



December 28, 2023 – Ventura Pier



January 2024

## Calendar of Meets

January 20 – Fairplex in Pomona  
1101 W. McKinley Ave.  
Pomona, CA Gate 1  
11:00 am

Feb. – (open)

March 16 – Siegel

April 6 – Stolley

May 11 – Morgan

May 18 – Raymond

July 6 – Mele

July 20 – Siegel

Aug. 1 – 11 Ventura County Fair

Sept. 21 – Siegel

Oct. 26 – Arseneault

Nov. 16 – Siegel

Dec. 14 – Arseneault

Saturday, December 23 was a busy day in GCGRS land. We had train activities from mid-morning until the sun was setting in the west. We were blessed with great weather as the day started out at the Arseneault's home. Folks arrived early to set up long trains and soon the tracks were busier than the LA to San Diego metroliner system. Then we moved indoors to imbibe in our traditional holiday feast of ham, potatoes, veggies, salads and deserts. More train running and then it was time for the now infamous "gift exchange!" Some were happy and some only pretended to be happy as they opened up their gift. Alas, some who were initially happy soon had to pretend to be happy as their treasure was stolen. But never fear, those who lost their gift were able to pick a new gift from the pile on the pool table. After Georges stole my tool set, (that I had stolen earlier), I ended up with a cool G scale refrigerator car and Amie was thrilled with her clear, plastic apron with a shiny red lobster and a twenty dollar bill tucked in the pocket! All-in-all, great fun and lots of laughs! Big thanks go to Sylvia Eldridge and Nancy Bryie for organizing the party, to Georges and Marie Arseneault for hosting the festivities at their house and to everyone who participated by bringing food and attending.



Newsletter: John Lyans  
[lyans@pacbell.net](mailto:lyans@pacbell.net)

Accounts/Badges:  
Bruce Kuebler  
[pbkuebler@sbcglobal.net](mailto:pbkuebler@sbcglobal.net)

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

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

As if all of that wasn't enough, as the afternoon progressed a contingent of GCGRS folks headed north into the Santa Rosa Valley to a place that gives Disneyland a run for it's money. That's right, the fun just keeps on coming! As the sun got low in the west and the shadows lengthened we soon arrived at the home of Mike and Lorraine Newlon. Meet coordinator John Whitaker made it a point to greet each and every one who arrived or departed from this magical place. John was also guarding the refreshment table or maybe he was just sampling all of the goodies, we may never know. As we descended to the lower yard and the railroad station you could hear the lonesome whistle and smell the steam. And then, suddenly, the train crossed the path in front of us and there was GCGRS live steam enthusiast Tim Knapton at the throttle expertly driving the train, pulling a fully loaded contingent of passenger cars heading for the depot. We were able to board the train before it left the station heading for the tunnel under the mountain. The train navigated the tunnel, headed back to the west end of the property before it looped back to the tunnel going the opposite direction before returning to the station. What a great little railroad in a beautiful setting on a cool winter evening. Everyone was having a great time visiting and riding the train. A great big thank you to Mike and Lorraine for sharing their property and train with the GCGRS!

*John Lyans*



December Pictures



















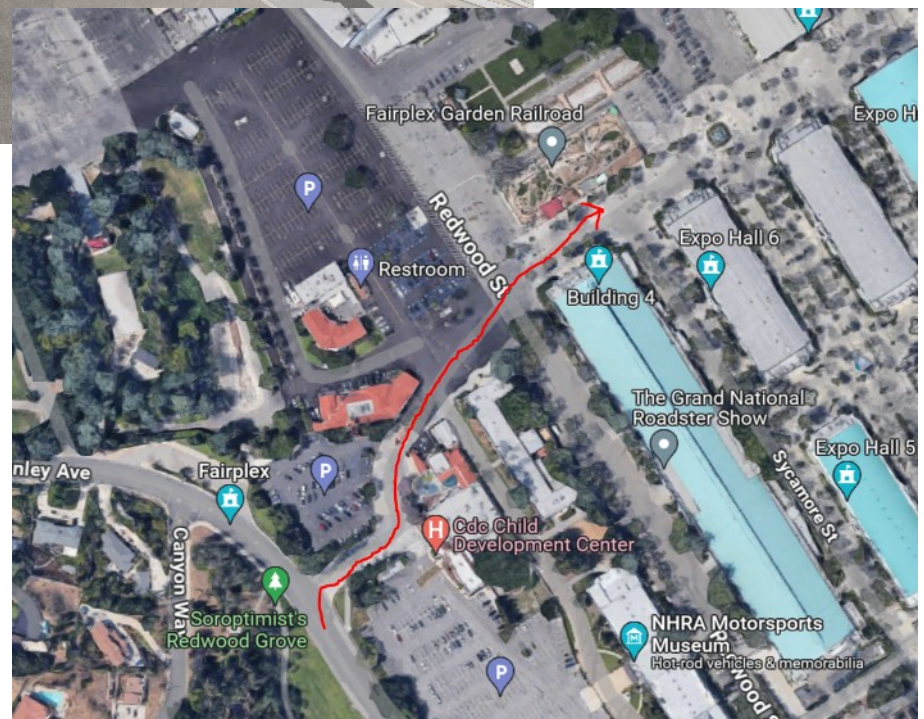
## January Meet

January 20, 2024 from 11:00 am to 3:00 pm  
Garden Railway exhibit at Fairplex Pomona, California  
1101 W. McKinley Ave.  
Pomona, CA  
Enter at Gate 1

Fairplex member Rick Bremer will host the GCGRS. If there is no event going on at the fairgrounds we should be able to drive right to the layout. If there is an event or if security won't let you drive in to the layout, call Rick at (714)746-4316 and he will pick you up and with a shuttle.

This is a large railroad, about the size of a football field and you should be able to run any size or length of train that you would like. John Whitaker has been in contact with Rick and he says that Rick needs to know what type of train you would like to run. Email John at [goldcoastgardenrailwayca@gmail.com](mailto:goldcoastgardenrailwayca@gmail.com) by Jan. 17 and he will let Rick know so that you can get on the schedule.

You should bring your own lunch and I hear that Rick will have some bottled water available.





# GRITFY's 1934 FORD RAIL TRUCKS

FROM THE  
SHOP OF  
**WALT**  
**THOMPSON**

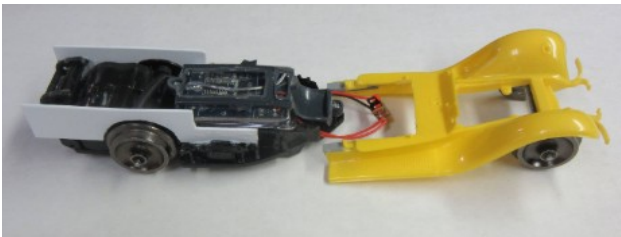


This project first started out years ago to be a 1:25 scale battery powered rail truck to simulate the 1934 Ford pickup truck I proudly once owned using a Lindberg 1:25 scale model kit. The motor drive I used was from a 1:25 scale slot car. The idea here was an effort to recap some memories of my cool little pickup truck and to possibly help get rid of some of those *extraneous things* that have been gathering dust in the shop. It looked nice and ran OK but the speed was uncontrollable. Since it had the standard pickup bed, i called it my Gondola fast truck. Later i came across yet another Lindberg 1934 Ford truck model that I had and also a 1934 truck "Flintstone" extra cab (just cab alone). At this point i decided to build another battery powered truck. This one I figured could partner up to the 1934 Ford Gondola truck but would be different in that this one would be a stake bed truck and most importantly it would have to be R/C controlled. I also thought this one having a stake bed would better replicate something a railroad like the GRITFY would have used back in the day.

Phase one into this project was the motive power itself. I purchased a 1:25 scale FASTLANE R/C racecar model stripping it down to the basic chassis assembly which included the motor/gears, battery box and circuit board. This took a considerable amount of alteration for track clearance and also narrowed substantially for the train wheels. The model operates using the 4.5 volt R/C car system. For the wheels I used the same kind that I did for the Gondola Pickup. For the front i made an axle from 1/8" dia. Steel rod, threading both ends. I ran it through a piece of plastic tubing, glued the tube in place under the trucks front cross member then adapted a pair of the metal 'G' scale train wheels and threaded them onto the axle using a special nylon bushing to insulate. Like i did with the gondola pickup and just for appearance sake, the Fords front axle from the Lindberg model was trimmed, painted, and glued in place. Adapting the rear wheels turned out to be a little different situation. After the FASTLANE wheels were removed, the axles had to be shortened. More special nylon bushings were fabricated on the lathe to adapt another pair of the metal 'G' scale train wheels. Walla!

Next, I created a sub-frame to support the stake bed and attached it to the motor assembly using styrene sheeting then added some angle material. Additional fabricating was required to link it up with the front portion of the Lindberg model's chassis which included the running boards, front fenders, engine compartment, radiator and bumper. The chassis assembly then had to be stretched about 1/2 inch to accommodate the length of the special extra cab. Considerable trimming had to be done in various parts of the FASTLANE R/C assembly to allow for the required clearance. Also areas of the bed, cab and seat frame had to be trimmed to clear the circuit board.

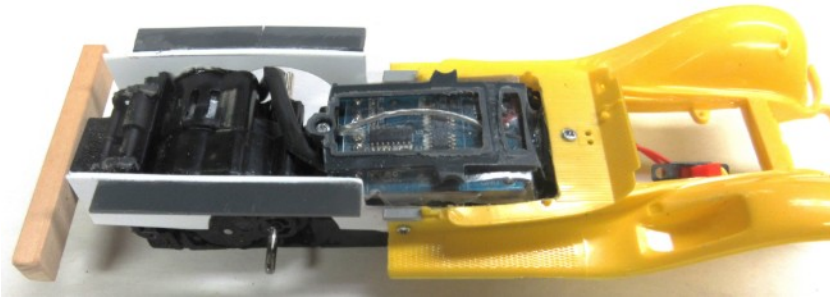
## ~~ HOW IT LOOKED WHILE GETTING IT DONE ~~



Basic chassis sub-assemblies



parts after cutting, grinding and fitting



Finished chassis with flatbed sub frame & angle support



Cab as found on eBay

The models Flathead V8 engine block was modified to facilitate the trucks battery on/off power switch. Final assembly was mostly done using CA cement.



Preliminary run to check alignment & clearance



engine compartment



Rear end view

Paint and more paint. Color scheme was kept to closely replicate my original 1934 Ford pickup truck with the Cab, hood, horn, Ford front axle & fan – all red) (front fenders, running boards, bed area, radiator shell and chassis – all black) (stake bed sides & seat - brownish).

Minor finishing touches that were added was a rear bumper made with bass wood, air horns from the Lindberg truck model, the trucks headlights & horn. The tail lights were made from parts of I'm not sure what they were from the Lindberg model and painted red? The designated driver is 'Hector' over from the shop. The truck runs along pretty nicely but does it ever go through batteries.



STARTING WITH THIS



PLUS THIS



AND THIS



AND WE FINISHED WITH THIS

**So there it is – The Gritfy's fleet of 1934 Ford battery powered trucks  
Definitely all fun stuff!**

***Pretty neat back story. I just got this from Walt.***

Funny story behind the 1934 pickup truck i had back when. All stock little 85 hp V8 engine and it was my daily driver. I had a friend that was a music editor at Warner Bros. and some times he would borrow my truck to go to the lumber yard or whatever and he would also take it to work to the WB lot. One day Andy Griffith approached him and asked if he could buy the truck because it was like one he had back where he was raised. My friend said no because it wasn't his truck to begin with and he knew i didn't want to sell it.

Time went by and every now and then Andy would ask my friend about buying the truck and the answer was always no. Well, later on i had a golden opportunity to purchase a 1948 Ford Woody wagon that was a real nice car and had some real interesting history so my friend told Andy the truck was for sale. Needless to say we came to an agreement on price and he purchased it. He then proceeded to have it totally restored. That truck came out looking so beautiful i'd really like to have it today! When it was mine, i had it painted red with black fenders. He did it in a 2 tone green with the black fenders. Absolutely beautiful!!

Memories, YES! We have so many and that truck really brings back quite a few with several of my friends. Especially the ones who used it back then. Everyone has their own story to tell about it.

YES, life was good back then. OK, and it is still good today. I think mostly because of hobbies like our Garden railroading has really made it so. Sharing time and ideas together with a bunch of great people has helped make life good! At least it worked for me and so far, life goes on! Take care and thank you very much for all you do for the GCGRS! It is all truly appreciated!

God bless,  
Walt



Hey Walt, just for fun I "Googled" Andy Griffith and his 1934 Ford pickup truck and I found this. Is this your truck?

I got this cool HO scale McCarville Studios kit for Christmas and pretty much finished building it and weathering it yesterday. I still need to put on the chimney. Now I can't help but think about building a large scale version of this. My wife says, "After you finish re-modeling the bathroom."

JOHN LYANS







"Mr. Steinfort, I get that you are uncomfortable, but there is a six-year-old boy there with a gum wrapper stuck up his nose and he was here first!"



All of the other reindeer used to laugh and call him names.

