Trellis & Trestle

Volume XII, Number 7 Editors: Joseph & Irene Zajac July 1999

BAGRS Picnic
July 10, 1999

Train Rides
Shop Tours
Barbecue

Swanton Pacific Railroad and Ranch
Davenport, California

New Members

Daniel & Linda Barrios
123 St. James Court
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W: (925) 743-3454
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dnmrsn@aol.com

New Members

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H: (925) 585-9115
W: (925) 675-5594
dobrien@e-mail.com

Lisa Wygal
Taylor Wygal Ramsell
4666 Balboa Way
Fremont CA 94536
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Welcome Back

Gary & Rita Pacheco
744 Valley Court
Santa Clara CA 95051
H: (408) 247-7408

Address Changes

Russ & Betty Cochiolo
201 Five Cities Dr #98
Pismo Beach CA 93449
H: (805) 773-8743

Robert & Marisa Corley
Eric Corley
General Delivery
Athens GA 30603

Norman & Marlene Howery
Angler's Trailer Village
97506 Jerry's Flat Road
Gold Beach OR 97444
H: (541) 247-9095
kwolete@jps.net

Attention!
All BAGRS members
Wear your BAGRS badge!
While attending •BAGRS Meetings •Open Houses •Short Line Events
•Live Steamer Events
Your Badge, Identifies You To your Host & To Other
BAGRS Members

Kick off your Big Train New Year

at

BAGRS Junction

(Formerly known as the "Annual Meeting")

Come to the Function at the Junction!

Let someone else make the bed and wash the dishes!

Spend a relaxing weekend wallowing in luxury!

Coming to you

January 7—9, 2000

ADVENTURES IN BACHMANNLAND

by Ken Martin, The Bachmann Guy

Sometimes it pays to pay attention. In last month's column, I said the Climax would not have an authentic chuff pattern with a sound system using the cylinder switches as they are. These switches give two chuffs, a pause, two chuffs, etc., when the Climax should sound like a rod engine, i.e. a series of evenly spaced chuffs. Well, credit **Gary Whaley** with coming up with a solution.

The main problem is the flywheels on the gearbox are quartered at 90 degrees on the model, just as they are on the prototype. While this is a necessity on the real engine, it is not needed on the model. All that is necessary to make the chuff pattern correct is to set the flywheel crankpins at 180 degrees. This can easily be done by loosening the small screw in the middle of either one of the flywheels and turning it until the crankpins are opposite each other. Retighten the screw but be careful to not overtighten it or the flywheels may bind.

Now the chuff pattern is what is accepted as standard for most G-scale engines—two chuffs per each revolution of the flywheel (or driving wheels in the case of rod engines). Since both sides of the loco can't be seen at the same time, the incorrect quartering (halving?) is not obvious and the engine sounds like it should. Thanks, Gary, for this info.

I have experienced some derailing problems with the Climax and it seems, from talking to other members, I am not the only one. My temporary track is just thrown on the ground and is full of twists and humps, which seem to cause the Climax some discomfort.

Closely observing the areas where the engine derails, I could see the wheels of the front truck were simply being lifted over the rail wherever the track was uneven. Checking the engine, I noticed the trucks have virtually no play to allow them to rock from side to side. Because of this rigidity, when the track is uneven the front wheels are unable to compensate and just climb over the rail.

I removed the front truck and loosened the king post screw one full turn. This allows the front truck to roll from side to side about $^{1}/_{16}$". I reassembled the engine and ran it. No derails! To prove this theory, I put a new Climax on the track and immediately experienced derails in exactly the same locations. I loosened the front truck and got exactly the same results as I had on the first engine. No derails! If your track is pretty good, you may not be having any problems, but if you have a few whoopees,

you may want to perform the above surgery.

I also noticed the trucks on the Shay are just as tight as they are on the Climax but my Shays did not derail at all on the same track. The only explanation I can think of is the longer wheelbase of the Shay allows it to better compensate for uneven track.

I have installed one of the new Bachmann sound systems in a Climax. They are easily recognized because they have a volume control pot and a 2200 microfarad capacitor, the largest component on the board. Another feature that is not visible is that the chuff shuts off after each cycle even though the switch may still be activated. The sound does not stay on continuously like the old system.

The volume control is of questionable value since the sound level is about the same as the old units which were not as loud as I thought they should have been. While I think it is great that Bachmann picked up on popular demand and added the capacitor, I feel they went overboard with the 2200 microfarad value. Most of us are adding capacitors in the 220 to 470 microfarad range, which seems to give the best results. With the 2200, the chuff is far too long for any realism.

The volume control pot also includes an "off" position. This is necessary because this system stays "on" all the time, even when there is no sound. If it is not shut off with the switch when you store the engine, it will continue to draw current and run the battery down.

Next month: the <u>new</u> Ten Wheelers!

Chicago, Here We Come!

by Ken Martin

For those of you who are going to the 15th National Garden Railway Convention in July, we have a full stock of shirts and jackets in the Baggage Car. Let's show our colors at Chicago! Our blue and yellow colors always look great at when a bunch of us wear them at conventions. Check the ad elsewhere in this issue for mail order or contact me directly, but do it soon. There are only a couple of weeks left!

BAGRS Picnic

Saturday, July 10th
Swanton Pacific Railroad and Ranch
Swanton Road
Davenport, California

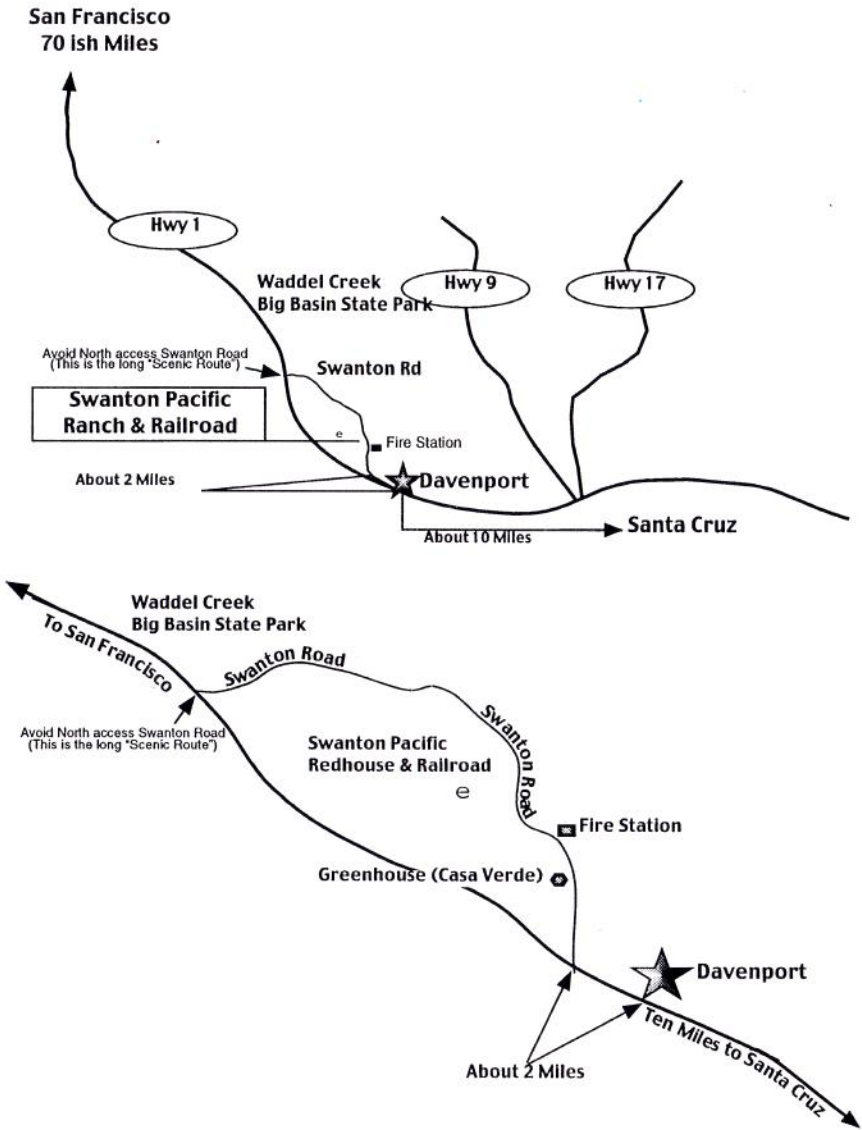
Directions to Swanton Pacific Railroad & Ranch

The Swanton Pacific Ranch is located on Swanton Road which at one time was part of the original and historic Coast Highway 1. Drive Swanton Road slowly...it is a narrow (and beautiful) two lane road.

Coming from the South: Take Highways 17, 1 or 9 to Santa Cruz, then Highway 1 North (towards San Francisco) 11 miles to Davenport (identified by the huge Lone Star Cement Plant). Continue 1.5 miles to Left on Swanton Road, then approximately 4 miles to Railroad entrance (just prior to crossing the stone bridge over "Little Creek).

Coming from the North: Take Highway 1 South towards Santa Cruz until crossing the long Scott Creek Bridge. You will also see the large cement plant looming in the distance. After crossing the bridge, look for the next road on your left which will be Swanton Road. Be careful, Swanton Road comes in at a sharp angle from this direction and you must make about a 120 degree turn to access it. If you arrive in Davenport, you have gone too far, return to locate Swanton Road. Note: Since Swanton Road begins and ends on Highway 1, avoid taking its Northern access when coming from the North, as it is much quicker to continue on 1 South and then double back on Swanton from its Southern access. However, if you get on Swanton Road from its Northern access (either accidentally or on purpose...it is a beautiful drive), then you'll be at the Railroad when you cross the "Little Creek" stone bridge.

SWANTON RAILROAD MAP



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Scheduling Coordinator

Ken Martin—(510) 727-9296

Club Historian

Chuck Sanfilippo—(408) 736-4541

BAGRS BOARD OF DIRECTORS

Meeting Schedule

Meetings start @ 7 PM

1st Tuesday
every other month

August 10, 1999
October 5, 1999
December 7, 1999
February 2, 2000
April 4, 2000

BAGRS Baggage Car

BAGRS Apparel Source

Items are blue with BAGRS logo in yellow.

Jackets	All Sizes		$35
T-Shirts	Adult Sizes	(M, L, XL)	$10
		(XXL)	$12
		(XXXL)	$15
	Youth Sizes	(S, M, L)	$6
Caps	Mesh (Adjustable)		$6
Caps	Poplin (Adjustable)		$8
Golf Shirts w/Pocket		(L,XL,XXL, XXXL)	$20
Sweat Shirts	(L, XL)		$15
		(XXL)	$20
		(XXXL)	$25
Tote Bags		Small 14"	$10
Coffee Mugs—Blue w/Yellow Logo			$5

To order:

- List the items you wish to purchase (be sure to note sizes)..
- Send a check for the total amount plus 15% for shipping to:

Ken Martin—3785 Somerset Ave., Castro Valley, CA 94546
510•727•9296

Deadline for *Trellis & Trestle* 10th of every month

Newsletter Editors

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BAGRS Timetable

July 1999	
10—BAGRS Picnic	Swanton Pacific—Davenport Fred Vertel—650•968•9056
17—BAGRS Short Line	Saratoga Retirement Community
28-31—15th NGRC	15th National Garden Railway Convention—Chicago, IL
August 1999	
15—Layout Tour	Arul & Gauri Tandavan—3945 Clement Street San Francisco—415•751•7698
September 1999	
18 &19—BAGRS Short Line	Truckee Railroad Days
19—BAGRS Swap Meet & BBQ	Pat & Ken Martin—3785 Somerset Avenue Castro Valley —510•727•9296
25 & 26—BAGRS Short Line	Taste of Morgan Hill
October 1999	
5—BAGRS Board Meeting	Board meeting—7 PM Coco's Restaurant/Sunnyvale
17—Layout Tour	BAGRS Open Houses—To Be Announced

••• Layout tour hours are Noon until 4 PM Unless Otherwise Noted •••
Please respect these hours for the benefit of our hosts.

BAGRS Members are welcomed to attend Sacramento Valley Garden Railway Society events.
Contact Judy Arrigotti at—916•933•4663 for directions and times.

24546-3443 54

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