

Santa Clarita Valley Garden Railroad Club



NEWSLETTER

Santa Clarita, California

May, 2010

May Outing

Sunday, May 23, 2010

San Pedro, California

12:00 noon at 22nd Street Landing Restaurant

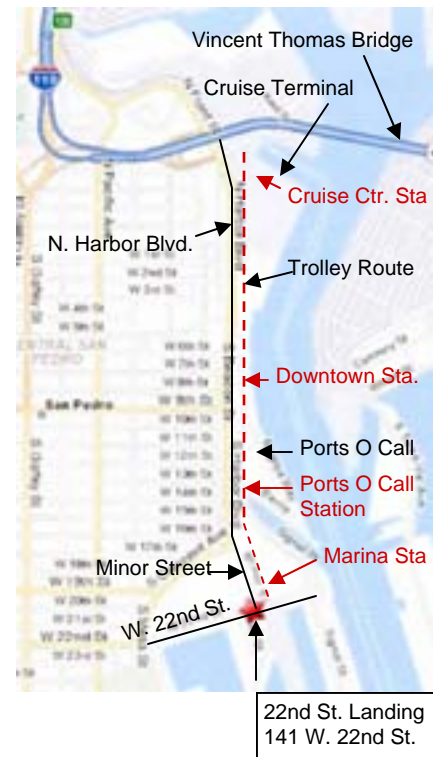
RIDE THE RED CARS

The Port of Los Angeles has resurrected a beloved part of Los Angeles history with the launch of the Waterfront Red Car Line, using a portion of the original Pacific Electric San Pedro Line that dates back to the beginning of the 20th Century. Utilizing this historic rail line, Red Cars now run in Los Angeles for the first time in more than 40 years.

The 1.5 mile Waterfront Red Car Line connects the Port's waterfront attractions, including the Los Angeles Maritime Museum and Ports O' Call Village. Rubber-tired electric trolleys connect to the attractions in downtown San Pedro and Cabrillo Beach.

The heritage lives on in the Red Car Line. Replica Cars 500 and 501 were constructed by Port of Los Angeles craftsmen and patterned after an early 1900's Pacific Electric 500 class design. The exterior paint color and interior woodwork are exact replicas of the original 500 class cars that ran on the Pacific Electric from 1903—1930 including routes to the San Pedro Station at 5th Street and Harbor Boulevard.

Car 1058, the vintage Red Car, resulted from the restoration of Red Car 963 by Richard J. Fellows in 1963. Mr. Fellows converted the car to run on rubber tires, and it appeared in parades and movies into the 1990's. The Port of Los Angeles purchased the car specifically for the Red Car Line and converted it back to rail operation.



The trolleys operate from Friday through Mondays and between the hours of 10:00 am and 6:00 pm. Service is every 20 minutes. Fares are \$1.00 for one-day unlimited rides. The Red Car ticket is transferable for FREE rides on the San Pedro Electric Trolleys and the Cruise Center shuttle.

DIRECTIONS TO OUR MEETING PLACE AT 22nd STREET LANDING RESTAURANT.

Meet at 12:00 noon at the restaurant. This is a nice seafood restaurant overlooking the marina with both indoor & outdoor seating. Parking lot adjacent. We will leave word at desk as to where group will be, but will not make reservations. **If you are late, contact : Dodie's cell ph. 805-660-1144 or Alan's cell ph. 818-416-7173**

DIRECTIONS: Travel south on **110 Freeway** near end approaching San Pedro. Take offramp to Vincent Thomas Bridge but look for exit to **Harbor Blvd. (Check for signs to Cruise Terminal)** Turn right on Harbor Blvd and go south about 2 miles to 22nd Street. The restaurant will in front of you (Google Maps has it just to left – east of the intersection, Mapquest has it just west of the intersection.).

2010 CALENDAR

- June 5-6 **BIG TRAIN SHOW**, Ontario Convention Center, Ontario, CA ALL SCALES
Sat.– Sun. Doors open at 10:00 am, Admission \$12.00 adults, children under 11 are free.
Information www.bigtrainshow.com
and / or
SOUTHWESTERN GARDEN RAILROAD SHOW, Fairplex Pomona Fairgrounds this
is G Scale only. Admission \$10.00 adults, children under 16 are free. Information:
www.swgrs.com
- June 27 **TEHACHAPI LOOP & BBQ**, Member John Bell hosts meeting at his home overlooking
Sunday the busy railroad traffic coming out and going into the LOOP.
- July 26 **MEETING AT LAYOUT OF JIM & SANDI OWENS**, Canyon Country, CA
Monday
- August 2—8 **2010 NATIONAL GARDEN RAILWAY CONVENTION**, Tacoma, Washington
- August 29 **MEETING AT LAYOUT OF SCOTT & ALETHA MILLER**, Frazier Park, CA
Sunday
- September 27 **MEETING AT LAYOUT OF JOHN & MARIE NOZZI**, Valencia, CA
Monday
- October 24 **LOMITA RAILROAD MUSEUM**, Lomita, CA
Sunday Display of steam locomotives, cars, water tower, recreation of historic station.
- November **TO BE DETERMINED**
- December **NO MEETING**

LAST MONTHS VISIT TO WALT'S BARN.

Pictured below is the group attending our April event and picnic. Ray & Martie Smith, Jim & Sandi Owens George McLeary, Gary Woolard & Carla Breitner (taking the picture), Dodie Pilling, Donna & Alan Wright and Don Pilling. The barn, moved from it's original location, was the workshop for Walt Disney's own live steam railroad in Holmby Hills. It contains a lot of model railroad items & history.



SANTA CLARITA VALLEY GARDEN RAILROAD CLUB

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I read with a great deal of interest in the June issue of Garden Railways Magazine, "From the Editor" by Marc Horovitz, entitled Procrastination. In it he describes the destruction of bridges and track sections due to the ravages of the elements over time. We visited Marc's layout when we attended the 2004 National Garden Railroad Convention in Denver and I was very impressed, not only in the quality of his work, but in his selection of durable materials. In addition to his concrete bridge there were buildings cast in concrete.

As an architect I learned a long time ago that concrete is seldom an impervious material. We read that there are literally thousands of concrete highway & railroad bridges that are in various stages of destruction due to the same kinds of things Marc experienced. Over time the concrete develops small cracks, water enters and if you are in a cold climate such as Denver, it freezes, expands and starts to rust the reinforcing bars. This in turn blooms and causes the concrete to spall and fall away from the rebar. I have seen this condition in buildings where a landscaped courtyard was installed over a parking garage. Some planters leaked and water started dripping through cracks in the concrete. The rebar caused concrete to spall creating havoc in the parking garage.

I am not immune. My layout is 10 years old and I have my share of issues with deterioration even though I have tried to protect my projects from the beginning. In my first phase of construction I used concrete roadbed resting on earth that had reinforcing and was separated every four feet by a 2 x 4 block. The reinforcing was #9 steel wire and not the #3 (3/8") that would normally be selected for structural reasons. This is the part of the track we have to stand on for access to the back upper portions and it has really performed well. The wood spacers of course are rotting out (even though made of redwood).

My wood buildings were not always constructed of the best materials, but I always coated all sides with water seal, oil based stains or good quality paint and this has really helped slow down the deterioration. What has really helped save my buildings are the covers I made to protect them in place. Of course, if you have the space and can bring buildings and structures into a secure place they should last indefinitely

It would seem that no matter how well we plan there will be the inevitable deterioration on our layouts and timely maintenance will be required. I have found that the single biggest cause of my problems is an impatience to get something done in a hurry. It has not really been an issue of cost, but one of not having to go out and find the best material for the job.

All of this should be of importance to our members who are getting started with a layout and those who are fairly well along. Permanence is one of many subjects I want to pursue with workshops that combine the needs of those planning and building a layout with the experience of members who have learned what not to do.

You will hear more of this from me as time goes on, but I really need your input to find out what kinds of workshops to organize. As I have said before, I envision that these will be discussion oriented to address specific needs. They will generally not be at any regular meetings serving as few as 1 or 2 participants with experienced members conducting and would be arranged to fit the participants schedules. Let me know what you think.

Last weekend, Donna and I drove up to Paso Robles for a little get-away. It's the wine country and we always enjoy that, however, we were invited to a garden railroad open house and that's why we picked that weekend.

Paul and Dorothy Deis who were visiting family in our area before Christmas, called and asked if they could come by see our layout. Although it was really buttoned up for the winter, we enjoyed their visit. We were happy to be invited to visit their layout on May 15.



Front yard of Deis home with portion of railroad.

ON TRACK by Alan Wright (con't)

The layout is fairly well along, but much more needs to be done. The first phase has about 250 feet of track. The second phase, with about 150 feet of track, was laid about two days before the open house. Minimum radius is 10 feet. Track is not powered and trains use battery power or live steam to operate. The name of the railroad is D & P MOUNTAIN RAILROAD.

The home is in an area of tract houses but there are generous side yards. The layout extends from the front yard, along the side yard and across the back yard. The second phase is under construction along the back and up the other side yard. I found myself interested in the materials he used and his construction. Those who are still planning and beginning construction of a layout may find some good suggestions here.



The raised area in front of the house (also two photos in middle below) Very nice stonework in front & dry laid masonry units in back of planter. Note the riser that supports a small sprinkler head. They have water rationing, so can only water three days of the week.



Train in photo belongs to Tito, a club member. Two Shays were extensively kit bashed, log cars with crane, mobile machine shop, etc—a true logging train.



Paul has dozens of Dwarf Alberta Spruce trees which he picked up at OSH for under \$8.00 a piece. These seem to be doing well in a climate very similar to ours.



Paul built the metal bridge from a kit. It has riveted connections. Note the use of dry laid blocks to protect the tree and retain the soil.



He has a friend in the water company who provides him with cut-off pipe sections which, after the addition of a roof, will become storage tanks.



Work is still going on here. The tape outlines where a storage shed will be built to house the trains. This is the side yard looking toward the corner of the backyard.



The backyard with the stone-lined stream bed. This view shows two kinds of dry-laid concrete blocks which make an excellent low retaining wall.



Using two aluminum angles to form a temporary crossing makes it possible to get track laid before completing the bridges.



The pond, waterfall and planter are located along the rear yard retaining wall.



The pond is complete and ready for water. He can't fill it until he has gates installed for compliance to building codes. The pond has cement lining and stone walls. Dry laid concrete masonry units across the back are part of the retaining wall.



This is the newest part of the railroad along the other side yard. This area will be developed as a rail yard. A good example of dry-laid, interlocking concrete blocks. This track, put down two days before the open house, still has to have a roadbed with ballast.