

The Roundhouse



The newsletter of the Lancaster & Northwestern Railroad Club
January-February 2005



Members chug along

By Doug Arnold
Editor

Members of the Lancaster & Northwestern gathered at Fred and Diane Conrad's house in January to build tank cars, a whole fleet.

The nearly 80 train cars are part of a presentation being made by the club to disadvantaged children in Lancaster. The late February program is being presented

by the Lancaster Parks Department

The program includes the completion of the train cars by the youngsters and a program on train safety.

(The Feb. 25 program was very successful. More details in the next bulletin.)



Take your trains to Fairplex

By Doug Arnold
Editor

Make your plans to take yourself and your engine (s) to Fairplex in Pomona on Sunday, April 24.

I got a chance to talk to Bob Toohey, Fairplex Garden Railroad coordinator, during a train trip I took recently. The ride on the Fillmore & Western was a combined trip with Upland (which I belong to), Fullerton and Fairplex.

On April 24 there will be an open house with the Upland Garden Railroad Society and the Lancaster and Northwestern. Members will be receiving an invitation from Fairplex with all the details. It will be a great opportunity to see the railroad close up and run your engines.

Annual rail festival planned in Fillmore

The Santa Clara River Valley Railroad Historical Society and the Fillmore & Western Railroad Company will hold their Spring Rail Festival in Fillmore on March 19th and 20th. from 9 a.m. to 5 p.m. Admission and parking are free.

Check out their website at <http://www.scrvrhs.com/> for additional details. This schedule will change because due to flooding trains can't go east of Fillmore. When we were on the train trip a few weeks ago we were told that Union Pacific doesn't expect that stretch to reopen until July.

Web address

<http://www.lnwr.org/>



When building your railroad learn dry stacking methods

Since progress has slowed to a crawl on the Dirty and Dusty Railway I have gone exploring for articles you might want to look at. This article came from Large Scale Online and was written by Tiny Pierce in northern Nevada. Here are a couple of sites that are both very well done. They are the Desert Springs and Tattler Gap railroad at: <http://www.largescalecentral.com/profile/showprofile.cgi?login=Tiny>

<http://www.largescalecentral.com/articles/view.php?id=44>

By Tiny Pierce

Being I have probably dry stacked more rocks on my garden railroad than most folks, I figured I might share some of my techniques of dry stacking. First off let me say I live in the desert of Nevada and have only dry sand as a soil, to work with, and I have come up with this method of dry stacking rocks to help me hold the sand in place on my railroad. I have strong winds blowing through the area all during the year, and it will remove alot of sand in a short time if not held in place with rocks or some other method of retaining wall. If you live in a place that is not windy, you don't need the roadbase when stacking rocks. This can be used to do flower beds, Garden Railroads, or to level out part of the yard.

The baserock I will be refering to, is a base-rock, that is about 3/4 inch in size and rough crushed gravel, the

county uses for making roads. You Can Not use a round pea-gravel for dry stacking.

So here is **MY** way of dry stacking.

I determine where I want a rock wall, and make a shallow trench about an inch deep,

I then put in a layer of road-base rock,

I have bought from a local quarry. I then make a line of rocks in this trench, fitting the rocks tightly together as good as can be done. Now comes more base-rock gravel, I put enough base-rock behind the first course of rock, to fill some of the gaps between rocks,

So when the winds blow, the sand will not be blown out in these areas. Sometimes I'll back-fill some rocks a bit with sand, to fill in where the next rock may create a void. Now you can put down the next course of rock, I try to make sure the second course, either sits on 2 lower rocks to hold them in place or fits very good. I also let the second layer sit on some of the base-rock and sand. Doing this adds bite between the courses of rock. You may have to turn, roll the rock over, to find where it will sit the best. Now back fill with soil to the top of the second course, leaving room for some more base-rock, and keep building the wall to desired height.



Dry stacking /from Page 2

You now have the beginnings of a dry stacked, rock wall.

The larger the rocks you use, the more stable the wall will be, Just don't hurt your back while lifting the rocks & twisting to place them. I have dry stacked small rocks to over 4 feet high, But it is not for much of a load barring on top.

Have fun

Elections held

At the January meeting of the Lancaster & Northwestern officers were elected for the coming year. They are:

Fred Conrad -- President

Doc. David Arroyo -- Vice
President

Jim Gothie -- Secretary

Ken Clerk -- Treasurer

Ken Howard -- Event Coordi
nator



Ask the doc

Solving a case of the ‘teeters’

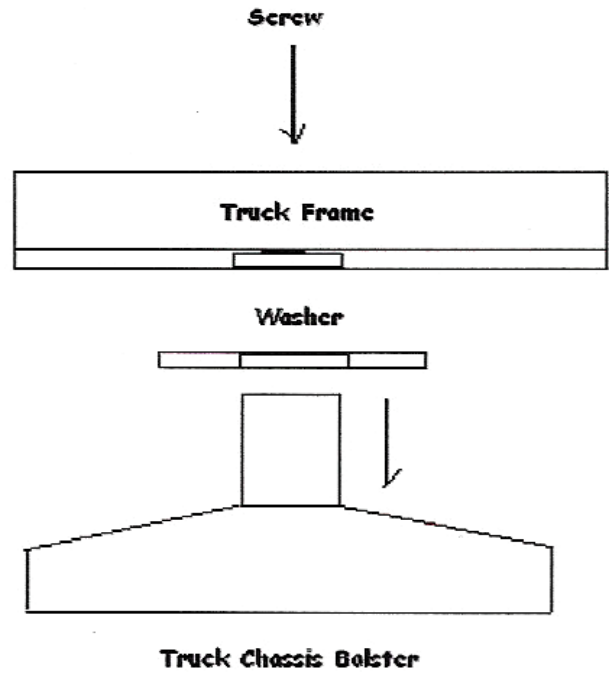
The Train Doctor

As mentioned in a previous article, Ken’s seasonal layout offers some unique long-term use problems that the manufacturers have not considered in their products. One problem that recently plagued his rolling stock was a case of the “teeters”. A caboose he owned and had used for five seasons had a well-defined lean to one side or another whenever it was in a curve.

An examination of the trucks showed that the hole for the bolster shaft had become elongated after years of repeated turns on small diameter curved track. The shaft simply ground away plastic material with each turn of the truck.

The remedy for this was a replacement of the trucks. Other fixes that could be used if you don’t want to replace the trucks would be to bush the shaft and hole with brass tubing.

Whether you replace the truck or not, there’s enough room to place a washer between the bolster and the base of the truck. This reduces the gap that causes the “teeters” to eventually



Lancaster & Northwestern Railroad Club

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