

Santa Clarita Valley Garden Railroad Club



NEWSLETTER

Santa Clarita, California

August, 2015

August Meeting

At home of Allen & Faye Fuqua

19726 TERRI DRIVE, CANYON COUNTRY, CA 91351
818/294-0098

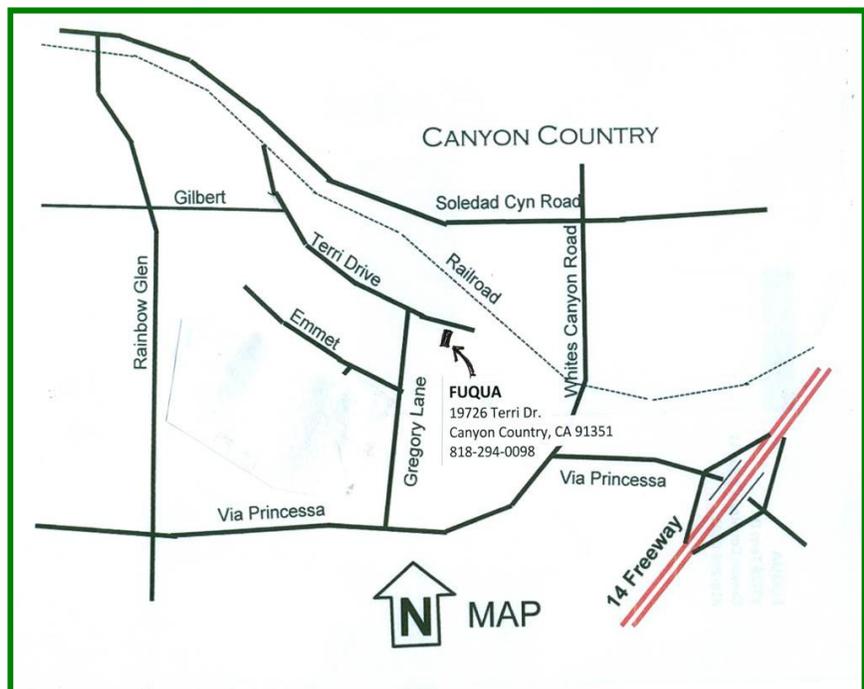
MONDAY, AUGUST 31, 2015

DINNER 6:30 PM – MEETING 7:30 PM

DIRECTIONS

Traveling north or south on 14 Freeway, exit at Via Princessa. Turn west on Via Princessa and continue to Whites Canyon. Via Princessa continues to the left. Turn right on Gregory and go up to Terri Drive. Turn right and proceed to **19726**.

Traveling east or west on Soledad Canyon Road turn at Rainbow Glen and cross the railroad tracks and proceed to a four-way stop at Gilbert. Turn left and go to Terri Drive. Turn right on Terri Drive and continue to **19726**.



When the Fuqua's hosted the meeting in April, they served a dinner that was "over the top". We have asked them to tone the effort a little, but please don't eat before you come. You will be pleasantly surprised.

This is a great place for a meeting so we hope to see you there.



The Presidents Corner

By Grant Sweer

Well, hello all!

I hope you all have had a chance to run your railroads during the nice weather we have been having. After getting through our work crunch, I finally was able to run a couple of passenger trains Saturday to enjoy a bottle of wine and pizza in the cool evening with some friends.

A big congratulations is in order for Jim and Joyce Cary for their railroad is on the cover of the October issue of Garden Railways magazine with a 7 page spread on the inside. The article has some great pictures of their layout along with Jim's inspiration for planning and building it. If you do not have the issue yet it is available at the G-scale hobby shops.

I am going to try to work in a train play day in September dependent on the weather, work and my wife, Jenny. Will keep you posted and let you know a week before we do it.



An earlier Play Day at Grant's home.

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 Serving the Santa Clarita and San Fernando Valley's of Los Angeles County, California

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MEETING AT HANK & MARYANN GUGEL'S



We enjoyed a nice cold-cut dinner provided by our hosts.



The Buddy L runs on this elevated track



Hank runs his live steam on stationary track

For our July meeting we met at the home of Hank & MaryAnn Gugel in Granada Hills. Hank's operating track is for his 3 1/4" gauge Buddy L layout. He does not have operating G-scale track layout. We were pleased to have guest, Chuck Carlson, a member of the Puget Sound GRS (Seattle area) who was visiting family in the area.



Their large pet turtle is tended by MaryAnn.



Hank shows his hand-built 3 1/4 gauge turnout.



His collections include brass models & these Lionel trains.

Photos by Carla Breitner

DENVER THEN AND NOW (Part 1?)

By Gary Woolard Photos by Carla Breitner

So I made a mistake. Big deal. Besides, sometimes making a mistake will create a new sort of opportunity. Right?

The thing is, I'd marked up our preliminary tour guide before our trip to the Denver Convention, noting which layouts looked especially interesting, as well as which layouts we'd seen before on two previous Denver Conventions, in 2004 and 2009.

Then I forgot to bring it along.

The end result is that we wound up visiting a number of layouts that we had seen before. But that allowed me to see these layouts in a new way — comparing them with what I remembered and noticing what had changed. In some cases, it was just as interesting to see what hadn't changed. And occasionally, I even had a second chance to notice something that I hadn't properly 'seen' on an earlier visit.

Here's an example — **Al Blount's Cherokee Western Railroad** as it appeared in 2004 when it was only two years young —

from one side of the layout.



and from the other.



And here are three shots, from left to right showing the layout 11 years later



DENVER THEN & NOW PART 1



The tree growth may have obscured the town just a bit — but if you get down close, the foliage is just the right scale to heighten the realism of Blount's extraordinarily detailed vignettes.



All of these pictures are from 2015 — but I can tell you that the drygoods store is basically unchanged from 2004.

On the other side of the layout, the growth of the foliage has, in my opinion at least, turned the mine and the little hill that it's on into a major focal point of the railroad. Take a look at this shot from 2004.



DENVER THEN & NOW PART 1

And here are a couple of pix from this year —



Al got those gold-looking tailings, btw, from an Honest-to God Colorado gold mine!

Byron & Marta Fenton's Gold Dust & Red Rocks Railroad had been established for six years when we first saw it in 2004. One of the most immediate 'attractors' of the layout is this incredible curved trestle. Here's a shot from eleven years ago. →



And here's a very similar angle from this year. ↓



Here's a 'head-on' shot taken in 2004 at the apex of the curve, which illustrates the full span of the structure. There's not a lot of difference in 11 years, which in itself tells a story.

DENVER THEN & NOW PART 1



In all of the pictures, you can discern 'new' lumber from the 'old'. Structural timber has been replaced as it aged or loosened — and there's quite a bit of it. But obviously the new lumber in 2015 is not the new lumber in 2004. So what we're seeing here is a very impressive structure which the owner has taken the trouble to maintain carefully. After 11 years, it's still a crowd pleaser.



This picture illustrates something that I apparently noticed in 2004; but I didn't appreciate then how unique it is. There's actually a siding on the trestle — a long straight section of it is double tracked before the curve begins, which allows for some interesting operation on this layout with two reverse loops.

From 2004



And 2015

DENVER THEN & NOW PART 1



Carla took this 'establishing shot' in 2004 from the opposite end of the layout.



Much of the interior trackage is now hidden by foliage, but on the left hand side, just before the 'yards', you can see this varnished windmill. 2015.

The train is actually just coming off an overpass.



Here's that same area this year.



Now go back to that establishing shot and notice the coal tippie and water tank in the foreground. The front track 'stubs' into the base of the tippie.



By 2015, Fenton has moved things around a bit and raised a portion of the front track onto very steeply graded trestle work, making it a sort of short 'gravity' yard. This is the first time I've ever seen this in a garden railroad.

DENVER THEN & NOW PART 1



Chris & Nola Greenwald described their Gruenwald Berg Bahn this year as running through a ‘mature garden’ and there’s no doubt that their beautiful plantings have grown up to be a dominating factor of the layout. To my laymen’s eye, the yard resembles an English garden. Here’s how it looked as you entered the layout in 2009.



You can clearly see a loop of track coming down into the foreground, past a brown-roofed building, then go back up towards a tunnel at the right. Here’s another shot from the same day, panning a bit to the right and up towards the tunnel.



And as we zoom into the tunnel, here comes da’ train!

DENVER THEN & NOW PART 1

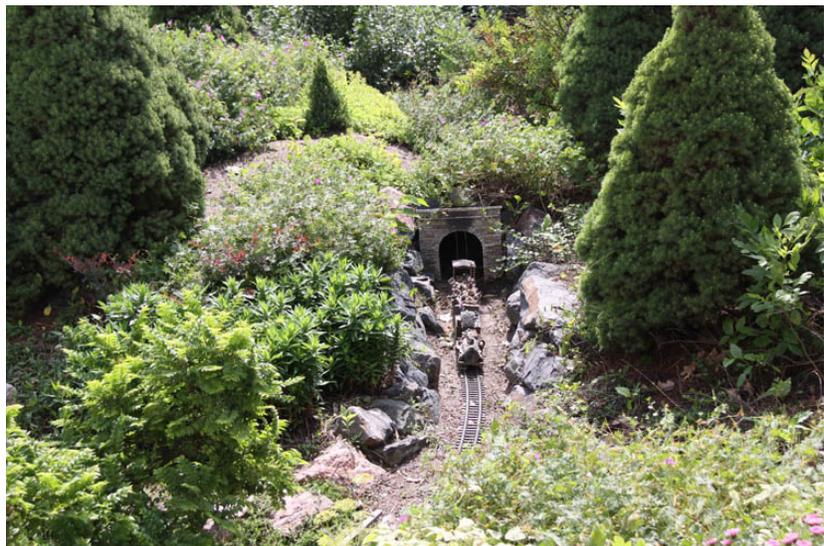
Now let's take the same trip (roughly) in pictures from this year. As you can see, the track is nearly invisible from our perspective.

2015



Ahh, there's the tunnel. And if you look just above those orange flowers to the left (I'll bet somebody knows what they are!) you'll find that our brown-roofed building has been joined by a sort of a cabin.

And the train this time is an open-cab work train (another contributor to the English ambience).



DENVER THEN & NOW PART 1

If we follow our 2015 train past those buildings, we find this little village, half-hidden in the plantings. A train station has a distinctive passenger waiting platform with a green stained-glass roof.



This is how the village looked in 2009.

Back in 2015, the work train passes this church. Lately Chris Greenwald has been making and selling small ceramic buildings like this one.



DENVER THEN & NOW PART 1

He makes churches, English cottages and even Hobbit Holes. There are now about twenty of these whimsical structures scattered throughout the layout.



Even back in 2009, the plantings were heavy enough to completely encircle this patio area (photo left) Yet in this section of bridge and trestle, (photo on right) it still shows off a passing train.



And by 2015, the patio is completely hidden behind this berm that you have to crossover.

And that'll do it for "Denver Then & Now (Part 1?)