

The Roundhouse



The newsletter of the Lancaster & Northwestern Railroad Club

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See trains at Living Desert

By Doug Arnold
Editor

If you get a chance you might want to visit The Living Desert Zoo and Gardens in Palm Desert. See **LAYOUT**/Page 2

Visit the Lancaster & Northwestern Railroad Club website at:
<http://www.lnwrr.org>



See the large LGB layout by day or night or both at The Living Desert Zoo and Gardens in Palm Desert near Palm Springs. Sara and I visited there this month with members of the Upland Garden Railway Society.



Here you can see the un-painted LGB cleaning pad. After it's painted it really blends in. Take a look at Page 3 and learn how to build it. More photos can be seen on the website. The Lone Pine & Grizzly Flats Railroad was created by Dean Whipple of Corona. It can be found on the internet at <http://4largescale.com/trains/>

He has written some excellent articles that he has put on his website and that I will be using in the bulletin. Thanks Dean.

Layout/from Page 1

Here you will not only get a good look at what the desert has to offer but a chance to see a large LGB G Scale train layout. My wife Sara and I got a chance to see it this month with the Upland Garden Railway Society. It was a great trip.

Admission to see the holiday lights is a separate charge but it was worth it to us to see the layout by day and by night. The special program at Living Desert is scheduled to end at the end of December.

When you visit the layout you will get to see the Alps, the Grand Canyon and even Mt. Rushmore. The layout has more than 2,300 feet of track. The layout is always a work in progress like our own.

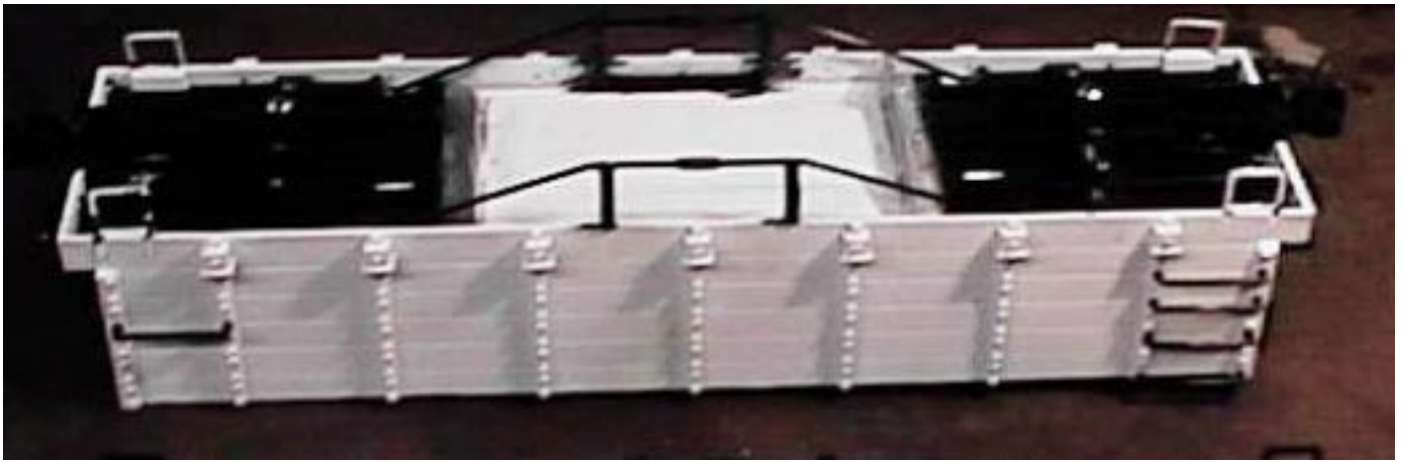
Train enthusiasts can even

“adopt” a train or parts of the layout. For more information

contact The Living Desert or visit their website at livingdesert.org



Memories of Route 66 can be rekindled when seeing the LGB layout at The Living Desert. See the “Wigwam Motel” along the tracks.



Build your own track cleaner

On the LP&GF RR we use a combination of track and battery power, (still mostly track power).

I have made my own track cleaning car, it only took a couple of hours to make and works great. I use 4' min radius curves, and this car will NOT work on 2' radius curves.

What I used was a LGB track cleaning block mounted under a Bachmann gondola that I reworked.

I removed the couplers (I use body mounted Kadee couplers) rotate the truck 180 degrees cut a small slot in the LGB block to receive the part on the truck where the coupler used to be mounted (this makes the cleaning block stay in the center of the track on curves). I removed the bottom black plastic of the car the part with the truss rods attached and cut out the center section enough to clear the length of the cleaning block. Screw and glue the two ends back on the car, glue 'stops' to keep the cleaning block in the center of the car. In order not to have to cut into the floor of the gondola I did have to sand a little off the top of the LGB cleaning pad.

The "articulated" track cleaning car, is made in such a way that the cleaning block moves side to side so as to always remains centered on the rails on straight as well as curve track. The two I made both started life as a standard "Bachmann" flat car and as a standard "Bachmann" gondola. Although I am slowly converting to battery power, I will always maintain track power for friends and



any new engines also the track cleaning cars do clean the grit off the rails so the battery powered engines don't bounce along..

To convert them into track cleaning cars begin by

- (1) Removing the center black plastic portion of the under-floor.
- (2) Remove inside truss rods and move the remaining truss rods out an extra 1/16 inch or so to allow side to side movement of cleaning block.
- (3) Add (2) aluminum "stops" about 1/16 to 1/8 inch further apart than a regular LGB cleaning block.
- (4) Body mount the couplers, I use Kadee's.



At the December meeting members discussed various trips club members may take together. One of them is to the newly-restored Kelso Depot in the Mojave National Preserve. The National Park Service has adopted it to use for the headquarters . The depot was built in 1923 for the Los Angeles and Salt Lake Railroad.

Lancaster & Northwestern Railroad Club

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