



Upcoming Meets:

**Saturday March 5
Art Sylvester 11 AM**

**Saturday March 19
11 AM
Joe & Leslie Bussing**

**Simi Valley
(805) 582-0987**

Please bring:
A-G Desserts
H-O Appetizers
P-Z Salads

**Saturday March 26
11 AM
Gary & Marilyn Siegel**

**Santa Barbara
(805) 969-7687**

Please bring:
A-G Appetizers
H-O Salads
P-Z Desserts

March 2011

We have three meets this month. First up is the third try at **Art Sylvester's** La Patera & Pacific. Please see the February newsletter for details.

Next are two of our newer members, **Joe** and **Leslie Bussing**. Joe says:

"This is a new line! The first track was laid in March 2010 after several months of prep work. The mainline is 360 feet of track plus a switching yard and several sidings. It is located on a side hill above a driveway with long grades (3% max.) and 9 ½ foot minimum diameter curves. A complete circuit on the mainline moves the train from a lower level to upper level of our property. A PVC "ladder" system is used extensively for roadbed construction. Limited track power is available, but battery power will provide the greatest flexibility.

Our yard is landscaped but not the railroad at this point. My future goal is a narrow gauge look and feel with an emphasis on operations. Operators must follow their trains. The entire line cannot be seen from one location.

I am sure we'll find some glitches during the meet, since the line has only run my limited selection of rolling stock. I appreciate your patience and look forward to discussing "fix its", potential branch lines and operating opportunities.

Street parking is plentiful. Let's hope for clear skies!"

Thanks, Joe, that was great. I am really looking forward to seeing what they have done in such a short time.

Directions and maps omitted from on line edition. Please call meet host for directions.

Gary and Marilyn Siegel's Meet

Next we are meeting at the home of **Gary and Marilyn Siegel** in Santa Barbara. The layout is modeled after the Southern Pacific's line between San Jose and Santa Cruz, with the era set to the late 1950s. It is a point to point design with a main line that is about 750 feet long. Its half dozen passing sidings are designed to encourage operating trains in addition to just watching them run.

The minimum radius is 8 feet 6 inches, and the grades are no worse than 1.5%. The layout favors first and second generation diesels, but the tunnels are wide enough for 1:20 K-28s as well. The layout does not have any track power, it's strictly battery power and radio control.

As you have probably already guessed, Gary has been busy since last time. He reports that he has extended the Boulder Creek Branch and the damsite branch trackage. Hummm... I know that the Boulder Creek Branch is the one that curves down and goes around and around and comes out right in front, but where is the damsite? I guess we'll have to go and see for ourselves. Anyway, Gary has started a waterfall, and is building trestle bents. He hopes to have the trestle at least partly assembled before the meet.

Jerry Kutchey Heads for the Hills

I got a very nice note from **Jerry Kutchey** who said that they have decided to pull up stakes and move to Boulder, Colorado. You may recall that Jerry wrote a three part series on getting started in garden railroading a year or so ago. They are renting for awhile, and so will have only a temporary indoor layout for now. They are looking forward to really getting immersed in Colorado narrow gauge railroading.

Membership Update

Fifty-five members have renewed for 2011 so far, which means that 11 did not renew. If previous patterns hold, about half of the hold outs will eventually realize the error of their ways and renew.

Just When You Think You've Seen Everything, You See More....

Ken Kelley sent along a copy of the Annual Report to the Shareholders and Friends of the Santa Ynez Valley Redwood Ry. The SYVR Ry is, of course, the O-scale railroad running around in Ken's backyard. Ken very kindly said I could distribute it to our members. I don't really have space here, but I will add it to the on-line edition, which you can get from www.gcgrs.com.

Excursion Train Ride to San Bernardino Railroad Days

Paul Salverson wrote to tell us about a train ride by private railroad car from Los Angeles to San Bernardino. The ride is part of the San Bernardino Railroad Days. Prices will be \$115 for the fancy seats, and \$95 for the less fancy seats. Motive power will be by Santa Fe #3751.

The 3751 is a 4-8-4 built in 1926, retired in 1953, and restored to operating condition between 1986 and 1991.

SB RR Days will be held on April 16 and 17 at the San Bernardino Depot, which is also the home of the San Bernardino History & RR Museum, 1170 West Third St. That is the week before the Morgan's meet, so you have time for both.

You can buy tickets and get more information at: <http://www.sbdepotmuseum.com/3751-excursion/>

Characters From the Past

I thought I had done almost all of these, but no, there are several left. This series has been running so long that I should tell the new members about it. I persuaded John Lyans, who has been a member almost from the beginning, and is a past newsletter editor, to write a series of sketches about some of our early members. The series started last May, and you can find all of them on our web site, www.gcgrs.com.

Hans Kahl

Most people know Hans as the fun loving, jolly owner and proprietor of the Gold Coast Station. But long before trains were his business, they were his hobby. Hans and **Bob Cage** probably can rightly be said to be the ones who started the Gold Coast Garden Railway Society. In 1987 Hans and Bob made up some flyers and posted them all over town. One place that comes to mind was in *Morty's Hobby Shop*, in Ventura. (Does anyone remember Morty, a somewhat shifty, surly fellow from the East coast)? Anyway, the big day rolled around and a grand total of four people showed up at Hans house. They were Hans, Bob Cage, **Don Scott**, and Mike ? (From Mike's Train Shop in Lompoc). That was not exactly encouraging but the group had a good time talking trains. Well, they decided to give it one more try about three weeks later. Although they were not too hopeful of attracting a large crowd they vowed to get together and talk trains. To their great surprise there was a much larger group that showed up at Hans's house. As far as can be determined those in attendance were, Hans, Bob Cage, Don Scott, **Mike, Bill Orluske, Steve Vendt, Randy Walker, and Mike Cibellus**. There may have been one or two others and I apologize if I have left someone out. After that the club grew steadily as new folks heard about this great new club. As backyard railways started to be constructed there tended to be two types of meets, the operating session where trains were run on sometimes incomplete layouts and construction meets, where everyone would pitch in with cement, shovels and transits to grade the lines and lay the rails. These meets tended to be mostly attended by the guys. The current format of the meets that we have today, evolved slowly over time to include the ladies and more elaborate food offerings.

Hans initially started selling trains out of his home but soon the demand was so great that he moved into his own store in a strip mall near to where Big Lots store is located today. As his business grew he moved into the old rail car on Main St, then to a larger store over on Market St. and then to one of his locations today on McGrath and Palma. His main warehouse is in Tehachapi. A walk through Hans store and warehouse is enough to blow you away. The sheer volume of his stock boggles the mind.

Hans recalls being involved in at least five County Fairs. His store built layouts on two different occasions as a

means to showcase his business. Then the club built layouts at the fair for three consecutive years. Hans always provided the track when the club built their layouts. Hans has fond memories of old Charlie. He told me that Charlie flat out told him once that he would be damned if he would spend a single penny on any of those G scale trains. Charlie's pronouncement turned out to be true. Every train and car that Charlie owned or bashed he got by doing repair work for Hans. Hans told me that he never could get Charlie to spend any money. But then in the next breath he said, "Damn, I sure miss that old guy."

Next time you stop by Hans' store you might thank him for his efforts in getting the GCGRS going.

Thanks, John, that was great. I will add that I have one of the flyers that John mentioned, the date was May 4, 1985. The old rail car is still on Main St. After a stint as a motorcycle shop, it is now the Sidecar Restaurant, and is a very nice place for dinner.

Peter Dwan

Pete hasn't been active in large scale railroading for a number of years now. The last time that I spoke with him he was having fun doing video editing. Pete was originally a chemist and was always innovating with plasters and cement. In the late 1980's he had the showpiece layout of the club. The SNEE, the "Schweizerisch Namenlos Eklektisch Eisenbahn" or translated, "Swiss Nameless Eclectic Railroad," was amazing and inspirational. Mountains, tall stone viaducts and waterfalls were the hallmark of this inspirational railroad. I always looked forward to a meet at the Dwan's home in Pacific Palisades. Just a couple of days ago (4/22/2010), I heard that Pete was thinking of selling his beautiful home, (and layout).

Pete is the kind of guy that jumps into something and "gives it his all." When the club decided to build a layout at the fair Pete would cast a huge amount of his concrete/stone arched viaducts, bring them to Ventura, and stay for a week at a time at the Holiday Inn while he helped to build the layout.

Maybe I should contact Pete to see if he would hold just one more meet before he sells his place. Anyone interested?

Thanks John, for another entertaining sketch. Yes, I did notice that it took me almost a year to get around to publishing this article. My apologies to John for the delay.

I have a few of these left, including our most memorable non-member ever, **Barbara "The Dragon Lady" Schneider**. Some of you are cringing in anticipation even now, aren't you? You will have to wait until next month.

GCGRS Membership Application Form

Membership in the Gold Coast Garden Railway Society is open to anyone who is interested in outdoor model railroading. Dues are \$20 per year if you need a printed copy of the newsletter mailed to you; or \$10 if you can take the newsletter via email. New members, please add \$6 for each name tag that you want to have. Membership runs from January to December. Make checks payable to "**Bruce Kuebler for GCGRS**".

Bring this application and payment to any meet, or mail it to:

Bruce Kuebler
10908 Encino Dr
Oak View CA 93022-9238

First Name _____ Last Name: _____

Spouse/Partner/Other(SPO) First Name: _____

SPO Last Name, if different: _____

Street Address _____

City _____ State _____ Zip _____

Home Phone: (_____) _____

email: _____

I enclose \$20 because I love to receive a printed newsletter in the mail _____

I enclose \$10 because I want to get the newsletter two days earlier by email _____

I also need ___ name tags, so I have added \$6 each _____

For new members:

Would you like some help designing and/or building your layout? (Yes/No) _____

If yes, what would you like help with? _____

Gold Coast Garden Railway Society
10908 Encino Dr
Oak View, CA 93022-9238

Newsletter:

Gary Olmstead
(805) 648-1770
garyolmstead AT
earthlink DOT net

Membership:

Bruce Kuebler
(805) 649-3050
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Meets: Jim Eldridge

(818) 954-9809

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NOTE NEW web site:

<http://www.gcgrs.com>

Webmaster:

John Albin
jtalbin AT aol DOT
com

Please put "GCGRS"
in the subject line of
any correspondence.

SANTA YNEZ VALLEY REDWOOD RAILWAY

ANNUAL REPORT TO STOCKHOLDER AND FRIENDS

JANUARY 17, 2011

FROM THE CHAIRMAN OF THE BOARD:

The year 2010 has been both a good year and bad year in our company's history. The better parts of 2011 have been several "Special Train Runs" on the line featuring some rare engines and traffic activity. One such activity was the "Labor Day Sunday" Picnic and Run where no fewer than 10 different trains entertained nearly 100 folks with consist ranging from a Santa Fe WW-II military train to a Union Pacific fully articulated 2-10-10-2 pulling a long string of black Tank Cars. The most unusual train run during the year was a replica of the 19th Century "Stourbridge Lion" pulling Anthracite Coal to one of the coal fired plants along the San Joaquin Valley. The downside for the year was the lack of freight and passenger traffic along the route due mostly to the downside in the economy and lack of industrial activity along our route from Mojave in the Southeast to Merced in the North. Even the produce hauling business was reduced due to lack of water in the San Joaquin Valley due to the politicians who turned off much of the water for farmers. This is a short recap of 2010 and how it has affected the SYVRRy revenues.

There is better news for our 2011 year. The Board has decided that we cannot let the recession dictate this stagnated condition to last for any longer. The Board in mid-year 2010 approved one of the great expansions for our railway by extending our track further North out of Merced to Modesto, Lathrop, and the busy rail yard at Stockton where we have access to deep water shipping which we can carry goods to our Northern point at Lodi (with possible expansion into Sacramento in the future) all the way into the rail yards and terminal at Mojave. We look forward to having this extended route being complete no later than April of 2011. We plan to hire additional engineers and firemen and hostlers on a more permanent basis to keep the trains running and productive during 2011. During the first three months of 2011 we are looking for a few good "Gandy Dancers" to help with track laying and grading heading North of Merced.

In summary, 2011 should show a revenue gain over 2010 and we are already experiencing orders for freight movement increases for 2011.

For those who are stockholders, the report will be accompanied with charts and revenue figures for 2010 in the attachments.

Chairman of the Board:

Signed: *Kenneth T. Kelsey*