

# Santa Clarita Valley Garden Railroad Club



## NEWSLETTER

Santa Clarita, California

May, 2008

### May Club Event

Saturday, May 17, 2008

Meet at the park 11:00—11:30 am

### SOUTH COAST RAILROAD MUSEUM & DEPOT

GOLETA, CA

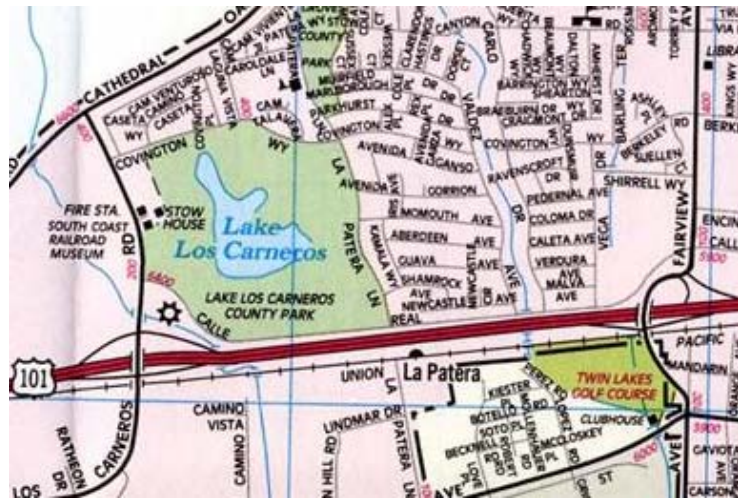
Approx 10 miles west of State Street in Santa Barbara

Exit Los Caneros, turn right

We will picnic in the Lake Los Caneros County Park which is adjacent to museum. Be sure and pack enough food & drinks for your group. You will need to look for our club group since the picnic area will not be reserved and Dodie will try to find a good spot early on.

The museum is open from 1:00 to 4:00 pm There will be FREE HANDCAR RIDES, and 7 1/2" ga. Goleta Short Line train rides from 1:15 to 3:45 pm.

In the Historic Depot is an operating HO scale layout depicting Railroading on the South Coast.



The historic Goleta Depot was built by the Southern Pacific Railroad Co. in 1901, at the time of the completion of SP's Coast Line connecting San Francisco and Los Angeles. Scores of these two-story, wood-frame depots—all based on the Combination Station No. 22 plan, were built by the S.P. from about 1890 well into the early decades of the 20th century. Distinctive architectural features include the six-over-six double-hung windows, shingled gables, the prominent freight-office window bay, and the paint scheme of S.P. (standard Colonial Yellow), accented with brown trim and white window sash.

The depot was moved to it's present location in 1981 . The Goleta Depot Railroad Museum was established in 1983, a bay window caboose was obtained in 1986 and the Goleta Short Line tracks laid around the museum grounds in 1987.

**Summer Meeting Schedule**

**Meeting June 30 Monday** will be hosted by Walter & Kenda Scott at their home in Westridge, just west of I-5 Freeway at Valencia Blvd. "Scott" promises to have a sample of the many photos he took last winter near Ely, Nevada of a steam train, operating in the snow and cold for the benefit of rail fans & photographers.

**Meeting July 28 Monday** will be hosted by Nowell and Joan Beer in La Crescenta, a short distance off the 210 Freeway at Lowell Ave.

**Meeting August 24, Sunday** will be west of Frazier Park in Pinion Pines at the home of Scott & Aletha Miller. This will be a pot luck and is a real treat for those who would like to operate their engines and long trains on the layout.

**September Meeting** was originally planned around a Public Open House date. At the last meeting there was little interest for public open houses this year, so this is to be determined.

**Wright Layout open to Public Sunday, June 8 between 10:00 am and 5:00 pm.**

Alan & Donna Wright will be participating in the local Memorial Garden Tours on Sunday, June 8 and will be operating the railroad too. These are self-guided tours where your donation is a freewill offering. There will be at least 8 gardens of various size and style, many with ponds and waterfalls. For more complete information go to the website at: [www.memorialgardentour.com](http://www.memorialgardentour.com)

**LGB Announcement: (Excerpts from a letter from LGB to customers)**

The assets of E.P.Lehmann of Nuernberg Germany, makers of LGB trains, were purchased in 2007 by Marklin. As of now, it appears that there will not be an agreement for LGB of America to purchase LGB products from Marklin in 2008. While many specific items are in short supply, we do currently have over 250 different LGB products in our warehouse, and there are further supplies at various retailers across America.

In connection with the above, we must regrettably now refer all customer inquiries to Marklin regarding such subjects as the LGB Club, general LGB customer service, LGB technical support, etc. We understand this causes an inconvenience for LGB customers in America, and we sympathize with you. In an attempt to bring some relief, we will do our best to continue performing repairs on LGB products as our limited parts supplies permit. However, we will be unable to accommodate parts requests as in the past.

Signed, Tony Castellano, President.

**San Diego GRS will host Western Regional meet in 2011**

When we were touring the layouts in Phoenix I spoke briefly to Jack Verducci, President of Bay Area Garden Railway Society. He suggested that it was time for a group down here in Southern California to host a Western Regional meeting. I told him that we were way too small to organize such a thing. On that subject, I have just received an email from Tom Rey. He writes: "The San Diego GRS will host a Western Regional meet in 2011. This will be the first year that a National Convention will be east of the Mississippi (or as close as you can get)...."

"For those of you unfamiliar with the regional concept, it is held when a national convention is at or east of the Mississippi River. It was originally conceived to give our west coast members an alternative to going east."

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## STAN CEDARLEAF'S PAINT & DECAL CLINIC

By Alan Wright

Before we left for Arizona I had an ambitious list of clinics that I wanted to attend, but due to water damage issues at home we were a day later than planned and the one free evening set to visit an old friend from my Army Reserve days. So with only time for one clinic I chose "Customize your Railroad by Painting and Using Custom Decals" by Stan Cedarleaf.

Decals have always been a gray area for me in that I really did not know how to go about creating them. I did think that this clinic would help me do that without outside help, but then I remembered that it requires a very special type of printer to do this from your computer. Dan and Debbie Goetz got to the meeting room early and graciously let me sit in the seats they were saving for the Ehrlich's. I think they had the same thought about leaving the clinic able to make these on their own. In that regard they were disappointed, feeling that this was just a self-promotional clinic for Stan's business, which is making custom decals for garden trains & equipment.

There is a very good reason why we can't make water-slide decals on our own and that is the very special type of printer which is required. The ALPS printer will do this well, particularly the whites, gold and silver. This printer has not been made for quite a number of years and if you can find one on EBay the price is 12,000 to 15,000 dollars. In that regard, Stan's website has this announcement. *"ALPS Electronics, maker and supplier of the printer we use for printing decals has announced that they will no longer repair or support the MD 1300 and MD 5000 printers after March 31, 2007. Unless another printer would become available with the same capabilities as the ALPS, we will no longer be able to print decals after our printer quits and/or the supply of cartridges is depleted."*

The results of his work is impressive and we have visited many layouts where the engines and rolling stock had custom decals with their own road names and logos used. If you have an idea of what you want, Stan can take that and design a finished product that looks very professional. We saw a number of examples of his work at the clinic.

Stan spent most of the time discussing weathering and painting and the removal of original lettering. He prefers Krylon spray paints and the various clear and matte finishes.

While most of us have used spray cans for some time, his admonition to keep the can back 10 to 12 inches and make frequent passes to prevent runs and streaks was good advice.

Besides cleaning and covering original lettering it is important to have a good surface to receive the decals. He says, "for best results always apply the material to a GLOSSY surface. Dull or matte surfaces do not allow the material to adhere properly. In my experience, Krylon glossy finishes have proven to produce the best surfaces for application. If the surface is not glossy, it can be sprayed with Krylon Acrylic Crystal Clear. Mask or remove any windows prior to spraying."

His web site also has detailed suggestions about how to apply the water-slide decals. There are many tips to making it easier. They include adding a small drop of dishwashing liquid into the warm bowl of water you will be using to release the decal. To help position a decal he uses the sharp point of an X-Acto knife and a soft brush about 3/8" wide. Although he does not use any "setting solution" others have reported that they have gotten good results from using "Micro-Sol".

After the decals dry, (usually in 24 hours) spray the area with a couple of thin coats of Krylon Satin acrylic spray followed by a wetter coat. The edges of the decal just disappear and you have great looking lettering.

On the website, pricing is listed as follows: Because of the shortage of the ALPS supplies, the costs of the supplies have gone up sharply. Expect the finished costs to increase as well.

Prices based on 8 1/2" x 11" sheet start at— \$21.50 for black or white, gold or silver starts at \$26.50. (same color on the page, depending on density of copy. Tightly spaced copy on the page will increase cost per page)

Colors & other fancy stuff is done on a quote basis. Logo design starts @ \$25.00 plus the price of one sheet of decals. Shipping is sometimes included, but not for full page layouts.

More information on his website:

<http://gold.mylargescale.com/StanCedarleaf?WebPageDecals/Guidelinesx.html>

I found him easily by going to Google and typing in Stan Cedarleaf decals.

## 2008 NATIONAL CONVENTION IN ARIZONA

Overall we enjoyed the layouts in Arizona and the way they fit the desert environment. In looking over my photos I found there was more use of plants than I had remembered. Here is just a few of some layouts that we liked. The Eagle Mountain RR of Gary & Peggy Martin in Tucson is exceptional and well covered in the April issue of Garden RR Magazine. As I have done in the past I plan to combine my photos and those of Carla Breitner & Tina Krystof to produce a complete record on CD of the convention layouts.



Relatively small and contained in a raised planter, the Cloud Mtn. RR of Jay & Sallie Sanders in Tucson contains over 24 plant varieties. It is a very nice compact layout with two loops.



Two photos above of examples of the fine detailed buildings & scenery on the Caliche & Saguaro RR of Jim & Madelyn Cook in Tucson. Madelyn told us she used to be in the miniatures business. She built and created the building scenes.



The Clearwater RR of Bob & Sandy Rauper-strauch in Tempe contains a lot of greenery in addition to a many scratchbuilt buildings, a working turntable and roundhouse. Sandy has created a number of Victorian houses & settings.



This custom designed layout is a delight to watch. The Rooster Creek RR in Sun Lakes belongs to Rich & Sharon Hull. Buildings and structures are finely detailed. A circus parade makes it way down Main St.

