



# March Meeting

Sunday, March 28, 2010

RAILFEST 2010

Central Park, Fillmore, CA



**DIRECTIONS:** From Santa Clarita take the I-5 north and turn onto Highway 126 left (west) and go about 22 miles to Fillmore. Take Mountain View or Central to Santa Clara St. where the parking lots

### HIGHLIGHTS

There is no timetable for our event and you are free to take in whatever your wish. Don't miss the historical museum and depot which contains a model railroad. The turntable is interesting and has been in place over a year. You are on your own if you wish to take advantage of the train rides, the speeder rides and driving a steam locomotive. The article starting on page 3, has a lot of information, including the costs. We have enjoyed the BBQ Tri-Tip sandwiches in the past and found them outstanding.

Hope to see you all at some time during the event and there is no meeting.

## 2010 CALENDAR

- MARCH 28 **RAILFEST** at Fillmore & Western Railroad, Fillmore, CA  
 Sunday `Speeder rides, TriTip BBQ, arts, crafts, old trains and turntable.
- April 18 **WALT DISNEY BARN & L.A. LIVE STEAMERS , Griffith Park, Los Angeles**  
 Sunday Walt Disney's live steam artifacts in his old workshop (the barn) ride the steam or mechanical trains around several large loops.
- May 23 **RIDE THE RED CARS, Port of Los Angeles waterfront, San Pedro, CA**  
 Resurrected from history, the famous Red Cars take you on a 1 1/2 mile run where you can get off and on as you wish, taking in some of the restaurants along the way
- June 5—6 **BIG TRAIN SHOW**, Ontario Convention Center, Ontario, CA **and / or**  
 Sat.—Sun. **SOUTHWESTERN GARDEN RAILROAD SHOW**, Pomona Fairgrounds
- June 27 **TEHACHAPI LOOP & BBQ**, Member John Bell hosts meeting at his home overlooking  
 Sunday the busy railroad traffic coming out of the loop.
- July 26 **MEMBER LAYOUT MEETING, Jim & Sandi Owens**, Canyon Country, CA  
 Monday
- August 2-8 **2010 NATIONAL GARDEN RAILWAY CONVENTION**, Tacoma, WA
- August 29 **MEMBER LAYOUT MEETING:** Scott & Aletha Miller, Frazier Park, CA  
 Sunday  
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- September 27 **MEMBER LAYOUT MEETING:** John & Marie Nozzi, Valencia, CA  
 Monday
- October 24 **LOMITA RAILROAD MUSEUM**, Lomita, CA  
 Sunday Display of steam locomotives, cars, water tower.
- November **To Be Determined.**

### DVD CONVERSIONS

Gary Woolard has taken on a task to convert many of our old videos on all subjects of Garden Railroad-ing so they can be viewed by anyone with a computer. You would be able to borrow or buy a copy of a subject you may find useful to building your garden railroad

Also considered for inclusion in this project are various full size train videos. More information on this project will be provided to members as soon as the DVD's are available. For some time we have made available to members the photos taken by members attending national conventions in the CD format for computer use. These are still available upon request.

### SANTA CLARITA VALLEY GARDEN RAILROAD CLUB

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## Fillmore's Railfest offers chance to conduct a train

By Hans Laetz

Thursday, March 26, 2009

It may not be a gigantic, huffing locomotive hurtling down a straightaway, but anyone who has ever wanted to get their hands on the controls of a steam locomotive has a unique opportunity this weekend in Fillmore.

The Sespe is a 120-year-old locomotive that has seen service all over the state of California, hauling logs, pulling short trains and performing various switching duties. And after passing its federal boiler-safety test this week, the little locomotive will be placed in the hands of novice engineers at the Santa Clara River Valley Railfest 2009 on Saturday and Sunday.

"People are just thrilled by this," said locomotive instructor Ron Lewis. "You rarely get a chance to put your hand on the throttle of a full-scale steam locomotive and run it up and down the track. Plus, we put a big whistle and all kinds of bells on it for the engineers to play with."

Full-size steam locomotion is making its return to the annual Railfest after five years, affording the Twitter generation a rare opportunity to see how, in an earlier era, it became practical to move tons of steel by superheating water in a compressed area and forcing the vapor to move greased pistons.

The "Be An Engineer" ride costs \$75, and includes instruction and a certificate and unlimited bragging rights. It's one of dozens of activities at the annual celebration of all things rail, sponsored by the nonprofit Santa Clara River Valley Railroad Historical Society and the for-profit Fillmore & Western Railway Co.

Most of the event is free, and as in past years includes model railroad exhibits, railroad memorabilia displays, restored antique tractors and farm machinery, and other mechanized memorabilia of years past.

Passenger cars that are 80 years old will be used for round trips from Fillmore west to Santa Paula, for a \$25 adult fare. All of the rest of the event is free, including tours of the National Embassy, a restored Southern Pacific Pullman sleeper car that used to be hauled up and down the Pacific coast.

The event is the big annual fundraiser for the volunteer association, which is selling bricks to raise money for a roundhouse it is building in Fillmore to match its new turntable, which debuted last year. The massive turntable was the first installed in a rail

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## RAILFEST & CLUB INFORMATION

yard in decades, and will be demonstrating its turning abilities all weekend.

The society's counterpart, Fillmore & Western, uses its rolling stock for movie production and rail excursions along tracks from Fillmore west to Ventura.

Both entities use Railfest to spotlight the history of rail in the Santa Clara River valley, the original Southern Pacific mainline between Los Angeles and San Francisco.

For the second year, a six-car Metrolink train will be brought up from Ventura and be open for tours. Also open for exhibit will be an old Santa Fe caboose.

"That's the red kind, the one that every kid remembers, with the cupola," said rail society official Jim Mandrella. "I don't know anybody who has ever seen one who doesn't want to get inside one."

The Railfest is from 9 a.m. to 5 p.m. Saturday and Sunday at Central Park in Fillmore.



Gary Woolard takes the controls of the big Canadian Pacific Hudson 4-6-4 at the San Sylmar outing in November, 2009. Members assembled to take the tour of the parlor car. Carla Breitner took the picture.



Our January and February meetings were held at Marie Callender's in Valencia. We were able to take over the bar-lounge and it provided a lot of room for the meeting. The meeting shown in the photo is of the March 1st event. (February was a short month and last Monday was deemed to be March 1st.)

These and many more photos taken at San Sylmar (Nethercutt Museum) will be sent to all members separately at JPEG files.

I may be a relative newcomer to this hobby having started about 10 years ago, but I am still amazed by all the variables garden railroading presents. I have viewed hundreds of garden railroads in various parts of the country and never seen any that were remotely alike. Of course, besides our personal choices, there are the differences in the site, funds available to spend on the hobby and our physical limitations. Consider the following:

The issue of different scales of equipment must come as a big surprise to many just entering the hobby. Whether it comes in brass, stainless steel or aluminum, we all use the same gauge of track. If you want to model in standard gauge (in prototype this is 4 foot 8 1/2 inches rail to rail) you will have engines that are 1:28 or 1:32 scale. If you model in narrow gauge, (in prototype this is 3 foot rail to rail), your scales are 1:22.5 or 1:20.3 depending on which manufacturer you buy from. For a number of modelers this is no big deal and they are comfortable mixing trains of various scales together. As an architect, scale is very important to me and I take pains to try to keep my trains, buildings and people in a compatible scale. Modeling in narrow gauge has made it possible to have small radius curves so I can fit it into a developed garden site. No long multi-car trains here.

Although there are some notable exceptions, most sites start as relatively level ground which doesn't seem too challenging until you get a little older. Sometimes an economic consideration, the construction of a raised site is always a good idea. Putting in a retaining wall and adding fill is a lot of work if you do it yourself or an expense if you contract for it, but a huge problem if you want to do it after your first layout is in place. Besides helping your back, as you install your layout it separates everything from adjacent patios and lawn. I know, you want to run trains and you spend all your time building infrastructure.

Although I had been an HO modeler when I was young it was my wife, Donna, that really got me excited to get into garden railroading. So I went to the hobby shop, bought an LGB Mogul, some track and a transformer which I set up in the den. Then I set to work planning my layout in a developed area of landscaping in our yard. Months went by while I had power outlets installed and I set to work finding ways to get all this control stuff under the patio and into this raised area I was creating. Donna finally said, "I thought all you had to do was run the track out through the garden".

Looking back on it now I see I spent too much time on some aspects and took unwise shortcuts in others. I always planned to do the project in phases and this does help in getting up and running a lot sooner. It's wise to make sure you will have some logical places to connect when you decide to do Phase 2.

Once you have your basic elements installed it is time to let your imagination run. Mountains, tunnels, ponds and buildings add so much to a layout you may want to do it all. There are many layouts out there, such as those featured in Garden Railways Magazine, that model all of these things extremely well. If you have the money, there are professionals that will take care of that for you. Although it is time consuming, I prefer to build all my own buildings, or at the very least I kitbash. Also you can buy most of the buildings you need fully built.

We have seen quite a few layouts where fantasy was incorporated so as not to take things too seriously. Fairy castles, dragons, wild animals and cartoon characters abound on some layouts with no apologies from the owners. We have done that with our Disney layout, although it is completely separate from the basic layout.

Landscaping is an important part of most layouts, although not everyone enjoys gardening. Finding plants that will maintain proper scale (with pruning) is a joy and a challenge. Not every plant is going to be happy in your yard and you will no doubt lose quite a few in getting to the right ones. Living plants add a lot to a layout and are one of the unique features of garden railroading.

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### TRAINS & ROLLING STOCK FOR SALE

Ray Krystof has a friend who is selling a lot of engines and rolling stock. This is equipment by Bachmann, Accucraft, Aristocraft and USA. Most of it is new or slightly used

A complete list is available and the prices are negotiable. I don't have room to list it here.

Contact Ray Krystof at 661-367-7077 or email: Cap\_n\_ray@msn.com