



September 2023

Calendar of Meets

Sept. 16 – Gary & Marilyn Siegel
1143 Camino Viejo
Santa Barbara, CA 93108

Oct. 7 – Sal & Deborah Mele
875 Walnut Lane
Santa Barbara, CA 93111

October 28 – Arsenault

November 18 – Siegel

December – Newlon

Well, the fair is over and the crew that put together the award winning layout/garden exhibit is now able to take a well deserved break. Lots of people were exposed to a gardening idea of which they were completely unaware and a number of fair attendees expressed a desire to build a garden railroad. Thank you Gary and crew for your hard work. There will be an after action report and awards will be handed out at the Mele's meet in October. There will also be a preview of next year's exhibit. Gotta love that enthusiasm!



Our next regular meet will be at the Siegel's home on September 16. This will be contingent on things such as further hurricanes 🤔 or earthquakes 😱

The condition of the railroad may also be a consideration but the track crew will make that call and let us know I am sure.

John Lyans

Newsletter: John Lyans
lyans@pacbell.net

Accounts/Badges:
Bruce Kuebler
pbkuebler@sbcglobal.net

Web Page: Gary Olmstead
<https://www.gcgrs.com/>

Meet Scheduling/Facebook: John & Kim Whitaker
<https://www.facebook.com/groups/145996342219253/>

Mark & Sheila Goodman's Open House 8/19/23

In the days before COVID, and when you could afford the price of gas, it was always a treat to make the trek North to Santa Maria to see Mark & Sheila's layout! Mark's old layout had multiple loops in a folded dog bone configuration with many cross over switches and sidings. His good track maintenance allowed one to run long trains at moderate speeds providing flawless running. I was eager to see someday if his new raised table layout with multiple loops was as good. So when he offered to host both the GCGRS and CCGRS societies on 8/19, I decided the trip was a must.

Too bad the traffic on the 101 going north that day was not as cooperative! Between the road construction delays and a large number of patrol cars, the drive took considerably longer, such that by the time I arrived, it was about time for lunch. This worked out to be a good thing! As CCGRS group headed for the food with their trains on the sidings, I took the opportunity to set up a Western Pacific F3 A-B loco set on the siding of the outside loop pulling WP cars, and of course pulling the odometer car along with a caboose! As I threw the turnout, we moved out onto the outer loop and headed down the long mainline. Coming up to speed, it was as smooth or smoother than his old layout! And after the trip around the loop the first time, the odometer said 196 ft for the length of the outside loop. Some quick math said that with three loops and two sidings on each end of every loop, he has well over 700 to 800 feet of track! Hmm, all that track and they are all eating lunch. That must mean I'm supposed to run on all of that track! So after a few laps on the outside, we quickly align the turnouts to move over to the center track. Again with a smooth transition, zipping by their parked trains. Then on over to the very inside track, back to the center, and then the outside loop at the other end of the layout. Time for me now to park the WP on a siding and find my sandwich!

While enjoying lunch, I was pleased to see that Richard Abrams and Don Morgan were also there from GCGRS, but they are part of CCGRS also. Later in the afternoon Sten Lindgren showed up to check out the activities of the day. But after a quick lunch, it was time to run more trains with more of the CCGRS group participating. Time to get the Santa Fe GP38-2 out and see if we can pull some long trains before the day ends! After pulling a consist of Santa Fe cars for awhile it was time to cut the WP cars into the same Santa Fe train and see if we could get into trouble pulling 13 cars. A quick switching routine had the consist ready and off we went, this time watching out for CCGRS train traffic. After getting caught behind a slow freight on the outside track, we transition over to the center track ahead of a single GP 7/9 loco. After getting past the slow freight, we move back to the outside loop without fowling the turnouts for the GP 7/9. You had to stay on your toes while walking around the layout lap after lap, but with all that exercise, it was the perfect excuse to go eat a piece of cake! Like I need an excuse to eat cake! My only regret, was that I didn't bring my BNSF SD70 MAC loco to join in the fun. Or, maybe that's the excuse to go back again!! Oh by the way, that odometer car racked over 5600 ft that day! No wonder that cake tasted so good!

If you didn't make the meet, you missed a GREAT opportunity to run a multitude of trains. Mark has built a fine layout with GREAT trackwork that is equal or even better than his last one. And as we all get older, you might want to check out how he built this raised table for fine performance and durability.

Randy Bryie

Ed. note: What a great railroad! Long tangents, wide curves and elevated to a great height for viewing and access. Great work Mark. Thank you.





John Ryan Part 10 (I hope to bum a ride behind this engine some day)!

Building a 7 1/2 inch Gauge Locomotive

Part 10

Nose Job

Installing the nose lights

By John Ryan

You might remember, Part 9 we gave the cab a removable roof with a little space for speakers and a little storage.

In this edition, we'll prep our loco for a nose job. Eventually, we'll be installing the emergency and main headlights in the Espea style.

It's no secret that I'm an SP fan. The obvious reason is that it was the only railroad in town but there's a little more to it than just being my hometown railroad.

The SP always seemed to have a distinctive look to its locomotives. Whether it was the Cab Forwards, GS series, Tunnel Motors or the Krauss Maffei locomotives. Even under new ownership, you could often tell if a locomotive had been part of the SP livery.

When the modern day diesel electric's started to hit the rails, locomotives took on a pretty generic look. The SP however, often found ways to give their loco's a distinctive look.

Typically they did this with their light configurations. One early version used a very large light housing attached to the top of the long and short hood of their passenger GP9's. They called these light housings, Ash Can or Beer Barrel lights. The more recent and commonly known version was the SP 5 light package.

The 5 light pkg. consisted of a Pyle Gyro light (kind of an early version of ditch lights), main headlights and a distinctive emergency light. They would be mounted in various arrangements depending on the loco.

The lights were always something that attracted me to SP locomotives. To me, it gave SP loco's kind of a menacing, all business look.

Here's how the light package looks on this GP38-2 prototype

(c) Tom Nelson, 1983, New Springs, CA



And this is the set of lights that I'll be replicating. As you can see, the lights are inset into the nose. That means I'll have to cut into the nose for this light installation. OH NO!!!!

Notice the bracket that wraps around the emergency light. I'll discuss this later.

(c) Tom Nelson, 1998, Santa Clara, CA



If you remember from Part 7, I installed the gyro lights on the Brow



In order to install the nose lights, I'll have to deface this pristine nose



Here are the basic pieces that I have to start with. The headlight mounting plate (bottom). The mount was made with 2 pieces of scrap 1/8" plywood bonded together. The 4 diagonal holes are for the mounting lugs on the backside of the headlight bezel. The bezel will be attached using self-tapping screws.

Next is the headlight bezel. Above the bezel is a temporary cardboard mockup I made. Top, is the emergency light housing.



With the mockup, I'm able to move the assembly around to get a better idea of how to install it.



If you remember my earlier article when I was building the nose, I mentioned a piece I had cut that was an exact fit for the interior of the nose. This piece became quite helpful in creating the light attachment assembly. Most of the angle measurements could be attained from it.



I assembled some scrap pieces of $\frac{1}{4}$ " and $\frac{1}{8}$ " ply to make up an attachment assembly for the lights. It's kind of a light tray or shelf. It not only is where the lights are attached, but it also serves to provide structural support for the upper portion of the nose.

The two long, arrow shaped pieces will form the base of the assembly and also is what will put strength back into the nose. I made 2 but only needed one. I wanted to have a spare in case I made a mistake or one fit better than the other. They are larger than they need to be and will be cut to size once I figure out what is needed.

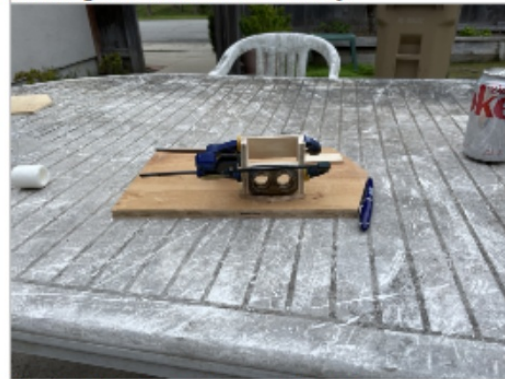
The other long piece, I made an angled cut along its long edge to match the angle of the nose. After cutting it into smaller pieces, they will become the vertical supports. The rest is scrap to be used where needed.



And here are all the pieces cut down to size. Notice I've also trimmed up the mount for the headlight bezel.



Now that the pieces are cut to their approximate size, I temporarily clamped them together to get an idea of how it all fits together and trim where necessary.



The first of the 2 vertical supports installed



I was about to install the 2nd support when I had an (OHNO!) moment.

All my plans were based on the headlight base mounting flush with the frame or bracket I was making. It suddenly dawned on me that the headlight would need to extend about a $\frac{1}{3}$ " beyond the frame to be flush with nose. So I had to rethink how I was going to mount the headlight. Luckily I caught my mistake before it was too late. It didn't take long to come up with a solution.



This was my solution. I made a box and attached the light mount to it. This allowed me to slide it into the eventual opening and flush with the nose, kind of like a cassette. It also helped me with the spacing for the vertical supports as shown here.

I wish I had a better picture of the cassette, but you get the idea.

Since the lights are mounted in a stair step fashion, the box structure also provides a base for the emergency light.



Now that I've secured the second support, I can install the base/nose support.



Before I secure this piece, I'll move it up against the nose and mark where it needs to be trimmed.



We'll stop here. There's a lot more to be done on the light installation.

Stay tuned for Part 11.

We'll be performing a little surgery.

Westside Lumber Co. Critter and Gondola

FROM THE
SHOP OF
WALT
THOMPSON

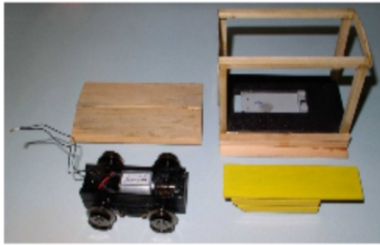


Westside Lumber Co. Proto type

The inspiration for this model came when perusing through the Westside Lumber Company's website. They would use these motor cars to transport their people into town or out to make repairs wherever they were needed. Our little car here comes somewhat close to the prototype.

Mounted on a USA Trains speeder chassis, the main body was all scratch built from styrene sheet and basswood with brass stripes used for the running board supports. The windshield panel, head light (that does work) and the 2 workers are from the USA Trains Speeder. The grill was part of a child's sand bucket strainer and the car has Hartford products link/pin coupler on the front and a simple wire link hook up on the rear that links to the gondola.

The driver is a Bachmann Engineer and the third passenger is a fireman in from Canada? Not seen under the center bench area is a Model A Ford motor assembly from a Hubley 1:24 scale die cast model. The bell, siren, fire extinguisher and ladders were removed from a 1:24 scale fire truck.



Break down of basic parts



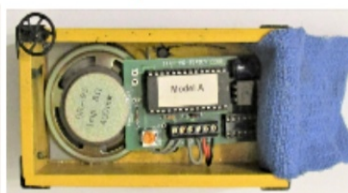
Our Critter takes a run through the roses in Bakersfield

The gondola was scratch built from basswood and is powered by a K-LINE speeder chassis. This car was mainly built to house the speaker and ITTC Products digital sound card for the sounds of the Model A Ford motor and Ahooga horn. Covering the speaker and sound board is a hodgepodge of extraneous Model A Ford parts from the Hubley kit. The gondola has a brake wheel assembly from Ozark Miniatures and uses a simple wire link coupler that hooks up with the Critter.

K-LINE motor block



inside with speaker & sound board





Here is an interesting modeling idea if you like to model German railroad prototypes. All along the Rhine River I saw what looked to be small castles or churches. Then I saw a train headed right for the castle and it disappeared into what turned out to be a tunnel portal. Some speculated that these were built during World War 2 to fool allied bombers. But no, it turns out that these were just built to blend in with all of the Medieval castles and churches in the area. Very cool.

