



Garden Railroading News

July/August 2023 • 2023 #4 • www.GRNews.org



**Pointers for Your
Operations Session**

Miniature Elm Tree Primer

**EnterTRAINment Junction
A G-Scale Indoor Train Journey Thru History**

A free digital magazine produced by garden railroaders for garden railroaders



Garden Railroading News

July/August 2023 • 2023 #4 • GRNews.org

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Variety in Operating Session Approaches, Elm Trees, and Garden Railroads.

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





Photo by Ken Brody

Above: On the Fourth of July, this parade, one of the many highly detailed scenes on Dart and Dottie Rinefort's OS&F Railroad, marches down the streets of Loganville past a grandstand full of spectators. • San Rafael, California

Below: A collie stands watch as this father and son fishing duo test their luck in the stream paralleling a mainline of Todd & Linda Brody's Tortoise & Lizard Bash Railroad. • North Tustin Hills, California



Photo by Carla Brand Breitter



MAY
WE SUGGEST...
Something New

Mark Your Calendar Now for the 2025 National Garden Railway Convention June 18–21, 2025 in Sacramento, California

Plan to visit garden railroad layouts, attend clinics, and find new products in the vendor hall. See old friends and make new ones while sharing a love for G-Scale.

Website at ngrc2025.org coming soon.



Start 2024 in New Zealand at the 14th New Zealand Garden Railway Convention January 20–22, 2024 in Wairapapa, New Zealand

Layout tours will visit twelve gardens, some with multiple layouts on display. Evening activities will include several seminars, sales tables, meals and more.

For information, contact: warren.stringer@xtra.co.nz

Plan a Regional Meet in 2024!

There have been no bids for the 2024 or 2026 National Garden Railway Conventions. *Garden Railroading News* encourages clubs to consider holding a Regional Get-Together in 2024. We believe that the community formed when garden railroaders gather together adds to the pleasure of our hobby.

A Regional can be as simple as announcing a one-day event like the Columbus Garden Railway Society layout tours, including the Paul Busse-designed public railroad at Franklin Park Conservatory, on September 10 this year. [See page 6.] You could expand to include several days of layout tours with a social hall or ride-on railroad as a hub. A meal (or two) can be catered or club-provided. Local G-Scale retailers could set up to sell if you have a central hall.

The Midwest Garden Railway Gathering held by Central Iowa Garden Railway Society this past June serves as an example. They had layout tours, workshops, swap meet with local vendors, two social gatherings, and even included a 1:1 railroad tour and a ride-on. Visitors came from as far away as Minnesota. The club held a well-attended public layout tour the final day.

If your club wants to hold a Regional in 2024, contact editor@GRNews.org and we at *Garden Railroading News* can help you reach out for advice to clubs that have held large events. Once you have dates, *GR News* will be happy to share event and registration information. Just remember that we only publish six times a year, so give us plenty of notice. You can also post your event on *GR News* Facebook.

In this Internet age, shopping websites allow us to shop outside of a physical location, but do not have the satisfaction of a hands-on examination of your possible purchase. YouTube offers demonstration videos on virtually everything, but without the Q&A that an in-person clinic provides. Layout videos let us visit and see railroads from different perspectives, but limit our view to the camera person's choices. Regionals, in contrast, allow attendees to enjoy the comradery of a convention, but with lower costs for the local club(s) involved. Any club planning a day-long group layout tour could consider inviting their region to the tour... and expanding the day to include a learning and/or social event.

A Regional does not need to have all the elements of a convention. Local clubs may not have the ability to pre-book a hotel, print a program, or hire buses for tours, but even a day of layout tours shared outside your club provides a chance to show off your layouts, offer face-to-face advice, meet new friends, and discover new techniques to apply to our railroads.

Email editor@GRNews.org with your questions and with events to share.

Alaskan Adventure Comes in a PIKO America Starter Set; Golf Cart Transport Available Now

Share your travel tales from Alaska and British Columbia while setting up and running a White Pass & Yukon Railroad starter set from PIKO. The 0-6-0 steam locomotive with box car and caboose could have carried supplies during World War II for the US Army's Alaska Highways project or transported mining supplies to British Columbia. The set includes a full circle of R1 2-foot radius track, a transformer, and an RC controller with pocket remote for forward/reverse, speed, and stop. Two track magnets activate bell and whistle analog sounds. The locomotive comes with an engineer figure in the detailed cab and a 5-volt smoke system.



38109 White Pass & Yukon RR Starter Set with Remote



38789 Golf Cart Transport

For those railroaders who model post-40s railroads, PIKO-America is receiving a realistically detailed Golf Cart Transport this week. Two G-Scale golf carts travel on a flat car with removable side boards.

More information at: www.piko-america.com

Bachmann Shows G-Scale Bethlehem Steel 100T Hoppers at the National Garden Railway Convention

Due to arrive before year's end, these 100-Ton hoppers will be available with two numbers for CSX, Union Pacific, and Norfolk Southern. A Pennsylvania Power & Light hopper will also be coming. Look for these to run behind your GE Dash 9 locomotive.

More information will be soon be at: www.bachmantrains.com



Track Maintenance Set Soon to Arrive from Märklin/LGB

Märklin/LGB will send this Gauge 1 crew of contemporary track maintenance men to dealers in late fall, just in time to take their tools trackside to repair damage from summer storms. The 30-piece set, a tribute to the former firm Hübner, includes six figures, gas cylinders, transport crates, various tools, and signs.

More information at: www.marklin.com



56408 Track Laying Gang with tools & signs

Accucraft C-18, 13T Two-Truck Shay, and Mabel at the 2023 National Garden Railway Convention & the 2023 National Summer Steamup

Accucraft's latest locomotives steamed around the live steam tracks in Santa Clara and Lodi this summer. Multiple D&RGW Class C-18 2-8-0s, in livery and unlettered, made long circuits at both the National Convention and the Summer Steamup. The 2-6-2 Mabel and the re-engineered 0-4-0 Ruby both charmed spectators as they steamed past.

A prototype 13T two-truck Shay, expected late winter, made several test runs on a tight radius oval during the National Summer Steamup. The Shay drew an audience as it pulled four loaded logging cars and a shorty caboose.

More information at: www.livesteamstation.com



13T Two-Truck Shay



Unlettered D&RGW C-18 2-8-0 Consolidation

The Train Department Introduces a New Bowande Live Steam 1:20.3 0-6-0 Locomotive From a Baldwin Locomotive Works Design

Jason Kovacs of The Train Department proposed that Bowande model the "Chas Kohler," construction number 7362 ordered June 1884 from the catalog of Baldwin Locomotive Works. This class 6-10D 0-6-0 locomotive with tender, built for Challenge Mills in Yuba County, California, was that mill's first locomotive and was used to haul flat cars of slab lumber and logs on a railway totaling a mere six miles. A wildfire in 1886 destroyed much of the mill and railway, but the right of way, cuts and trestle remains can still be found near the town of Challenge today.

The butane-fired model features slide valve cylinders with a 1/2" bore, full working Stephenson valve gear, a ceramic burner in a sealed firebox, etched brass body-work, fully bushed chassis and rods, a high level of detail and fidelity to the prototype. Boiler fittings include a 60psi pop safety valve, sight glass, internal throttle with a dry pipe in the dome and a goodall valve along with a 1/2" pressure gauge. Lubricator is a dead leg style mounted in the cab for easy access. An over-sized fuel tank in the cab provides a long duration runtime.



"Chas Kohler" 0-6-0 locomotive with tender



Saddle Tank 0-6-0 locomotive

For an alternative look, the engine is also available with saddle tanks and no tender.

To learn more, go to: thetraindepartment.com

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www.blurb.com/bookstore.

Use the magnifying glass to search for "GR News" to find (and order) all issues.

Combine "Steam to Victory" at the Age of Steam Roundhouse museum with the Columbus Garden Railway Society Annual Home Tour and a Paul Busse Fantasy Railroad



The Columbus Garden Railway Society in Ohio would like to invite railway friends from afar to their annual backyard home tour on Sunday September 10th, 2023.

Columbus Garden Railway Society Annual Home Tour

Sunday, September 10, 2023 (1PM to 5PM)

thecgrs.org



Photos by Kent Kloes

While you are in town, plan to spend an afternoon at Franklin Park Conservatory and enjoy the Paul Busse garden railroad built of natural materials. 1,100+ feet of track run high and low past Fairytale Land, Wild West Town, European Travels, and the "Who Lives Here?" animal-inspired houses.

Paul Busse Garden Railway at Franklin Park Conservatory

1777 E. Broad Street Columbus, OH 43203

Daily (10am to 5PM)

www.fpconservatory.org



Photos by Kent Kloes

Arrive by September 8 or 9 and commemorate the role of railroads in achieving victory in World War II. Explore the railroad equipment and World War II military vehicles on display. Learn from the living history reenactors. Take a short train ride and Roundhouse tours.

Age of Steam Roundhouse Museum

"Steam to Victory" Event

213 Smokey Lane Rd SW, Sugarcreek, OH 44681

September 8 & 9, 2023 (10am to 6PM)

www.ageofsteamroundhouse.org

There is much to do for a long weekend in Columbus.

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 Kit \$3100, RTR \$3600



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



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



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



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



Tiger 0-6-0 with Tender
 1:32, Alcohol Fired
 Kit \$3250, RTR \$3900



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



D&RGW C-25
 1:20.3, Coal or Butane
 RTR \$5290



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



Baldwin 'Mabel' 0-6-0T
 1:20.3, Butane Fired
 Kit \$1249, RTR \$1499



Ruby #1 0-4-0T
 1:20.3, Butane Fired
 Black, Red, Blue and Brown
 Kit \$645, RTR \$699
 New 2022



'Cranmore' Peckett
 1:10, Butane Fired
 Kit \$1695, RTR \$1795



Lawley 4-4-0
 1:10, Butane Fired
 RTR \$3385



'Talylyn' Railway 0-4-2ST
 1:10, Butane Fired
 RTR \$1700



Alchin
 1.5" Scale, Butane Fired
 RTR \$3800



Shay 13T
 1:20.3, Butane Fired
 Kit \$1955, RTR \$2145
 New 2022



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



'Train Bleu' CIWL Sleeper
 1:32, Brass
 \$950/Car, \$3600/Set of 4



BR Mk1 Passenger Cars
 1:32, Plastic body, Metal Trucks
 \$260/Car



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



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



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



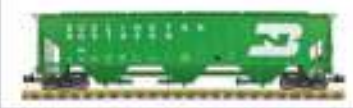
Gondola
 1:20.3, Plastic Body, Metal Trucks
 \$170/Car



GP60/GP60M
 1:29, DCC & Sound Option
 \$649 Base model, \$649 Sound



3-Bay Hopper
 1:29, Plastic Body, Metal Trucks
 \$160/Car



High Cube Box Cars
 1:29, Plastic Body, Metal Trucks
 \$160/Car



Whitcomb 45T
 7.5" Gauge, 2.5" Scale
 \$10,250



Plymouth II
 2.5" Scale, 7.5" Gauge
 \$3800



RGS #6 Goose
 2.5" Scale, 7.5" Gauge
 \$4900



2-4-0 7.5" Gauge Ride-on
 2.5" Scale, Coal Fired
 Kit \$15000, RTR \$18000



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The Train Journey at EnterTRAINment Junction Travels G-Scale Rail Thru the Development of the US

By Bill Mefford, West Chester, Ohio with additions & photos from the EnterTRAINment website: entertrainmentjunction.com

EnterTRAINment Junction, in West Chester, Ohio, has the largest G-Scale train display in the world! Ninety 1/24th-scale trains run automatically over two miles of track, following a panoramic journey through three distinct times in U.S. history in a 25,000 square-foot interactive display.

Following four years of planning, financing, design and construction, a long-time dream came true in August of 2008 when Cincinnati businessman Don Oeters opened the doors to EnterTRAINment Junction, home to a multi-level indoor G-Scale model train display which is amazing for both its size and detail.

Upon entering EnterTRAINment Junction, visitors immediately are whisked back to the past, into a full-scale American village square of yesteryear — a brick-lined main street with gaslights, park benches, a 1930s train station, small town shops, party rooms, sidewalk café and an incredible toy & hobby shop.

Just off the Main Street area is the Train Journey, an incredible hand-built model train layout, with more than 90 trains and some 1,600 train cars running everywhere, immersing visitors in a 25,000 square-foot beautifully themed environment. More than two miles of track take visitors on a panoramic journey through three distinct epochs in U.S. history, from the earliest days of steam engine railroading up through today's modern diesel locomotives. The massive train layout reflects the different time periods by focusing on style, geography, architecture, mode of transportation and everyday life during the individual time periods.

Visitors begin their Train Journey in the 1860s with the earliest days of steam engine railroading. This Early Period section (1860s-1900s) illustrates the effect railroad transportation had on industry and economics, displaying basic

continued on next page



Mott Junction details Early Period life in a small mountain town of the 1890s.



The Middle Period presents a bustling 1950s city with industry supplied by rail.



Skyscrapers tower over the diesel-powered trains in the Modern City.

industries such as mining, logging and family farming, plus vignettes of the Civil War. Steam locomotives were the rule during this time, along with horses and wagons.

Next is the Middle Period of railroading (1940s-1960s). Here, visitors see the end of the Steam Age, when the steam locomotive was replaced by the more efficient diesel-electric locomotive. Also in this period, trolleys and street cars appear.

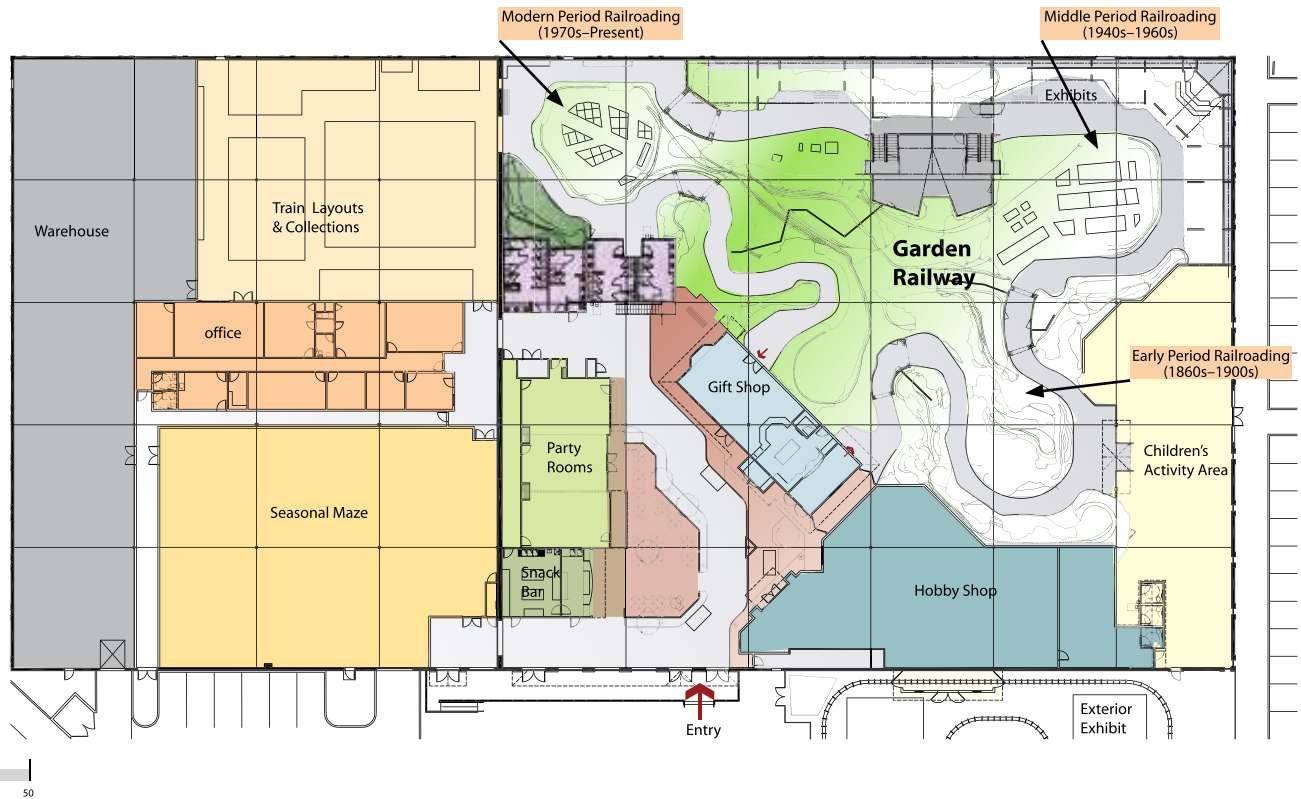
Finally, the third period, the Modern Period of railroading (1970s-present) welcomes guests to an era with larger, more powerful and more efficient diesel-driven locomotives, and even subways running under cityscapes. The cities themselves depict the progression of time and railroading throughout U.S. history.

A fun thing that visitors notice is that they are immersed in the model railroading experience — train tracks and running locomotives are bustling all around the visitor — below, at eye level and some even 11 feet in the air. Everything is to precise scale, including carefully handcrafted cities, towns, saw mills and factories, forests, bridges, mountains, valleys, plateaus, intricate trestles, tunnels, trolley cars, and fast-traveling subway trains.

continued on next page



Above: A snapshot of the supports for track and mountain scenery during construction. Below: Concept rendering for display.



| Floor Plan

| november 3, 2006 |

The entire train layout was crafted by volunteers and model train enthusiasts who put in 400,000+ man-hours of work, led by Larry Koehl and helped immeasurably by members of the Greater Cincinnati Garden Railway Society and the Miami Valley Garden Railway Society. They planned the train display area, laid track, constructed mountains and built the miniatures. Volunteers from both garden railway societies continue to maintain and improve the layout. The train layout contains more than 50 bridges, trestles and tunnels and six thousand trees, all hand-made by volunteers. "The dream would not be possible without the amazing dedication of all of our volunteers," owner Don Oeters says.

A pleasing backdrop to the entire layout is the cascading waterfall from the mezzanine level. While the cities and towns change over time in the three epochs of history depicted, the waterfall remains virtually unchanged, creating a river, canal and stream network which is fed by a recirculating system that pumps water to the top of the waterfalls, then relies on gravity the rest of the way. Over the course of a day, about 50,000 gallons of water flow over the waterfalls.

In 2013, on the mezzanine overlooking the Train Journey, volunteers unveiled a 1,000 square foot replica of Coney Island Water Park, nestled since 1886 along the banks of the Ohio River. The Coney Island replica recreates the park as it was in 1965, featuring the Shooting Star roller coaster (40 feet long and 4 feet tall) and the Ferris Wheel (nearly 4 feet tall). All rides and attractions in the Coney Island display are working replicas based on historic photos and dimensions of the classic rides created in 1/24th scale. With nearly a dozen interactive buttons throughout the Coney Island exhibit, visitors engage with the attractions to make rides move, lights blink, and music play.

continued on next page



A trolley takes visitors to the working rides at Ohio's Coney Island Water Park circa 1965.



Diesels are busy everywhere, including a passenger train on a bridge over the path, as visitors explore the Modern Period.



The riverboat "City of Monroe" floats in the water near the dock at Rivertown at the foot of an 11-foot waterfall. Rivertown illustrates the importance of both railroads and waterways to transport goods during the Early Period.



During the Civil War, trains moved troops and supplies to this Union Camp near a bridge under construction.



Just outside the building is some kid-friendly summer fun. Youngsters board hand-cranked locomotives and hand-crank their way around a little town on a 300-foot track. Also outside is a 1,000-foot narrow gauge family train ride (electric locomotive) with two passenger cars chugging along. Ride-ons include Halloween-themed cars for Halloween, weather permitting.

Visitors can also enjoy changing train displays inside EnterTRAINment Junction's large Expo Center. During January and from March through July everything railroading can be found in this 8,000 square foot space, with numerous additional train layouts in many different sizes — including singer Neil Young's personal touring Lionel train display. Historical artifacts and collectibles are also on display.

Twice a year, in February and August, EnterTRAINment Junction features "Everything Thomas." This indoor celebration of the world's most famous tank engine, Thomas, includes Thomas wooden train layouts, Thomas HO scale electric train display, videos, Thomas & Friends scavenger hunts, crafts, and even a Thomas indoor coin-operated train ride for kids to enjoy. Also on display is one of the nation's largest collections of Thomas memorabilia, with hundreds of items for kids to enjoy.

The Expo Center hosts Jack O'Lantern Junction in October, with a Trick-or-Treat maze and the area's only indoor pumpkin patch. In late November and December, visitors can find several unique train layouts fully decked out for the holidays, including a Lionel Polar Express train display, an HO-scale holiday train display featuring Dept. 56 buildings and villages, and a G-scale holiday train display built on a 10-foot-high snowy mountain.

continued on next page



Thomas stops at the ticket booth for a Day Out with Thomas event in Modern City during "Everything Thomas" twice a year.



Trolleys run regularly in Middle City.



The drive-in theater was popular in the Middle Period.



The turntable in the Middle Period works automatically.



Logging was a major industry during the Early Period.



The centerpiece of Christmas at the Junction is a Journey to the North Pole, where you will find Mrs. Claus baking in her kitchen and Santa waiting to hear children's wishes. Of course, all of the other spectacular EnterTRAINment Junction attractions are part of the holiday experience, including the Train Journey and Coney Island Amusement Park, the weird-and-wacky A-Maze-N FunHouse, one of the world's largest and most complete marble displays, a giant kids' interactive play area and the American Railroad Museum, which is fun as well as educational.

When it opened in the Cincinnati northern suburb of West Chester, Ohio, EnterTRAINment Junction was a unique offering, the only train-themed family entertainment center around. Over the next 14 years, EnterTRAINment Junction has grown and added more guest experiences. "We succeeded in our original mission," Don Oeters says today. "We wanted to create something unique, a one-of-a-kind family entertainment center that would entertain, educate and promote railroading and the hobby in a magical environment."



Owner Dan Oeters at Mott Junction, Train Journey's first display in the Early Period.



Diesels deliver to Modern City industry.

EnterTRAINment Junction
 7379 Squire Court
 West Chester, Ohio 45409
 513-898-8000
 entertrainmentjunction.com



The holiday train display is built in the Expo Center every year.



Detail in Krumbein's Drygoods and Holsum's Grocery in Middle City include period lighting and even store names on customer's shopping bags.



A sky tower viewing platform hides a building support column in Modern City.



The hot air balloon rises and falls as visitors enter the Modern Period.



CLUB CORNER

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

You might have read articles in recent issues of *Garden Railroading News* about operations. This is the challenge of running model trains like a real railroad. Look up "Operations and Logistics on the IPP&W and RP&M" in the May/June 2022 issue for a very complex operating plan using switch lists and involving many operators in each session. A simpler method was explained in "Train Operations Designed for Youth Operators" in the May/June 2023 issue. Both issues are available through the GRNews.org website "Archive" page. I use a card system to simulate waybills, which I explain on page 20 of this issue.

The Rose City Garden Railway Society has an Operations SIG for members who like to operate a railroad like a business, running trains with a purpose, picking up freight cars from industries and delivering them to their destination. I happen to be one of those odd people who like to make their hobby seem like actual work, and there are probably a dozen others in our club with the same affliction. Why not see if there are members in your club interested in the challenge of operations?

In this column, I will explain some of the ways to operate a G-Scale outdoor railroad like

a business. I will then explain how to prepare and host such an event.

Ops sessions are designed so that each train has an assignment. Passenger trains pick up and drop off passengers at stations, and freight trains deliver empty cars to industries, pick them up with loads, and take them to their destination. The mechanics of freight car forwarding usually require either waybills or a written switch list, so people know which cars to pick up and where to deliver them.

Destinations are usually logical for each type of car, so you wouldn't deliver a tank car to an icing platform. But some layouts I have operated on simply tell each operator to drop off two cars of one type and pick up two of the same type (if available) at each station or town. No paperwork needed. It doesn't have to be complicated to be fun.

Usually, ops sessions pair an engineer with a conductor. The conductor figures out the locomotive moves, changes the position of the turnouts, and keeps track of the paperwork. This is great because it builds club teamwork and allows inexperienced operators to work with someone who knows how it all works. The engineer often has the easiest job, running, starting, and stopping the train.

continued on next page



Bill Derville plans to pick up a box car near the mill during an operations session at Ray Turner's Mystic Mountain Railroad.



Photos by Carla Brand Bretnier

A two-man crew drops a car at the mill on "the crookedest line in the west," Gary & Jonette Lee's Baker & Grande Ronde RR.

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





Many ops sessions have a dispatcher to direct traffic and handle meets of trains going in opposite directions on the same line. Communication is varied. Some of the ops sessions in our club use radios. Others use telephones to communicate. I use written track warrants which the dispatcher hands to the train crew like the real trains did prior to CTC (Centralized Traffic Control) signal control.



The core of every ops session is the switching of cars. This means that layouts used for operations must have sidings to drop off and pick up cars. These usually serve industries, and cars leaving an industry are usually loaded and bound for another industry that makes sense. Thus, cattle cars go from cattle pens to the slaughterhouse, refrigerator cars go to the ice platform and then on to the slaughterhouse, cold storage facility etc., flat cars go to foundries, sawmills, and other industries, and mine cars go to mines and concentration mills. Box cars can go just about anywhere except the icing platform.



Passenger trains do not have waybills, but can run either as an extra or on a timetable.

Large layouts with several trains running have yards where returning engines are serviced and trains are broken down. The cars are sorted into outboard trains depending on their destination. I have two switch engines with two-person crews that break down and assemble new trains, and work the industries within my rail yard limits.

I also use districts for handling the switching duties in larger towns with more industries. Freight trains drop off all the cars for the district, then pick up all cars ready to depart from a siding in a yard. This gives jobs to two more people and gets the way freights moving cars between the cities.

There are various methods of routing cars. Switch lists, commonly put together by the host, give instructions to each train crew on which cars to pick up and where to drop them off. There are even computer programs such

continued on next page



Photos provided by Bill Derville

The dispatcher at Gary & Jonette Lee's Baker & Grande Ronde Railroad sits at a table with a view of most of the railroad and communicates with dedicated phones.




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as ProTrak or JMRI (free) that produce switch lists and keep track of where every car is on the layout.

For layouts utilizing switch list forwarding, the switch lists need to be prepared for each train crew. For ops sessions utilizing computer car forwarding, each car needs to be placed on the layout at its designated location. For waybill car card operations, cars and consists need to be set out with matching waybills.



Invitations need to be sent out to the club inviting members to attend. People should RSVP so the host can plan on the number of crews. Ops sessions can be designed based on the number of participants. The host can either limit the participants, rotate crews onto the layout, or eliminate unfilled positions such as the district crews and one of the yard crews. I often have 16 participants in sessions that last a couple of hours.



Unless everyone is already familiar with the layout and operational rules, hosts have participants arrive early for an orientation talk

to explain how everything works. The orientation includes walking the layout. Often hosts provide a schematic drawing of the layout with towns and industries labeled. If there is a clip board for keeping track of switch lists or car cards, the diagram of the layout, with towns and industries labeled, can be glued to the back of the clip board for easy reference.

Written instructions can be sent out ahead of time to allow operators to familiarize themselves with operations and the layout. Usually, the host will provide some treats and drinks. Plan on a break after an hour of operating.

I know this all sounds very complicated to set up, but a group of interested operators can usually figure out what will work best for them. With ops sessions, there is no one way to do things. The goal is to try to emulate real trains, create some tasks for everyone to do, and at the end of the day, everyone should feel they accomplished something and everyone had fun.



*For a discussion of Car Card Scheduling, see page 20.
For more, see "Training Operators & Running an Operations Session" on page 23.*



Photo by Carla Brand Breitner

One crew switches the turnout to allow a train to pass at an operating session for first timers on Gary & Jonette Lee's layout during the 2019 National Garden Railway Convention.



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LOCO OF THE EDITION

RS-3 Alco Locomotive Long Island Rail Road #1556 by David Smith

Here's the backstory: On October 8, 1955, in the town of Hicksville, New York, an "End Of Steam" ceremony declared the end of steam on the Long Island Rail Road. Yes, that's two words and the LIRR is the oldest railroad in the United States still operating under its ORIGINAL charter. Ten wheeler #39 of the LIRR class G5 handed off passengers to RS3 #1556. One era ended and another began. Engine #39 is currently awaiting restoration in the Strasburg Rail Road Company Pennsylvania shops. RS-3 #1556 is part of the Railroad Museum of Long Island (rmlri.org) located in Riverhead, New York, as is Pullman P-72 #2924, the coach that was full of Boy Scouts pulled to Hicksville behind #39 and back to Jamaica behind #1556 during "Operation Changeover."



To commemorate #1556, I began with an undecorated Aristocraft RS-3. I painted the locomotive in the same LIRR colors she wore in 1955. Decals were printed on an ALPS printer using the same font as on the original and the ubiquitous Dashing Dan logo. All internal electronics were removed and an Airwire R/C system and Phoenix sound board were installed along with a 14V LiPo battery. So far this has been a reliable and good-pulling locomotive.

In the cab sit two Railroad Avenue figures. I like to think that one of them depicts LIRR historian and author Dave Morrison who shares his love of this railroad. The other would be Vincent Seyfried who authored the definitive series of books on the history of the LIRR.



Photo from the collection of Dave Morrison taken in Hicksville on October 8, 1955, when spectators were allowed to inspect the new engines and cars during Operation Changeover.

More Long Island Rail Road history can be found at www.trainsarefun.com and in the Long Island Rail Road archive of Art Huneke, <http://arrts-arrchives.com>.

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Waybill Cards to Route Cars during an Operations Session

By Bill Derville,
Beaverton, Oregon

I occasionally host a structured operations session for interested Rose City Garden Railway Society members. The dispatcher for each session issues written train orders for way freights. Along with several others in the club, I use a car card system to simulate waybills. Two-person crews, engineer and conductor, move trains about the layout, picking up and delivering cars per written waybill cards while avoiding a passenger train running on a published timetable. It creates plenty of challenges for those interested in running trains like a real railroad runs its business.

Every freight car on the layout except the caboose has a car card, a small card with a pocket which holds a waybill. An operator has a car card for each car in his train. When he drops the car off, he leaves the car card and the waybill at the destination in a car box placed at each town to handle all the industries in that location. I mount mine using Velcro on 2"x 2" stakes near where the operators will stand while switching the town. Usually a car box has three slots assigned variations of "in-bound," "outbound" (sometimes split by direction), and sometimes "hold."

Our waybills have four logical destinations on each card. When a car arrives at its destination, the conductor places its car card with waybill in the inbound slot. (Cars are not instantly loaded or unloaded.) After 10 or 20 minutes, the host turns the waybill to the next of four positions, and then moves the car card with waybill to the outbound slot appropriate to the new destination. Sometimes a car is unloaded and goes back to the yard



Photo by Warner Swarner

Waybill box at Mill Creek.

as an empty, waiting for its next assignment. The yard has a big box too, with slots for each track to keep track of all cars in the yard.

A clipboard with card slots can help conductors keep track of their cars. The three slots can be used for different cities on the layout, or even sorting cars by type. If there are train orders or switch lists, they can be clipped to the board for reference. A map of the layout with industries labeled is a helpful reference to operators on larger layouts.



Clipboards are handy for orders, lists, timetables and layout maps.

continued on next page



Passenger Train Timetable	
2:00	Depart Wallace Passenger Station
2:05	Depart Canyon Creek
2:10	Arrive Canyon Creek
2:15	Depart Canyon Creek
2:16	Arrive Burke
2:19	Depart Burke
2:21	Depart Canyon Creek
2:26	Arrive Burke
2:27	Depart Burke
2:29	Arrive Wallace Passenger Station
2:30	Depart Wallace Passenger Station
2:42	Arrive Mullan
2:45	Depart Mullan
2:46	Arrive Mullan
2:48	Arrive Burke
2:48	Arrive Wallace Passenger Station

Form titled "Track Warrant" with fields for "To: _____", "From: _____", and "By: _____". It includes checkboxes for "Valid for _____", "Valid for _____", and "Valid for _____".

Example Timetable and Track Warrant Form.



Destination box (above) and car cards with pockets hold two-sided waybill examples.



Photo by Carla Brand Breitter

Staging yard with car cards set out ahead of an operations session on the Baker & Grande Ronde RR.



Preparing for an ops session with waybills requires each freight car to be placed on the layout with the matching car card with a waybill in the pocket. Car cards for freight cars parked at industries should be placed in one of the three slots in the box for that destination. Trains need to be assembled with waybills for each car in the train. These trains are both on the layout and in staging areas if the layout has staging tracks.

Ops sessions can include a timetable to tell operators when trains need to clear the main line before a scheduled fast freight or passenger train arrives. Passenger trains can also run as extras per the dispatcher. The dispatcher can write a train order overriding the timetable. I now use a timetable which is laminated and given to all train crews at the start of the ops session.

The dispatcher can use a magnetized diagram of the track plan with magnetic markers with the train number on them to track where each train is on the layout. The industry sidings are omitted from these diagrams as the dispatcher is only concerned with the main line and passing sidings. Sometimes they also keep a handwritten log of all train orders issued. Others keep a carbon copy of the train orders (aka track warrants or Form 19s) on a spindle. Often these are fill-in-the-blank forms to cut down on the amount of writing.

Each session starts with a layout walk-thru to familiarize operators with industries and towns. Then trains start moving and the fun begins.



[Ed. Note—Micromark.com has a car routing system package designed for card system waybill operations.]



Photo by Warner Swarner

Uncoupling a box car at Rose Bush during an operations session at Warner Swarner's Bearspaw Southern.



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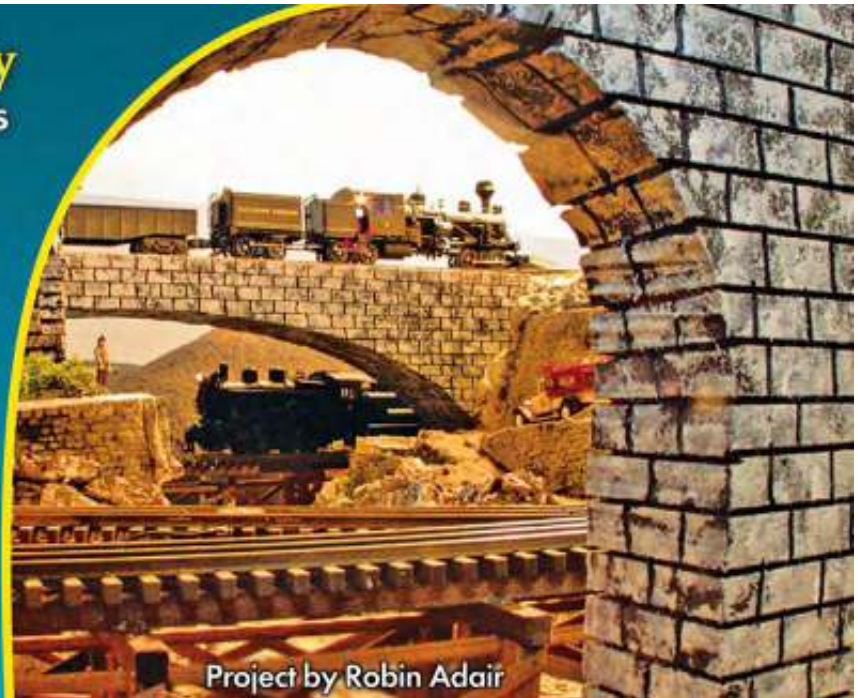


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Lake Town & Shire Railroad

Operation Sessions with Children: Part Three Training Operators & Running an Operations Session

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

My wife, Jane, and I have run operating sessions with children as young as six years old on our garden railroad for eighteen years. In Part I of our story, I explained how we developed through trial and error a track plan that works well for operations. In Part II, I described our car forwarding system, our company store, and all the jobs that have to be performed during an operating session. In this final episode of our story, I will explain how we train our operators, walk you through a typical operating session, and end with some reflections on both the challenges and the benefits of running operations on your garden railroad, especially with young operators.



Operators gather for a briefing at the beginning of each session.

Getting Operators Up to Speed

New operators together with their parents are first taken on a tour of the layout. They are shown where they can find the name of each town painted on the station or water tower. We show them the siding labels at each town and point out how the first letter of the name of the town is also the first letter on the siding label for the team track. We explain how

cars with lettered washers or loads are delivered to towns beginning with that same letter.

We also have laminated sheets of pictures of scenes on the layout. After the tour, trainees walk through the layout and mark all the scenes they can identify with an erasable marker. Children too young to become operators also enjoy doing this

continued on next page



Young operator trainees watch as the controlling operator backs a train onto the siding in the town of Dale.



Shire Grain Co-op has its own siding in Hobbiton.

scavenger hunt with their parents. After the tour and the scavenger hunt, trainees have a feel for the geography of the layout.

Next, trainees move to the mountain loop, a circle of track which has no sidings and is now separated from the rest of the layout. Since this loop is divided by a ridge and goes through two tunnels in the ridge, the two sides of the loop are not visible from any one location. Here we train new operators to run a locomotive using one of the radio throttles. They learn how to change the direction the locomotive moves and how to control the speed. They practice bringing a train to a smooth stop at a station on each side of the ridge. Again, we encourage parents to work with

trainees as they learn to operate a locomotive.

Trainees then move to the mining tramline. This is a short end-to-end track separate from the mainline. At either end, the track splits into two sidings. At one end is an ore tipple and a loading dock. At the other end is a stamp mill with an ore dump and another loading dock. Ore cars move ore from the ore tipple to the ore dump, and small box cars move supplies from the stamp mill loading dock to the dock at the mine. These ore cars and short box cars never leave the mining line. Here the trainee is taught how to operate the turnouts and how to uncouple cars using a screwdriver.

After learning the geography during the tour, learning to operate a locomotive on the mountain loop, and learning to switch cars on the tramline, trainees are assigned to a two-man train crew with an experienced

continued on next page



Loading dock siding for the Mines of Moria 2018.



The point-to-point track between the Mines of Moira Tipple and the Stamp Mill is used to train operators to operate turnouts and uncouple cars on sidings.



The Lonely Mountain loop, a two-tunnel circle with hobbit-themed stops seen here in 2018 during the Atlanta National Garden Railway Convention, is used to train operators to stop, start, reverse and keep track of locomotives.

partner. We can normally complete this training during an operator's first session. We later teach operators to be shippers, dispatchers, or station managers.

It's Train Day!

Our operating sessions last about two and a half hours. The day before a session, we clean track, clean off buildings, set up any figures that have fallen or been moved, and do a trial run of a train. We correct any problems we find. Each operating session is also an open house and anyone is welcome to come and watch. Most of our layout is accessible so visitors with mobility problems can also enjoy the railroad.

Before the operating session, we place the siding labels on the siding track between the rails and place screwdrivers and marking flags near each siding. The screwdrivers are used to uncouple cars and, since some of our sidings are not perfectly level, marker flags (the type used for marking underground power or water

lines) are used as brakes for cars left on some of our sidings. We leave the screwdrivers and flags at each yard or siding so children don't have to walk around the layout with sharp objects in their hands.

Then we place the engines and cars on the tracks. We check batteries and put them in the remote controls. We set the remotes to their locomotives and test to make sure each one is working properly. We do a final trial run around the layout with a train. We place washers and loads on the cars.

Finally we clean off chairs for spectators and set up a table with water, lemonade, and pretzels. Parents of our operators often bring additional goodies to add to the refreshment table, and some operators and their parents show up early to help us with set up.



Refreshments table is close by.

Our sessions are divided into five periods: fifty minutes operating trains, ten minutes for refreshments, another fifty minutes operating trains, twenty minutes putting away equipment, and twenty minutes totalling deliveries for each operator, handing out hobbit bucks, and visiting the company store.

To begin each operating period, we assign operators to train crews and other jobs. We usually switch jobs during the second operating period so operators can try different jobs and work on crews with different people. We run new operators through their training during the first operating period and assign them to a train crew with an experienced operator during the second operating period.

After a visit or two, our operators know how to help put away equipment at the end of a session. Cars and cabooses are stored in a large garden box in stackable trays we built for the purpose. Adults transport the locomotives onto our screened porch and all the throttles, siding labels, etc., are also brought onto the porch making it easy for us to do final clean-up after the session.

continued on next page



Don Nute checks locomotive dropping empty gondolas at the siding behind the Stamp Mill 2018.



The Rivendell stop in 2012 has both passing sidings and spurs. A gradual grade loops around to Bree and travels the viaduct and trestle to Hobbiton.

The Good and the Bad

You don't need a large layout to have operating sessions, nor do you have to host a dozen or more operators. Our original layout was a loop-to-loop arrangement with six sidings and one passing siding. A simple loop with one or two passing sidings and three or four industrial sidings would accommodate two trains. On a small layout, one person could serve as both dispatcher and shipper.

Some people I know tremble at the very thought of young children touching their trains, and I

understand this. We've had detail parts knocked off locomotives, cars dropped and broken, a child fall on a building and demolish it, and a radio control dropped in a pond. If any of this is unthinkable, then operating sessions with children are not for you. On the other hand, we have a large train family which we cherish and our garden railroad has become a community activity. We have never had a child visit our railroad who was deliberately destructive, but accidents happen. Damage has actually been light for so many years of operations.

If operators run on the paths, stand on the walls or curbs, or cross the dry stream bed where they shouldn't, they risk injuring themselves or others. If operators walk into the layout when they don't need to do so or handle the equipment roughly, they risk damaging a building, a locomotive, or a car. If operators have too many cars on their trains, leave their trains unattended, or disregard traffic rules, they can slow down operations and spoil the session for everyone. When an

continued on next page



Hobbits and elves live in a variety of houses and tents throughout the Lake Town & Shire Railroad. Look carefully.




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operator does any of these things, we calmly ask them to not do it and explain why it is a problem. If they persist, we ask their parents to help us correct the problem. If they still persisted, we would ask the parents not to bring them back. In fact, we have never had to do this in all the years we have run operations with children.

Some children who have run trains on our layout have had socialization problems such as autism or anger management issues. We expect the parents to work with these children during sessions. Many parents bring these children back over and over, telling us the collaborative

atmosphere of working as a team helps their children. And, indeed, Jane and I see changes from session to session as these children learn to interact better with others.

Some of our operators who started when they were six or seven are now in college. Usually somewhere during high school, our young people move on from operators to become mentors. They help us prepare for a session. They train new operators. They help younger operators when they begin running trains on the mainline. They teach operators how to be dispatchers and shippers. They guide adult visitors around the layout and explain what is happening. Their

love for the trains keeps them coming back even during visits home from college. Some of these mentors have listed their work on the LT&S as community volunteering on their college and scholarship applications.

If you decide to give it a try, we hope our story will help you avoid some pitfalls and achieve smooth operating sessions quicker. Begin with just a few operators. Let parents know they should help supervise their kids. Try to get some parents or a few other adults involved with training or with filling some jobs when you don't have enough operators.

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USING ELM TREES IN GARDEN RAILROADS

By Don Herzog; Photos by Becky Herzog



Photo 1: Hokkaido elm



Photo 2: Yatsubusa elm*

I have been growing elm trees in my nursery, Miniature Plant Kingdom, for over fifty years. In the beginning, they were used primarily for bonsai. However, I had one miniature variety called Hokkaido Elm which required growing several stock plants for cuttings because they were so slow. Somehow, Disneyland found out about my nursery and purchased several of my stock Hokkaido elm plants for their “It’s a Small World” exhibit.

During the 1960s, I purchased nine varieties of elms used for bonsai from various bonsai nurseries in the Los Angeles area and started propagating them when I opened my nursery in 1967. After a while, I planted them in bonsai pots and kept a few of each variety which eventually became show pieces. I learned that, although most of the varieties that I had would eventually grow to 25 feet tall and 35 feet wide if planted in the ground, they were happy in bonsai pots as long as I pruned off most of the new growth four or five times a year, kept them fed, and pruned the roots occasionally in the winter.

When I planted my third layout after abandoning the first two, I had some very old Hokkaido elm stock plants to put into it. The oldest is now 2½ feet tall by 4 feet wide.

While building my fourth garden railroad and having decided that it was about time to retire, I planted seven varieties of my over-forty-year-old specimen bonsai elms in the layout to see if I could keep them under control. Many years earlier I had sold nine varieties to Legoland for their miniature town. When I visited there more recently, I saw that all of them were perfectly manicured miniature specimens, so I hoped to get the same results.

Of course, I still need to prune most of them several times per year as I did when they were in pots but, overall, planting them in the train layouts has worked exceedingly well! Hokkaido and Catlin Catorta elms don’t need any trimming unless you want to keep them smaller than they naturally grow. I use a hedge trimmer to prune the other varieties during the spring and summer months to keep them in control and at 32 inches high, my desired height. Also, in the winter when the plants are dormant, I prune them very hard to thin and shape them. The trunks are expanding very nicely. The oldest elm that I planted is a Cork Bark Chinese elm and it is now 58 years old. These varieties can be kept at desired height and width with regular pruning. I have found out that this type of pruning also works well on dwarf Japanese Maples.

SEE ELMS ON NEXT TWO PAGES

ELMS CONTINUED

Photo 3: Variegated Chinese elm*



Photo 4: Catlin Chinese elm*



Photo 5: Contorted Catlin Chinese elm

The varieties that I grew and have now planted in my garden railroads are as listed below. The accompanying photos show how they look on the layouts. All of these specimens are at least 45 years old. Note that several of the photos show plants that are ready for their third pruning of the year. These are indicated with an * next to the name.

- *Ulmus parvifolia* 'Hokkaido' – Hokkaido elm (Photo 1): An exquisite deciduous miniature tree with tiny leaves that never needs pruning.
- *Ulmus parvifolia* 'Yatsubusa' – Yatsubusa elm* (Photo 2): A medium-sized deciduous tree with small, elongated leaves with a very serrated edge.
- *Ulmus parvifolia variegata* 'Fui' – Variegated Chinese elm* (Photo 3): A medium-sized deciduous tree with small, elongated leaves and a neatly defined white edge.

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ELMS CONTINUED

- *Ulmus parvifolia* ‘Catlin’ – Catlin Chinese elm* (Photo 4): A medium sized, deciduous, graceful tree with small leaves and attractive bark.
- *Ulmus parvifolia* ‘Catlin Contorta’ – Contorted Catlin Chinese elm (Photo 5): A small deciduous tree with small leaves and branches growing in different directions but mainly outward. It makes a tight ball, growing only 1 to 1 ½ inches a year. My over 40-year-old tree is about 36 inches tall and 5 feet wide and I have never pruned it. It was just planted in my recently built layout.
- *Ulmus parvifolia* ‘Cortcosa’ – Cork bark Chinese elm* (Photo 6): A medium-sized deciduous tree with medium sized leaves and a corky bark for which it has been named. It is a fast grower and needs regular pruning in spring and summer.

- *Ulmus parvifolia* ‘Seiju’ – Seiju elm* (Photo 7): A small, deciduous, fast growing tree with small leaves that is a sport of Hokkaido elm. The bark will start showing age in just 3 years.

These varieties are generally only available from bonsai nurseries and not from your local nursery. I have found EvergreenGardenWorks.com to be a reliable, quality mail order bonsai nursery from which to get starter plants. They carry all my listed elm varieties except Hokkaido. Check the internet for Hokkaido elm sources.

Don & Becky Herzog welcome visitors to see their four layouts (and some for-sale Hokkaido elms) northwest of San Francisco.

Please make arrangements in advance.
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Photo 6: Cork bark Chinese elm*



Photo 7: Seiju elm*

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NGRC 2023: Musings in the Rear View Mirror

by Mick Spilsbury, President of the Bay Area Garden Railway Society

The 2023 National Garden Railway Convention is now a wrap. Lots of amazing railroads were open. Many informative clinics were delivered. Half a dozen social events were enjoyed. Amidst all of them, a few special moments stood out for me.



The Banquet Bluegrass Band: I had no idea that BAGRS members Joyce Hennessy and Bill Lavender were members of an excellent Bluegrass Band. I don't recall Joyce looking so happy as she did playing in the band... and that was lovely to see.

The Free Kids Clinics: We set out to build on the Kids' Clinics we first saw in Nashville and the result equaled our ambitions. Watching 60 kids and their parents customizing loads for flat cars was wonderful. Even better was the delight and wonder on kids' faces when their creations were pulled behind a locomotive on a track set-up devoted to the clinics.



Meeting Folks in Person: Via *GR News*, I have 'met' many garden railroaders from all over the world online and it was delightful to meet some of them in person.

Overall, it was the camaraderie of garden railroaders that will stay with me, and our shared love of our hobby. At the end of the day, people are the jewel in our hobby's crown.



Diablo Pacific Short Line

Modular Railroads: The Del Oro Pacific RR and the Diablo Pacific Short Line commanded large areas of the Vendor Hall, with many trains operating and hundreds of track-side details. Taking time to enjoy all the details was exhilarating. The Wandering Railroad is compact, but its detail is outstanding. Video posts of them all have been appreciated by many.



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VARIETY IN GARDEN RAILWAYS IN THE UK

by Peter Thornton, UK-born Florida Garden Railway Society Member

Mick Spilsbury wrote a great introduction piece about G scale in the United Kingdom in the Nov/Dec 2022 issue of Garden Railroading News, and I commented to him that there was a lot more to UK garden railways besides G scale. So he asked me to write an article! I am not going to write about the many scales, often all on the same gauge track, being called "G Scale." There are just too many in the garden. I am going to write about the different gauges of track found in UK gardens. And let me offer an apology for the omissions and mistakes in this article, as I haven't lived in the UK since the 1970s. However, I do keep up with developments, and I am a card-carrying Member of G1MRA, the Gauge 1 Model Railway Association. — Peter Thornton

Garden railways and 45mm gauge started in the 1890s, when Märklin specified standards for Gauges 1, 2, 3 and 4. A few years later they introduced Gauge 0, which was 32mm gauge, and 3-rail electrical track, widely adopted by Lionel, for mostly indoor use. Gauge 1, which is 1¾ inches (45mm) between the rails, became the most common size, and models of English standard gauge trains were produced by Bassett-Lowke and Hornby, often using clockwork mechanisms as well as electric motors or live steam. Outdoors became the preferred location, despite the English weather, and the planted and tended garden was eventually incorporated as part of the scenery.

Gauge 1 models at 1/32nd scale (3/8":1 ft) from the early 20th century are still widely available. As they are models of standard gauge trains and their origins are from the 1930s and 1940s, before widespread use of plastics, they tend to be of metal construction.

In the past 40-plus years, manufacturers such as Aster, Accucraft, Mamod, Regner and Roundhouse have made many metal-constructed models (both prototypical and freelance designs) that were both electric and live steam. Some UK modelers have a large garden layout, often raised on a wall or flowerbed, with sweeping curves so that the trains can be enjoyed running at prototypical speed.

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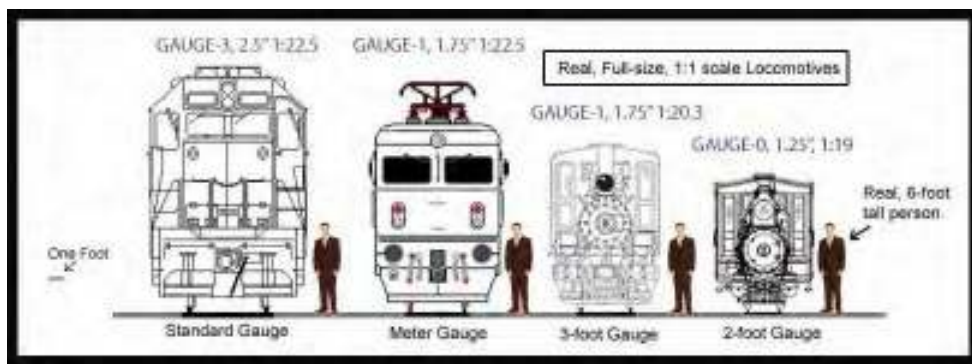


Diagram by Scot Lawrence



Photo by Peter Crisp

Not everyone has a large yard (especially in the United Kingdom). After World War II, many smaller narrow-gauge railways around the UK were preserved and so models of those became popular. As the track gauge of these trains was 2 foot (or 600mm), the British began using 16mm:1 ft or SM32 scale for modelling these trains, and that conveniently makes the gauge 32mm: Gauge 0.

16mm: 1 ft is also 1:19 scale, very close to F-scale in the US. (1:20.3, the correct scale for models of US 3-foot gauge trains on 45mm track.)



Photo by Chris Bird



Photo by Chris Bird

Outdoor SM32 layouts can be fitted in a very small space, as track is available down to 2-foot radius, 4-foot diameter and smaller. Most prototype locomotives are small and short, much as the 2-foot gauge railways in the US (mostly in Maine) were 0-4-4 or similar tank engines. A UK track supplier, PECO, sells SM32 track with correct scale ties/sleepers and has supported the growth of the scale. They even sold a 'crazy track' with typical rough and misplaced ties/sleepers.

As in Gauge 1, initially many Gauge 0 models were made of metal, and were live steam, for which this scale is ideal. Later, some manufacturers began producing inexpensive plastic and/or electric-powered models. A feature of many commercial models is that they were designed to sell in the US as well as the UK, so the wheels can be adjusted for 32mm or 45mm track! That is easiest to accomplish when the frames are outside the wheels, so many locomotive models from the UK have that style.

Of course, regular Gauge 0 trains on 32mm track are also possible, and there are a few in the UK.

continued on next page



Photo by Phil Partridge

The arrival of Lehmann Gross Bahn (Lehman's Big Trains, or LGB) using plastic models running on 45mm track resulted in quite a few "G scale" models of European prototypes. LGB makes models of meter-gauge trains, amongst others, and many of the prototypes, such as the Hartz (HSB) in Germany, are running in Europe. That is an easy vacation destination for many Brits so they embraced the LGB products. Some British modelers choose to run Colorado narrow gauge and US standard gauge trains at 1:29 from Aristocraft and USA Trains, though they are expensive due to the shipping and related expenses.

LGB trains running on 45mm track mostly model meter-gauge trains in 1:22.5 scale. There is another group of model railroaders running 1:22.5—but models of standard gauge trains: it's called Gauge 3. The track is 2 ½ inch gauge, or 63.5mm. Those models are big! Gauge 3 was one of the original scales invented many years ago, so there was always a small cadre of modelers in the UK with these big 2 ½ inch gauge tracks. About twenty years ago, Kingscale started selling Gauge 3 models of British locomotives, powered by live steam. Around the same time, Garden Railway Specialists began selling kits for locomotives with electric motors. There were several kits for the rolling stock, so the number of modelers in that scale increased.



Photo by Ed Sadler

The UK garden railway scene thus encompasses three gauges and many scales. It is not unusual for a garden layout to have multiple-gauge tracks, just as the D&RGW interlaced 3-foot and 4-foot 8½-inch gauge track in Colorado. Gauge 1 (45mm) and Gauge 0 (32mm) are the usual pair.

In the UK, I suspect the majority of garden railways model in SM32, as it is easy to fit in a small garden. "G-scale" (45mm gauge, US or Euro) layouts are probably as popular as SM32. Gauge 1 layouts modeling 1:32 scale are less evident, if only due to the area needed for such a big layout. The number of Gauge 3 layouts is small.

For further information:

www.16mm.org.uk/

www.g1mra.com/

www.gauge3.org.uk/

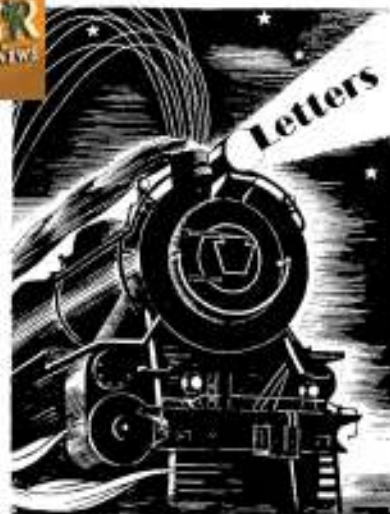


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STRAIGHT FROM THE IRON HORSE'S MOUTH

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Streamliner Bolster Fix Worked!

To Todd Brody — Please send the dwg files from *GRNews* March/April 2023 *Improving a Streamliner*. One of our Pittsburgh Garden Railway Society club members has a number of the coaches and is looking forward to trying the fix. Thanks.

Dave Bodnar
 Pittsburgh Garden Railway Society

Todd replied: Hi Dave, Thanks for your interest. The files are in .dxf format. FYI the modified bolsters also allow for more side to side rock, especially if you use flat head rather than round head screws to secure the bolsters, and this allows for more independence between the two sets of trucks when the body twists, both good things.

Take care, Todd

Todd — I cut 6 sets of the acrylic items and my buddy has successfully installed most of them; said the plates snapped right in! He will let me know once he runs them outside.

Thanks for putting this all together.

Dave

Follow-up from John Weimer:

I actually used stainless steel oval Phillips head sheet metal screws #6 x 3/4" to attach the bolsters to the body and countersunk the taper — as he said it allows freedom of movement without catching. The screws could be shorter, but they were what I had on hand.

Completed all 6 cars and made up a train. It runs really well around the ceiling. Due to the ceiling mounts, the ceiling track has its dips and

twists much as our outside track. It also has fairly tight curves. It is a good test.

The cars look much more realistic with the lower truck mounts and body mount couplers. They are closer together and lower on track height.

The couplers with the number of shims I have been using also now match up with the Kadee standard gauge. I no longer need a conversion car between the diesel and the passenger cars.

Todd's modification method is a great contribution for making these beautiful cars more serviceable and reliable.

Thanks again for all your help.

John
 Pittsburgh Garden Railway Society

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