in the truck/body interface that exacerbates the problem. I made modifications to correct this.

I feel that the problem lies in the fact that truck pivot point does not lie midway between the axles, but rather midway between the centerline of the truck and the front axle. The result is that changes in the position of the coupler from side to side that also push the near axle over are "amplified" to the far axle, forcing it further inward in a curve and making it want to jump the rail head.

The axle actually pivots around the screw on the right in the photo to the right, and not the screw at the centerline on the left as one would think. Therefore, lateral force on the coupler creates a torque about the pivot point with the rear axle of the truck sweeping a larger arc than the front axle, potentially adding to derailments. In my mind, one would want symmetry at the pivot point.

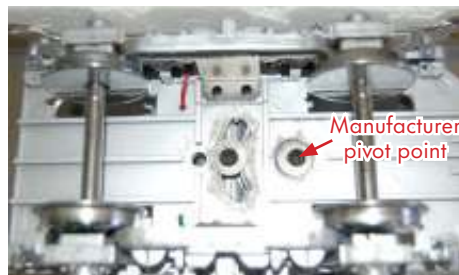
There are several other problems, and I've identified what I consider to be the five primary flaws. These include:

1) The existing bolsters (the part of the trucks holding the pivot pin that the railcar underframe pivots around) allow for no side-to-side rock. If one side of the car is tilted in a curve, this motion is transmitted through the body to the other set of trucks and becomes a source of derailment. My modification lets the car rock side to side, as well as forward and backward.



Layout Photo by Carla Brand Breitner

Attention to detail and equipment modifications add to the realistic scenes on Todd Brody's Tortoise & Lizard Bash Railroad.



The original AristoCraft Streamliner trucks before modification.

2) The center of gravity is too high. This modification lowers the center of gravity both at the car due to a lower body, but also below the trucks from the metal bolt/nut combination and heavier materials.

3) As noted above, the centerline of the axles is not the pivot point for the trucks, so movement of the coupler tangs in a turn puts an uneven torque about the centerline of rotation as the rear axle is forced into a wider arc than the front axle. This modification addresses the issue of unbalanced torque about the centerline of rotation. While this may not be an issue with body mount couplers, on truck mounted couplers (like I use), as the cars go through a turn, the tangs are forced outwards, which



Modified coach (left) sits lower on its trucks for an overall reduction in height.

forces the inner axles inwards by a greater amount, potentially adding to derailments.

4) The original bolsters are weak. My replacement bolsters are much stronger than the plastic originals, which are prone to crack at the mounting towers like some of mine have done.

5) Visually, the gap between the body and trucks is too big and the cars sit too high. This modification improves the looks by reducing the gap at the trucks.

This modification uses 1/8" and 3/16" thick acrylic cut on a laser table. All parts were modeled in *DesignSpark* and people are welcome to the .dwg files if they want to make their own bolsters.

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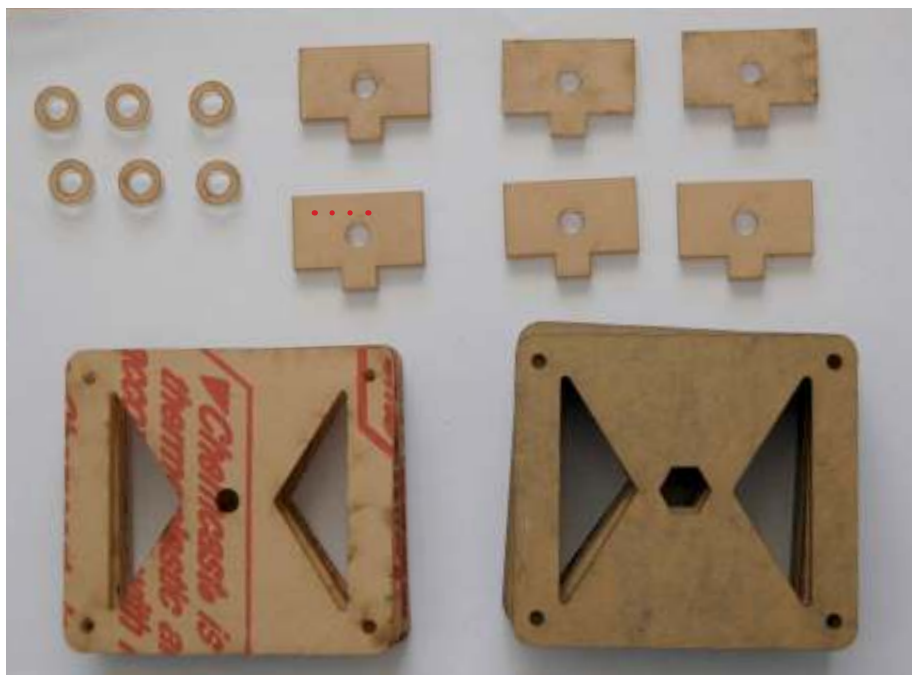
The lower bolster (closer to body of the car) is 3/16" thick to allow the head of a 1/4-20 bolt to fit into it. A nylock nut keeps things in place and keeps the bolt from tightening/loosening on itself. The open triangles allow for wires to pass through from the track pickups to the body.

The upper bolster (away from body) is 1/8" acrylic with a 1/4" hole.

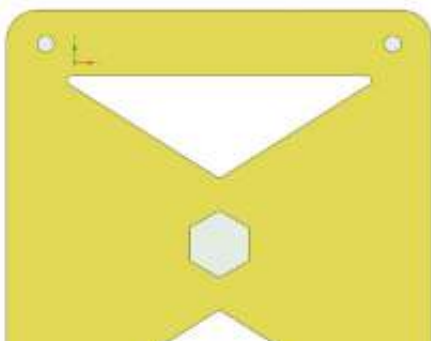
A 1/2" outer diameter, 1/4" inner diameter, 1/8" thick acrylic washer on top of the bolster lets the trucks rock in all directions.

And a 1/8" thick acrylic plate locates the bolt into the existing trucks providing the new pivot point, located almost centered between the axles.

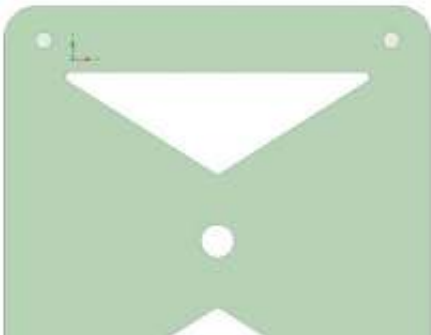
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All of the acrylic pieces for the three coaches. Nuts and bolts not shown.



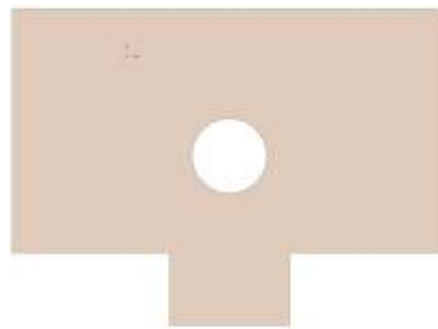
Lower bolster pattern detail. Nut to hold bolt fits in center.



Upper bolster pattern detail. Triangles allow wires to pass through.



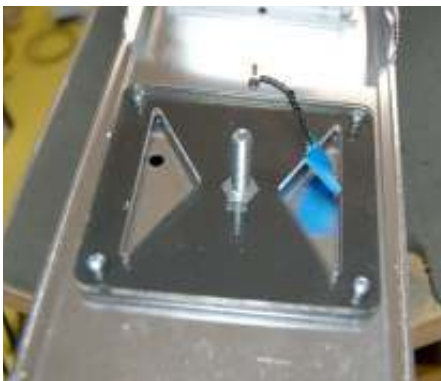
Testing position of truck centering insert in place on truck mounted coupler before final reassembly.



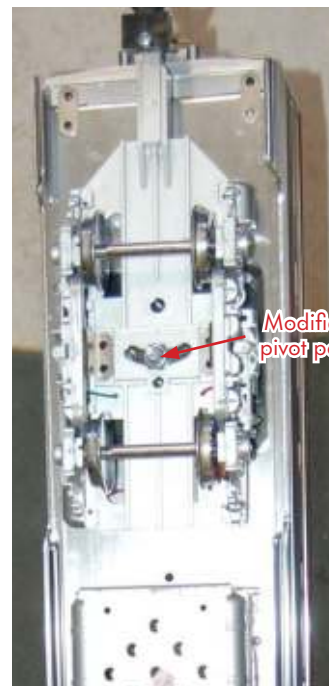
Pattern for acrylic plate to center bolt in existing truck/coupler assembly.



Assembled bolster.



Bolster in place on underside of car.



Finished underside with protective paper removed from acrylic parts.



The lowered height of the modified coach on the left allows it to sit more realistically when pulled by this AristoCraft FA/FB unit.

Proof of the Pudding...

On June 26th, 2021, I was trying to run the three streamliners behind the FA/FB for open house the following day. For the life of me, even spending well over an hour "adjusting" track, I could not get the consist to reliably run a single lap without the streamliners derailing in one place or another.

After the conversion, with no track changes, I put the trio behind my battery/track-powered FA so I could try them out without much effort. I figured they would probably still have some problems to address as prototypes often do.

NOPE!!! The FA pulled them through the loop, lap after lap, without a single derailment!



Stock. The bottom of the air tank is at the bottom of the brake assembly.



Modified. The bottom of the air tank is well below the brake assembly.

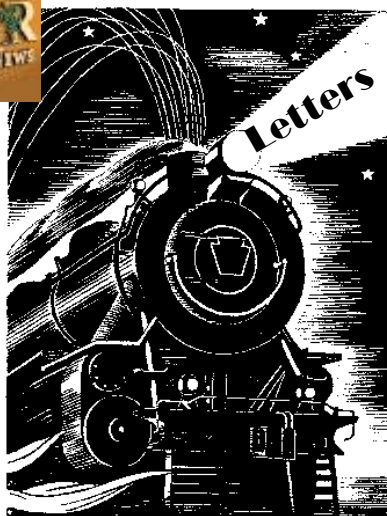
It was even better than I could have hoped. Because the "pivoting" wheelbase has been reduced by about 1.75", the cars do swing a hair wider on the outside of a curve with a bit less overhang on the inside, so I did move a rock a fraction of an inch for clearance!

It will be nice to be able to run them reliably after all these years.

"1-Gauge, One Community"

For .dwg files to make your own bolsters, email Todd Brody at toddalin@cox.net with Subject line: "Streamliner Bolster Fix"

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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:
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.

GR News in Print

I feel like I am mostly like a lot of large-scale model railroaders. Older in age. Set in my ways. Very traditional. That said, it might be surmised that I like to read printed material in a hard copy. Something I can physically hold in my hand and turn the pages. Well, if you are like me, and I suspect many of you are, the readers of GR News are in luck. The issues can now be purchased individually from www.blurb.com/bookstore for \$8.90 plus shipping. I read this news with high interest in the January/February 2023 edition and quickly set about ordering a few copies. I placed my order on January 22 and the issues arrived in a nice package on February 4. Your shipping time could vary depending upon where you live and how busy they are

at Blurb.

The magazine's size was very similar to other train-related magazines. The color reprint was excellent. Page or paper quality was high grade. Printing was well spaced on the page (not starting right in the fold or going all the way to the edge). The pages are bound together nicely. Blurb has produced a good product. I say all this not to take anything away from the digital online version, as I know there are many who prefer that version and it is the fastest and most economical way to receive the magazine. I will certainly continue to read my digital edition when it comes out, but I will also be ordering a few more of my favorite issues from Blurb so I can sit back and enjoy reading an actual physical hand-held magazine. If you are like me, try an issue or two. I think you will be glad you did.



Thank you, Ted, for your review of the print version of Garden Railroading News. The link below takes you directly to available issues of GR News:
www.blurb.com/user/GRNewsEditor

Affiliated Clubs outside the US by Province & Country as of 3/15/2023

CANADA

AB	Northern Alberta Garden Railroaders
	Rocky Mountain Garden Railroaders
BC	Black Mountain Railway Club
	BC Society of Model Engineers
	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

COUNTRIES BEYOND NORTH AMERICA

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
	Kent Group: G Scale Society

Affiliated United States Clubs by State as of 3/15/2023

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
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.....	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
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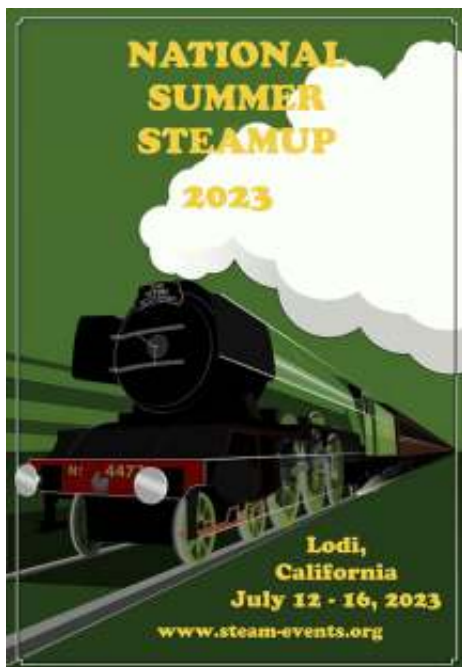
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