



# San Diego Telegraph

Vol. 10 - No. 1

Jan. - Feb., 1993

## CURATOR'S COLUMN

by John Rotsart

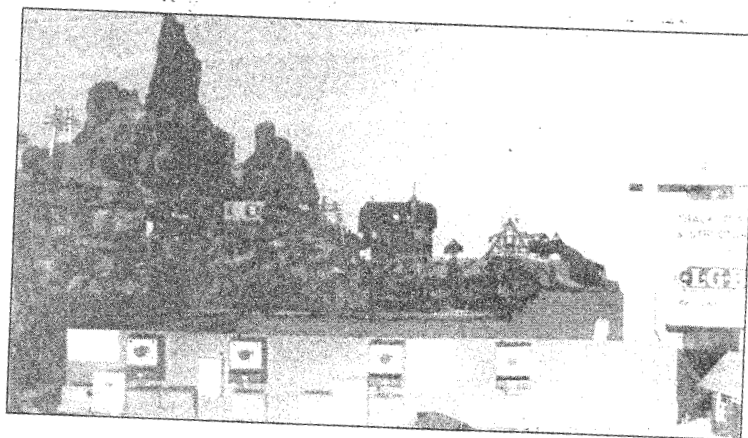
Back in early 1990, LGB of America presented the museum with an unexpected but spectacular gift. "Malcolm Furlows LGB Empire," a 20' by 24' layout designed to show off LGB's equipment in their local show room was brought to the museum and reassembled at the expense of LGB. The only place to put such a large layout was in the visiting exhibits area which it filled almost completely.

The LGB layout was given to the museum with the express understanding that it eventually would have to be moved somewhere else, or sold so the educational area could be developed in the location it occupied. For many years the museum has been trying to talk the city out of the mower shop located on the southwest corner of the building. In the City's long range plan for Balboa Park the mower shop is located somewhere else. It was hoped that the layout might be moved in there as part of a toy train display. By early 1992, the city still had given no indication that it was ready to turn this 1,400 square foot area over to the museum.

In January 1992, the Board of Directors deaccessioned the LGB, and it was advertised in *Model Railroader* classifieds. It was purchased by

Ross Crain of Calgary, Alberta. In early August the LGB was disassembled with the help of Norm White and Jeff McDaniel. Loading the eight sections on the moving van was accomplished with the help of volunteers Ken MacFadecan, Jim Nemitz, Mitch Alderman, John Cathcart, Greg Luiz, Barbara Rovenger, John Rotsart and several others, all of whom deserve the museum's thanks.

Proceeds from the sale of the layout will go towards completion of the multi-use area. A new around the walls LGB layout will grace the upper elevations of the multi-use area by the end of next year.



The spire of the LGB layout is still in place in this photo taken August 12, just two days before the layout was shipped to Canada. The control panel has been tied upright in preparation for the move.

### Location

Casa de Balboa Building  
on the Prado in Balboa Park  
(619) 696-0199

### Normal Hours

First Tuesday of Month 11-4  
Wednesday-Friday 11-4  
Saturday-Sunday 11-5

### Adult Admission

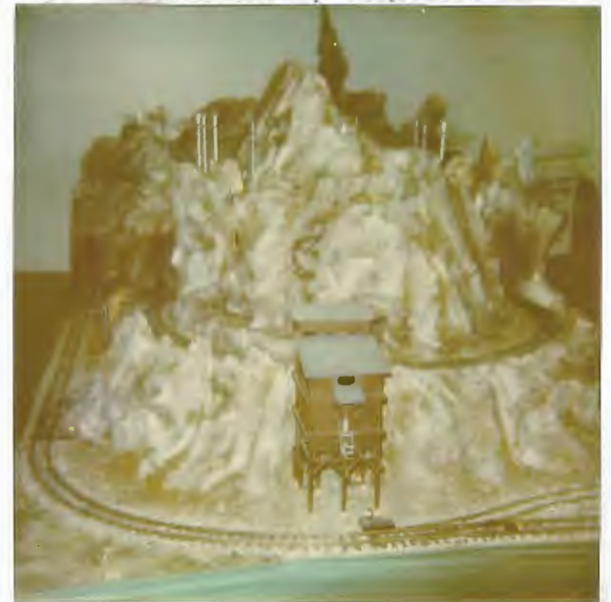
First Tuesday Free  
Wed-Sun - Adults \$2.00  
Children under 15 Free

### Museum Officers

President  
Steve Seidensticker  
Curator  
John Rotsart



Chasm & Controls (F)



Looking South  
Section (3); Note Spire  
In Background



SAN DIEGO MODEL RAILROAD MUSEUM IN BALBOA PARK





Wild west town

(B)



Wild west station  
& yard

(A)



Way station

(D)



Alpine Village

(C)



SAN DIEGO MODEL RAILROAD MUSEUM IN BALBOA PARK



Way side depot; East side



LGB of America  
\$60K layout built  
by Malcolm Farber  
20' x 24'

Rudin Emmers  
Photos at Show room





Hello Ross

Got your letter & photos of  
your layout - They look like you've  
ADDED ALOT OF DETAIL TO THE EFFORT.  
WE HAD PLANNED TO ADD MORE  
DETAIL & STRUCTURES TO THE DISPLAY  
AT SOME LATER DATE - NEVER COULD  
WORK IT OUT SCHEDULE WISE - BUT LOOKS  
LIKE YOU TOOK CHARGE OF ALL THAT,

I've enclosed some shots of my  
Home layout under construction - Hope  
to get more time this winter to continue  
THE CANYON AREA.

WE ALSO RUN CATTLE - BRANGAS - THEIR  
HEAVY ENOUGH FOR THE ALTITUDE - 8500';  
STILL COWBOYING AFTER ALL THESE YEARS

REGARDS  
MALCOLM FURLOW







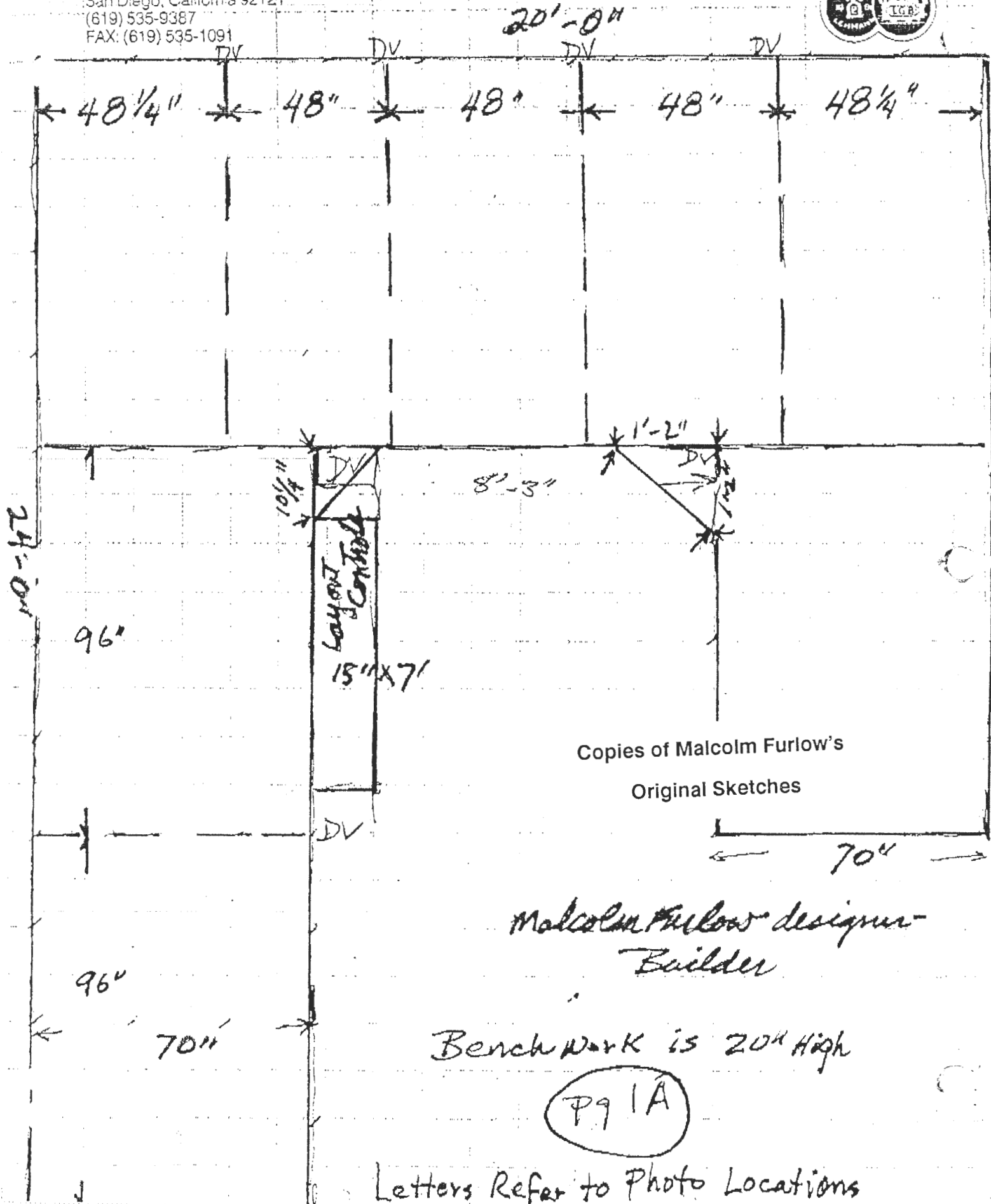




LGB OF AMERICA, INC.

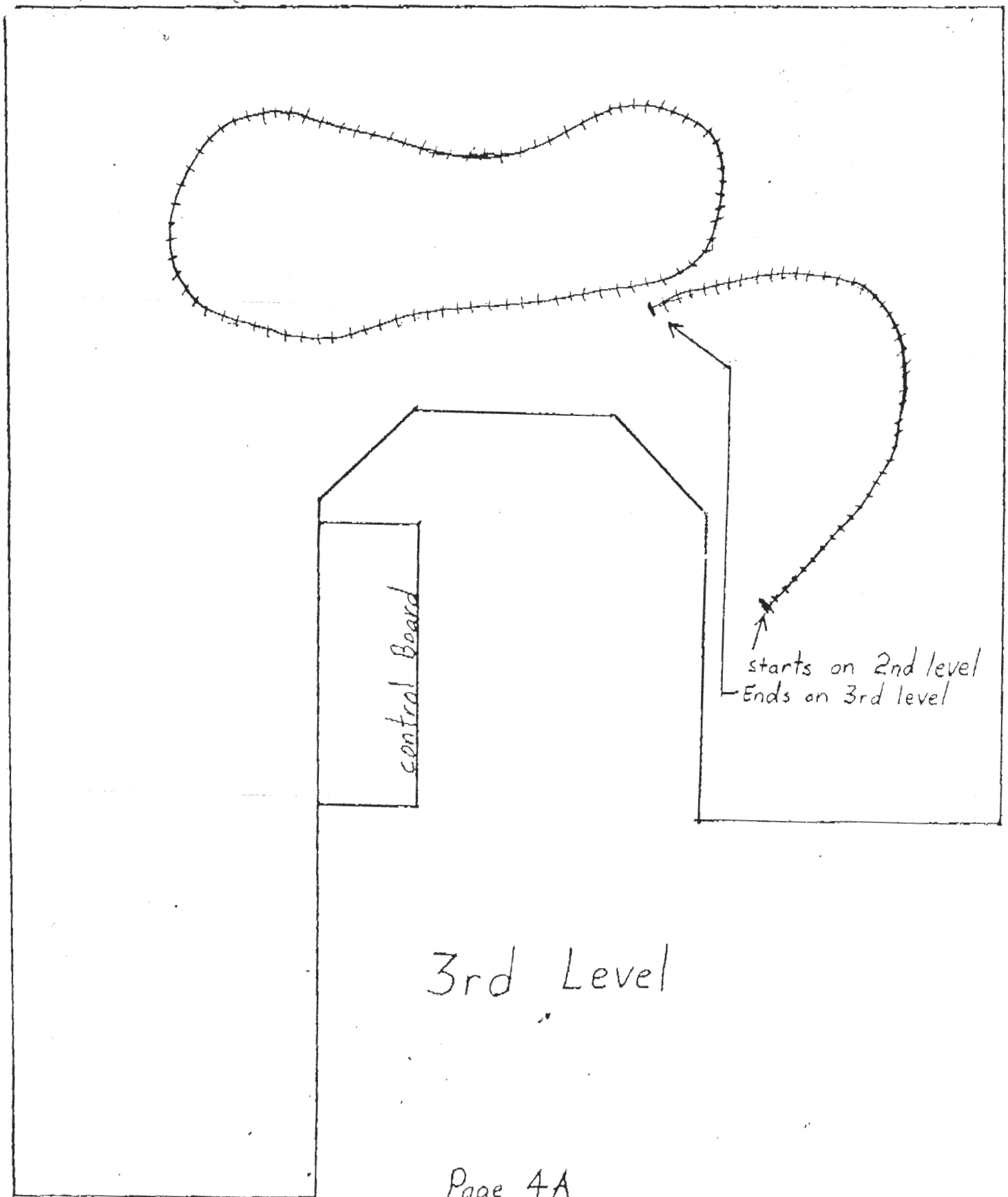
6444 Nancy Ridge Road  
San Diego, California 92121  
(619) 535-9387  
FAX: (619) 535-1091

Rudi Enners  
Bench work PLAN





L B G Track Layout (not exact scale)

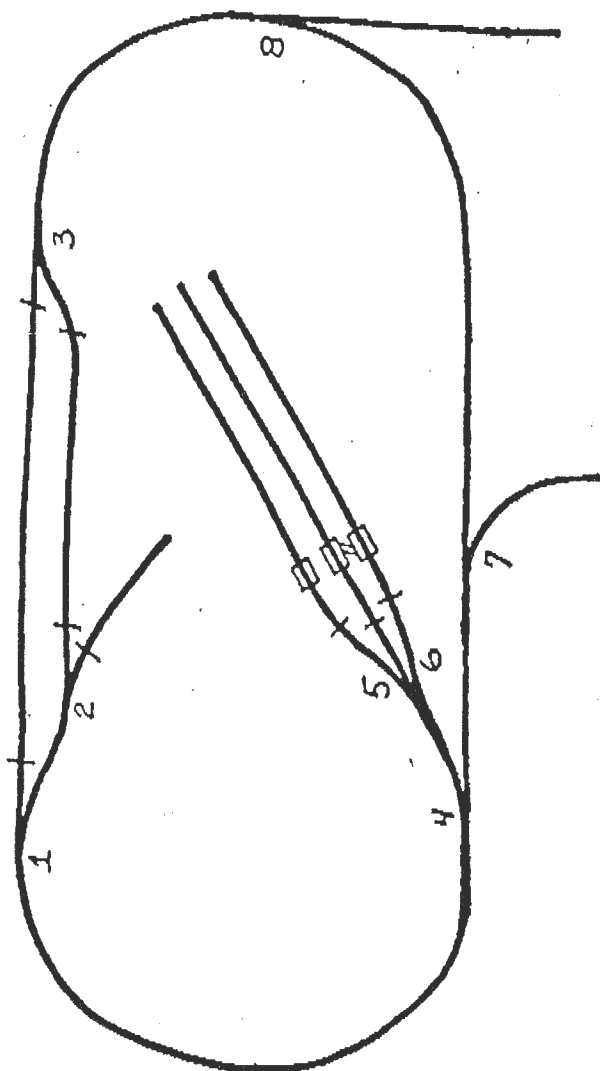




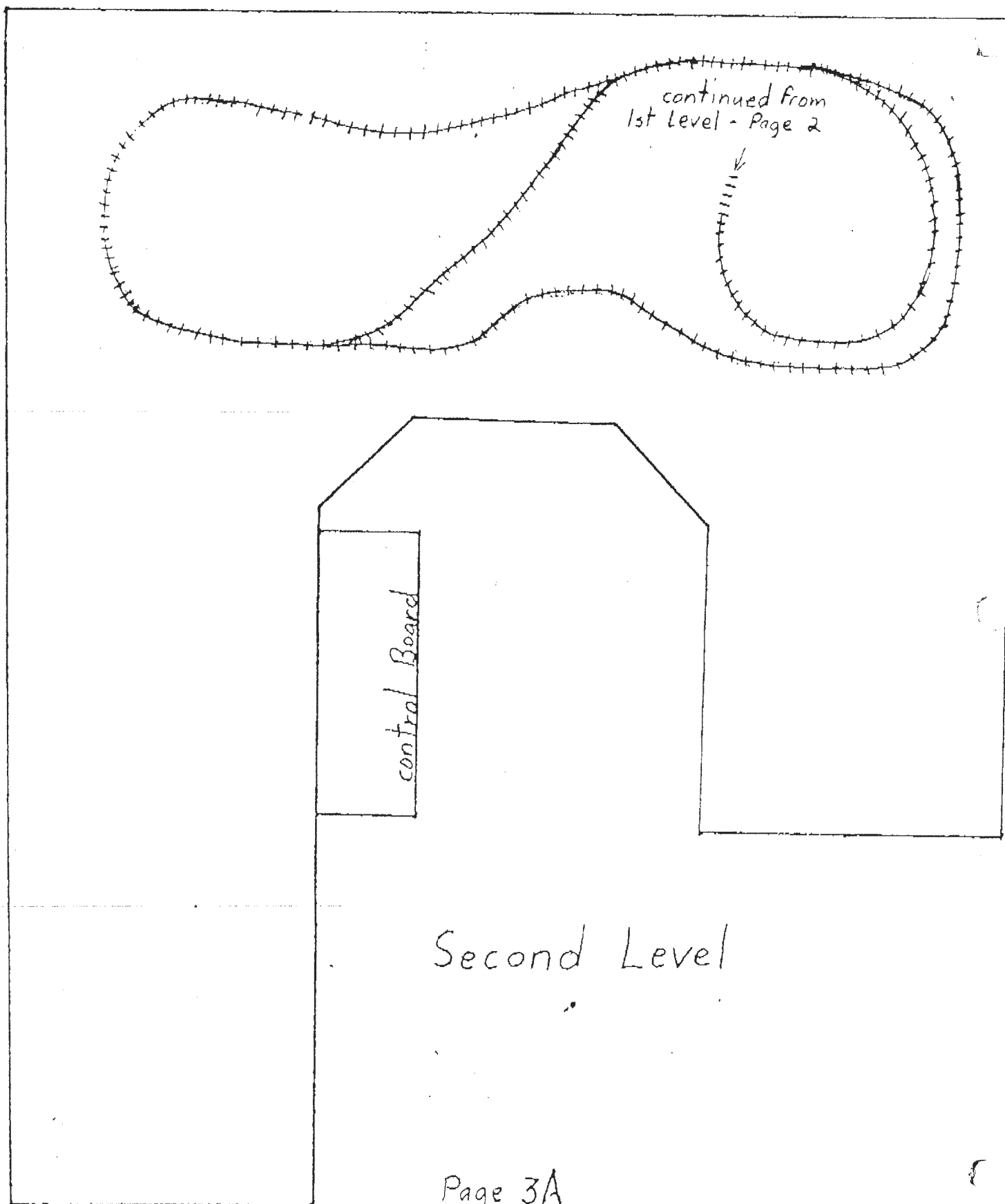


JUN-29-92 MON 2:36

P.11









# L.B.G. Track Layout (not exact scale)

(E) ↓

(D) ↓

(B) ↓

(A) ↑

(F) ↑

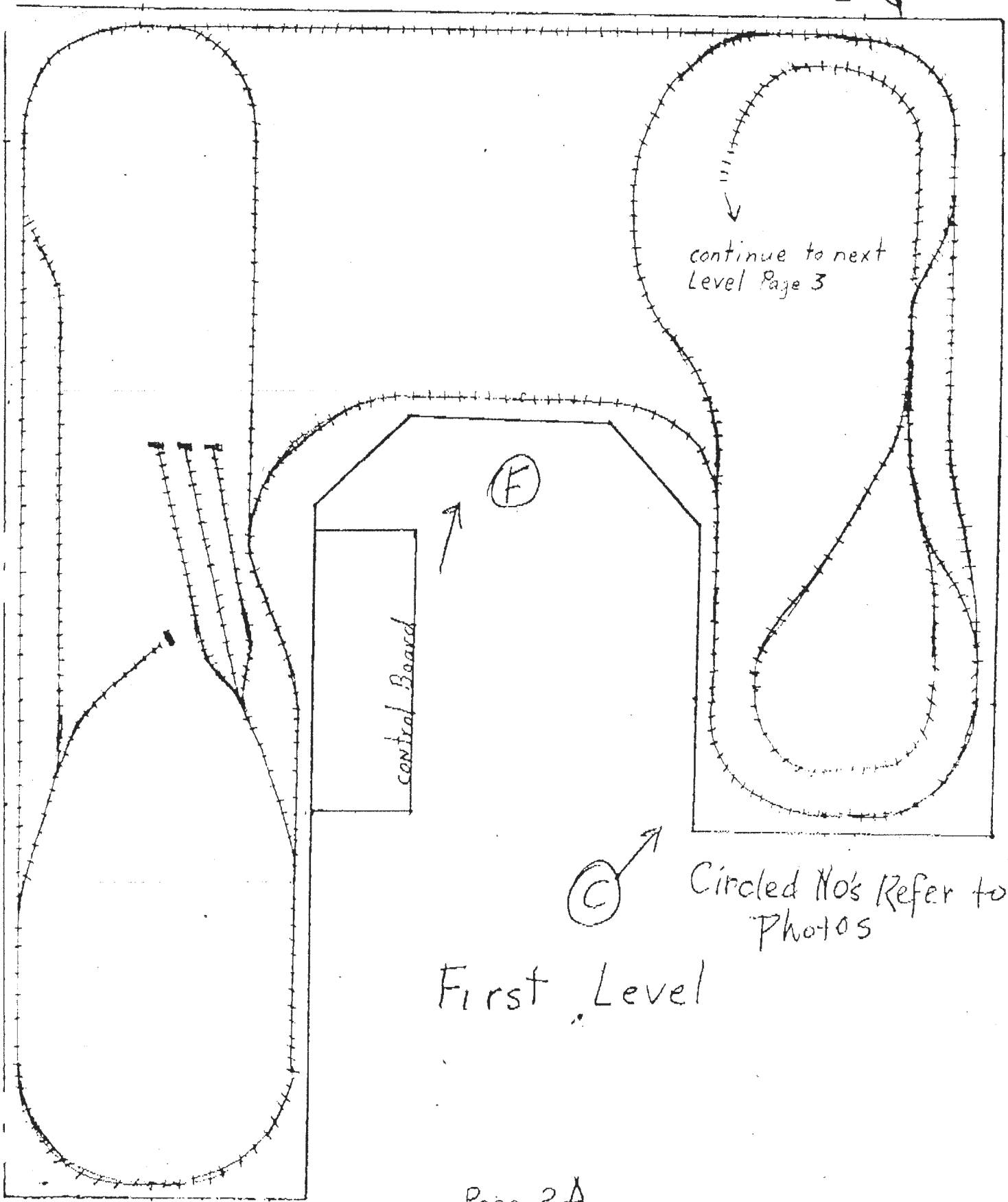
(C) ↑

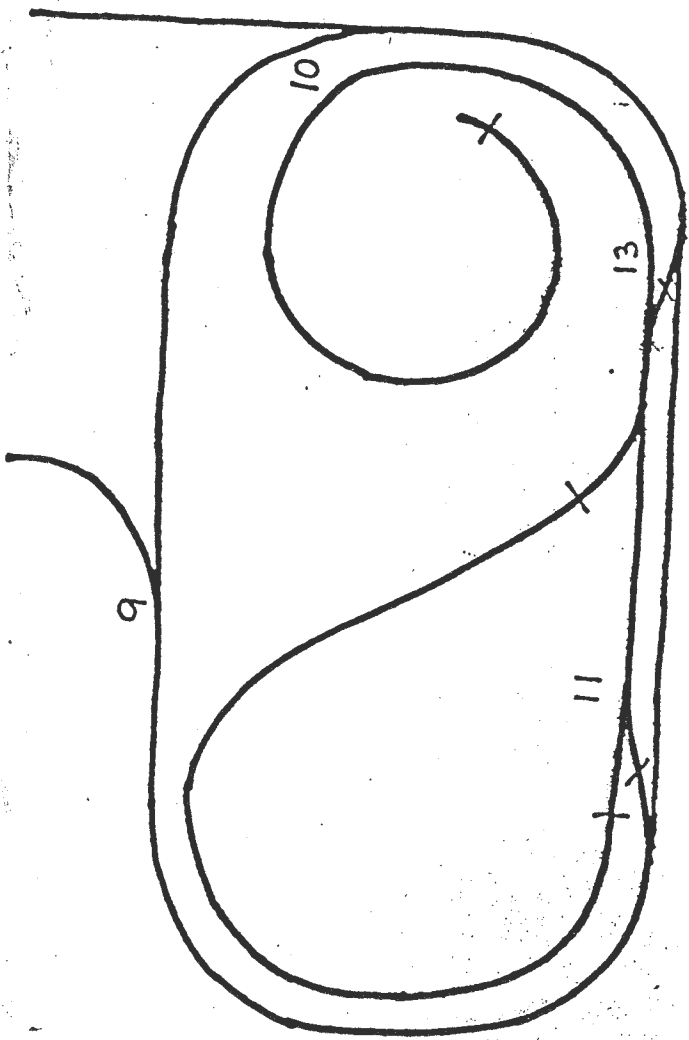
Circled No's Refer to  
Photos

continue to next  
Level Page 3

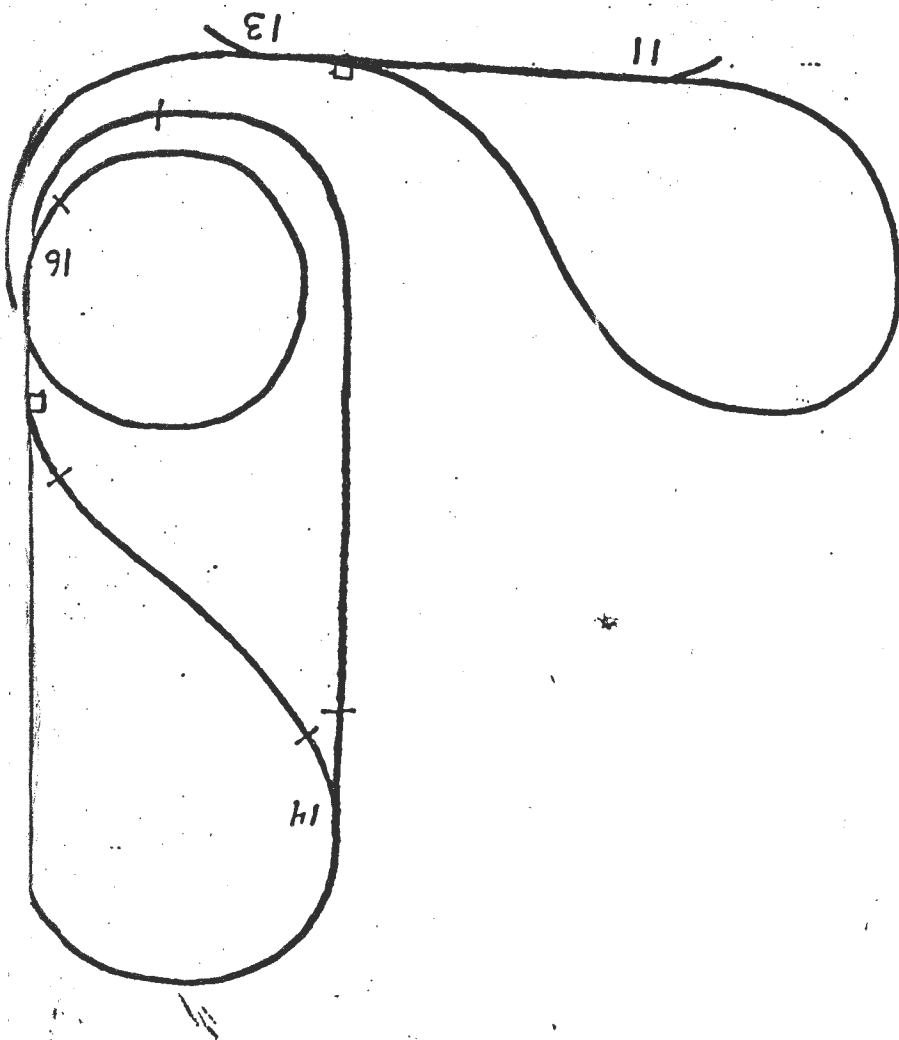
control Board

First Level









601

Ps1

INSTRUCTIONS FOR MALCOM FURLOW'S LGB EMPIRE

OVERVIEW:

THIS LAYOUT CONSISTS OF FIVE SEPARATE RUNNING SECTIONS LABELED A B C D F.

SECTION "A" IS A WESTERN MOTIF WITH A PASSING TRACK AND FOUR SPURS.

SECTION "B" IS A EUROPEAN DESIGN WITH SHEAR WALLS AND EXTENSIVE TUNNEL WORKS. THERE IS A REVERSE LOOP IN THE CENTER OF THE TOWN.

SECTION "C" IS THE CENTER MEDIUM HEIGHT AREA THAT MAY BE RUN IN A LOOP THROUGH THE MOUNTAINOUS AREA OR MAY BE SWITCHED TO RUN POINT LOOP TO POINT LOOP FROM "C" TO "B" WHILE "B" OUTER AREA IS STILL RUNNING INDEPENDENT OF THE POINT LOOPS. WHILE "C" IS RUNNING POINT LOOPS ALL SWITCH SELECTION ARE AUTOMATIC AND SELF CORRECTING IF A TURNOUT IS THROWN BY MISTAKE.

SECTION "D" IS THE UPPER CENTER SECTION.

SECTION "F" IS A COG TRAM RUNNING FROM SECTION "B" TO THE EDGE OF SECTION "D".



SECTION "C":

SWITCH C; SELECTS THE ROUTING FOR POWER TO SECTION "C" AT THE TOP CONTROLLER "C" WILL POWER THE SECTION. AT THE BOTTOM SWITCH A WILL SELECT THE CONTROLLER THAT SUPPLIES POWER TO SECTION "C".

SWITCH a; CONTROLS THE SELECTION FOR POWER WHEN ENABLED BY SWITCH c. AT THE TOP CONTROLLER A IS SELECTED AT THE BOTTOM CONTROLLER B IS SELECTED.

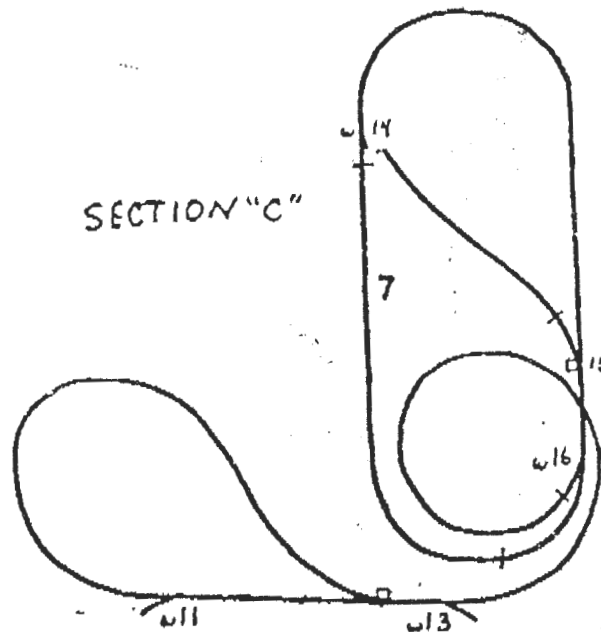
SWITCH R; REVERSES THE POWER TO THE TRACK FEED FOR THE SECTION INCLUDING THE REVERSE LOOP OF SECTION "B" DURING POINT LOOP.

SWITCH P; THE TOP OF THIS SWITCH LOCKS IN THE POINT LOOPS FROM SECTION "C" TO SECTION "B".

SWITCH w14; CONTROLS TRACK SWITCH w14 THE FRONT SWITCH ENTRY INTO THE REVERSING LOOP.

SWITCH w16; CONTROLS TRACK SWITCH w16 THE REAR SWITCH THAT DROPS DOWN TO SECTION "B".

SWITCH 7; CONTROLS TRACK POWER TO FRONT SIDING.



ELECTRICAL OPERATION:

SECTION "A":

SWITCH a; SELECTS THE ROUTING FOR POWER TO SECTION "A" AT THE TOP CONTROLLER A WILL POWER THE SECTION. AT THE BOTTOM SWITCH b WILL SELECT THE CONTROLLER THAT SUPPLIES POWER TO SECTION "A".

SWITCH b; CONTROLS THE SELECTION FOR POWER WHEN ENABLED BY SWITCH a. AT THE TOP CONTROLLER B IS SELECTED AT THE BOTTOM CONTROLLER C IS SELECTED.

SWITCH w1; CONTROLS TRACK SWITCH w1 AT THE BEGINNING OF THE PASSING SIDING.

SWITCH w2; CONTROLS TRACK SWITCH w2 FOR THE ENGINE HOUSE.

SWITCH w3; CONTROLS TRACK SWITCH w3 AT THE END OF THE PASSING SIDING.

SWITCH w4; CONTROLS TRACK SWITCH w4 FOR THE ENTRANCE TO THE YARD.

SWITCH w5; CONTROLS TRACK SWITCH w5 FOR TOP AND CENTER SPUR IN THE YARD.

SWITCH w6; CONTROLS TRACK SWITCH w6 FOR THE CENTER AND BOTTOM SPUR IN THE YARD.

SWITCH w7; CONTROLS TRACK SWITCH w7 AS THE MAIN LINE TURNOUT TO GO OVER THE MAIN BRIDGE.

SWITCH w8; CONTROLS TRACK SWITCH w8 AS THE REAR MAIN LINE TURNOUT.

SWITCH E<sub>+</sub>; ACTIVATES THE TOP YARD SPUR UNCOUPLER.

SWITCH E<sub>-</sub>; ACTIVATES THE MIDDLE AND BOTTOM YARD SPUR UNCOUPLERS.

SWITCH 1; CONTROLS TRACK POWER TO SECTION 1 OF PASSING TRACK.

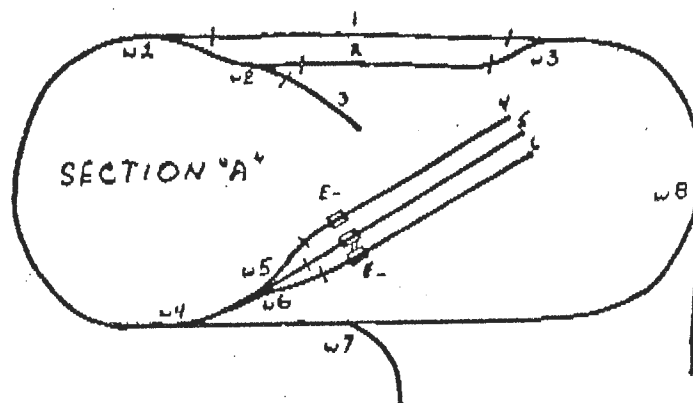
SWITCH 2; CONTROLS TRACK POWER TO SECTION 2 OF PASSING TRACK.

SWITCH 3; CONTROLS TRACK POWER TO ENGINE HOUSE.

SWITCH 4; CONTROLS TRACK POWER TO TOP OF YARD SPUR.

SWITCH 5; CONTROLS TRACK POWER TO CENTER OF YARD SPUR.

SWITCH 6; CONTROLS TRACK POWER TO BOTTOM OF YARD SPUR.





SECTION "B":

SWITCH b; SELECTS THE ROUTING FOR POWER TO SECTION "B" AT THE TOP CONTROLLER "B" WILL POWER THE SECTION. AT THE BOTTOM SWITCH a WILL SELECT THE CONTROLLER THAT SUPPLIES POWER TO SECTION "C".

SWITCH A; CONTROLS THE SELECTION FOR POWER WHEN ENABLED BY SWITCH b. AT THE TOP CONTROLLER A IS SELECTED AT THE BOTTOM CONTROLLER C IS SELECTED.

SWITCH R; REVERSES THE POWER TO THE TRACK FEED FOR THE SECTION. IT IS USED MAINLY FOR MANUAL REVERSING LOOP.

SWITCH w9; CONTROLS TRACK SWITCH w9 THE MAIN LINE SWITCH TO THE LARGE BRIDGE.

SWITCH w10; CONTROLS TRACK SWITCH w10 THE MAIN LINE SWITCH FOR THE REAR.

SWITCH w11; CONTROLS PAIR OF CROSSOVER TRACK SWITCHES w11 IN THE REVERSE LOOP SECTION.

SWITCH w13; CONTROLS PAIR OF CROSSOVER TRACK SWITCHES w13 ON THE SIDE SECTION.

SWITCH A; POWER TO LIGHTS IN SECTION "A"

SWITCH B; POWER TO LIGHTS IN SECTION "A"

SWITCH C; POWER TO LIGHTS IN SECTION "B"

