



Remembering Mallory Hope Ferrell



February 2024

Here's what's going on this month.

1. This Saturday there will be a meet at Fairplex in Pomona, the Los Angeles County Fairgrounds. Please see the following pages for details from Rick Bremer, the coordinator for the Fairplex Garden Railroad volunteers.

2. Byron McCracken has arranged for our group to have an exhibit at the Great Train Show at the Ventura County Fairgrounds on Saturday and Sunday, February 17 and 18, (10:00 to 4:00 each day). Byron will be setting up six tables and he is looking for volunteers to spend some time being at the exhibit to answer questions. Gary Olmstead will be setting up a point to point track and Gary Raymond will be there to exhibit some of his beautiful 1:32 models. Byron is looking for someone to help with a sign for the exhibit. Contact Byron to let him know if and when you can help, (805)290-2413.

3. Lamont Stolley will be conducting a workshop on trestle building at his home on February 24, Saturday, 11:00 am. 292 Odebolt, Thousand Oaks, CA 91360, (805)341-8019. This is a great opportunity to learn how or to glean further knowledge about redwood trestle building. The trestles being built are slated to be installed on Don Morgan's layout in Santa Ynez on May 18. (Lamont knows how to do it)!

4. Siegel railroad work. Nick Conti needs to be involved in other endeavors and will no longer be able to be in charge of the Siegel railroad maintenance. If you live in the Santa Barbara area and are able to help with this please give Nick a call at (805) 570-5967 or Gary at (805)969-7687. The alternative would be to turn the March 16 meet at the Siegels into a work meet.

5. Lamont Stolley will need a little help on March 30 in preparation for his meet on April 6. Lamont will have just completed knee surgery and will need a bit of help getting down to track level. Contact Lamont at (805)341-8019.

Mantener la fe,
John Lyans

Calendar of Meets

February 10 – Fairplex in Pomona
1101 W. McKinley Ave.
Pomona, CA Gate 1
Host – Rick Bremer
11:00 am

March 16 – Siegel - (Maybe)?

April 6 – Stolley

April 28 – Paul Bell in Tarzana

May 18 – Morgan

May 4 – Raymond

June 1 – Bussing

July 6 – Mele

July 20 – Siegel - (Maybe)?

Aug. 1 – 11 Ventura County Fair

Sept. 21 – Siegel - (Maybe)?

Oct. 26 – Arseneault

Nov. 16 – Siegel - (Maybe)?

Dec. 14 – Arseneault

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/>

WELCOME GOLD COAST GARDEN RAILROAD SOCIETY



To get to the Garden Railroad:
The address is 1101 W. McKinley Ave. Pomona 91768

Enter at Gate 1, off McKinley Ave.

Drive in and make a left turn then park in the lot to your left.

If you want to walk in, go to the guard shack and they will direct you to the Garden Railroad.

If you need a ride in or need transportation for your trains, call Rick at 714-746-4316 and look for an 8 person cart with a green hood.

Print and cut out the attached Visitor's pass to show to Security.



FAIRPLEX



VISITOR PASS TO GARDEN RAILROAD February 10, 2024 ONLY

Rick Bremer, Coordinator

Hi John,

Thanks for the call. Attached are directions to Fairplex and the address. I have also made a visitor's pass that will get you in the gate for those who choose to walk in. Just print it and trim it.

Let me know if you have questions.

Rick Bremer, Coordinator
Fairplex Garden Railroad Volunteers
fgrr.org

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.

You may bring your own lunch. Rick said that they will have snacks and drinks for us to enjoy.

The GRITFY's Privé car

With all that extra time during the pandemic and being advised not to mingle out in public, I was *trying* to stay on track and keep out of trouble. I got on line to one of those railroadania web sites reviewing some pictures of projects other individuals had created when I came across a picture of a little outhouse

The roof is a fabricated wood assembly that is covered with some corrugated aluminum sheeting material that was hand rolled from a soda can. Knowing how facilities like this can get on a hot day, I thought it was necessary to add the vent pipe. The building has been painted a Chocolate Brown inside and out with a clear spray added on the outside to protect it from the weather.



Here we have some of the GRITFY's track crew at work nearby with what possibly looks like the job Foreman from POLA sitting inside. He's probably in there finishing up on some paper work? Meanwhile 'ole Slim is on the deck telling that one fella there to get off his phone and back to work. They apparently used the GRITFY's Volkswagen crew cab truck that was featured in the GCGRS Newsletter for February 2022 to transport that Privé car over to where they've been working,

As a final note: I was asked, what scale is this car? Actually, scale was not a factor while this car was being constructed. The main idea was that it would be appreciated no matter what scale it was whenever it can be made available on a work site.....Do I hear an AMEN to that?

FROM THE
SHOP OF
WALT
THOMPSON



THE VENTURA COUNTY RAILWAY NO. 2 STORY

Ventura County Railway no. 2 is a classic American steam locomotive. Built in May of 1922, the locomotive spent its early working life hauling timber and lumber in Washington state. In 1943, the locomotive came to California, where it moved freight, supplies for World War II, and agricultural goods on the Ventura County Railway. The locomotive is now preserved and regularly operated at the Southern California Railway Museum, where it is maintained and operated by an all-volunteer crew. In all of Southern California, with a population of 24 million residents, Ventura County Railway no. 2 is the only full-size steam locomotive preserved and operated in an educational setting. The Southern California Railway Museum and its steam crew are proud to provide the public the opportunity to see, hear, and touch a real steam locomotive in operation.



Thank you Walt Thompson for this bit of Ventura County history.



Lt. Colonel Mal Ferrell, USAF (Retired), passed peacefully into the presence of his Savior on Christmas evening, 2023, in Peachtree City, Georgia. He was 88. His devoted wife, Gloria, kept vigil at his bedside for weeks before his passing.

During his long and productive life, Mal was many things — a decorated Air Force fighter pilot who flew more than 100 missions over North Vietnam in his F-105D Thunderchief, the author of 21 books on narrow-gauge trains, a pilot for Western and Delta airlines, and a photographer whose work graced the pages of LIFE magazine.



Mal Ferrell

But to those who knew him — his family and friends — he was among the best of men: a loving husband to Gloria; a devoted father to Susan, Mallory 3rd, Kimberly and Eric; a doting grandfather to his grandchildren, and a wonderful brother to Joan. He said his greatest achievements in his life were his children.

Mallory Hope Ferrell, Jr. was born to Laura Evelyn Bunn Ferrell and Mallory Hope Ferrell, Sr. in Portsmouth, Virginia, on November 23, 1935. His mother cared for the family as a loving homemaker, and his father worked as an underwater welder at the Norfolk Shipyard during World War II.

The war shaped young Mallory’s childhood. He remembered watching planes attack German U-Boats off the coast of Virginia. He and his playmates salvaged material from a military equipment dump, flying imaginary missions in their fighter aircraft created from the canopy of an F4U Corsair pulled from the junk pile.

Aviators were his heroes: Claire Chennault and his “Flying Tiger” P-40 Warhawk pilots who fought as volunteers defending China against Japanese invaders prior to America entering the war; Jimmy Doolittle and his B-24 Liberator pilots who launched their land-based bombers from an aircraft carrier to execute the first U.S. bombing of Tokyo; Chuck Yeager, who broke the sound barrier in his Bell XS-1. In the ’50s, Mal would sweep up at the local airport in exchange for airplane rides. He earned his pilot’s license at 15, before he earned his driver’s license. Years later he would teach his 15-year-old son, Eric, to fly in a Cessna 152 rented from the local airport. Mal said that all pilots carried two bags which prevent crashing — a bag of luck and a bag of experience. He said that the luck bag grows smaller over time while the experience bag grows larger. In filling his bag of experience, Mal would draw heavily from his bag of luck.

As a young flier, Mal took his baby daughter, Susan, up for a ride in a light aircraft. He noticed that she had closed her eyes and gone quiet. His new daddy instincts went into overdrive. Fearing that she suffered hypoxia or otherwise lost consciousness, he declared an emergency and cut a couple of other planes out of the traffic pattern to set down and attend to his little girl. As soon as the plane’s wheels touched the runway, baby Susan woke up from her peaceful nap, to Dad’s relief.

To support his new wife and their baby daughter — and to help pay for college — Mal put to work his experience from high school writing and shooting photos for his local newspaper, The Virginian-Pilot. He found freelance work for the Blackstar photo agency and Life Magazine.

Assignments took him to Cuba where he covered dictator Fulgencio Batista's execution of revolutionaries. Hiding rolls of film kept authorities from confiscating them, but Mal still did a short stint in a Cuban jail. A journalist colleague working for the Associated Press convinced his captors it was not in their best interest to continue detaining the young photojournalist.

Mal's writing career began years earlier in junior high school. Fulfilling a class assignment, he wrote a short story of which he was particularly proud. The teacher gave the story a "C." Not lacking in confidence, the student writer requested that his teacher please submit the story to a state-wide writing contest. The teacher declined.

The junior high kid retyped his story — so there was no "C" visible on it — and submitted the story to the contest independently. He won first place. The teacher who had rated the story as merely average also won a prize in that contest, although it would have to be delivered years later. She won a complimentary, autographed copy of Mal's first book.

Young Mal joined the Air Force through ROTC at the University of Miami and completed flight training in 1959. He flew missions during the Cuban Missile Crisis and in Vietnam. He and another pilot briefly held an altitude record. They established the record in an F-106 Delta Dart while testing to see how high Soviet radars in Cuba could track aircraft.

During those suspenseful days in October of 1962 when the United States and the Soviet Union waited to see who would blink first in a stalemate over Soviet missiles in Cuba, the young fighter pilot was part of a flight sent to sink a Soviet ship.

En route to their objective, headquarters radioed the flight leader to discontinue the mission and return to base. As headquarters failed to give the proper authentication code to confirm the recall order, the flight leader radioed that he and his pilots were continuing the mission as originally tasked. A general seized the mic from the airman at the radio and, citing his authority, ordered the flight to return.

"I don't care who you are, general," the flight leader responded. "Unless you come up with the proper authentication code, we're going to sink that Russian ship as ordered." Fortunately, the airman working the code book quickly got on the correct page — literally — and referenced the correct recall code sequence.

Within a year of the Cuban Missile Crisis, Mal would begin the first of three combat tours in Vietnam. There he would fly a sampling of aircraft including the: C-123 Provider, A-1 Skyraider (Spad), F-5 Tiger, F-100 Super Sabre, and F-105D Thunderchief.

While fiercely proud of his military career as a fighter pilot, Mal told his family that his most meaningful mission was flying a C-123 cargo aircraft to rescue Marines in the A Shau Valley of Vietnam.

In describing his time in combat, Mal borrowed a quote from the World War II saga "Band of Brothers": "I was not a hero. But I served in a company of heroes." He offered, for example, the time that his F-105D aircraft was badly shot up and leaking fuel. It was the hero crew of a KC-135 Stratotanker that bravely nursed his aircraft home across the contested skies of North Vietnam. They faced danger from enemy MiG-17 and MiG-21 fighter aircraft, anti-aircraft fire, and flames from Mal's F-105D. Jet fuel and fire do not a good combination make.

Mal's decorations from service in Vietnam include: The Distinguished Flying Cross, five Air Medals, the Bronze and Silver Stars. He flew more than 100 missions over North Vietnam in his F-105D, going "downtown" taking the fight to the heart of the enemy over Hanoi.

Following Vietnam, Mal continued flying with Virginia and Colorado Air National Guard units. To earn a living, he went to work — ever so briefly — for his father and uncle in the family business, Ferrell Linoleum and Tile.

He described shuffling along on his hands and knees measuring the bathroom of a vacant house for new flooring. Catching sight through the window of an airliner sailing through the blue sky, he instantly decided on his next career move. Within a few months he landed work for Western Airlines as a flight engineer on the Boeing 707.

He would retire three decades later with Delta Airlines as an international captain on the Boeing 767. Along the way he flew his beloved Boeing 737, a plane he said was so rugged and durable that it could climb trees, and the Boeing 727, the first equipment on which he sat in the left seat, flying as captain.

His wife, Gloria, supported his career, moving four times around the country for him to move up in equipment. Outdoor hockey tournaments in the subzero temperatures of Minnesota were not an easy adjustment for a Georgia girl, but the Minnesota move permitted Mal to fly as a captain with the airline for the first time.

Friends and family recall throughout Mal's life that he loved old railroad lines. Mal wrote hundreds of magazines articles and 21 books on the topic of old steam-engine rail lines. He also scored wins in modeling contests displaying engines and rail cars which he built from scratch, frequently making his own parts.

At every phase of life from his teen years on, and wherever he lived, he would research the steam-engine lines. Whether on a layover with the airlines or vacationing with family, he would take the opportunity to find railroad artifacts, collect old photos, or shoot his own. He specialized in black-and-white photography, developing his own pictures in his home darkroom.

Mal's two oldest children recall their father listening to an LP recording of trains. Their dad could identify the type of engine on a rail line based on its whistle and the sound of its boiler chugging al

Mal's book, Silver San Juan, is one of the books that re-kindled my interest in narrow gauge railroads. I spent hours pouring over those pages and felt the narrow gauge fever grow in an age when most of our knowledge came from books and we couldn't find pictures and articles online. Thank you and RIP Mallory Hope Ferrell. John Lyans

