

## Calendar

- May 7 Don & Linda Morgan  
1905 View Dr  
Santa Ynez, CA 93460  
805-688-1974
- May 14 Gary & Cathy Raymond  
2406 Sirius St.  
Thousand Oaks, CA 91360  
805-492-5858  
1/32 scale
- Jun 4 Mark & Sheila Goodman  
**(Cancelled)**
- Jun 25 Richard & JoAnn Abraham
- Jul 16 Gary & Marilyn Siegel  
Jul 23 Ventura Fair display build.  
Jul 30 Ventura Fair display build.
- Aug 3 -14 Ventura County Fair.  
Aug 27 Sal & Deborah Mele
- Sep 17 Gary & Marilyn Siegel
- Oct 1 Ed Morse  
Santa Maria
- Oct 29 Georges & Marie  
Arseneault
- Nov 5 Gary and Jane Olmstead  
Nov 19 Gary & Marilyn Siegel
- Dec Open



MAY 2022

## May Meets

May 7, 11:00 am. Don & Linda Morgan in Santa Ynez on Saturday May 7th. Their address is 1905 View Drive and is located off Baseline Ave, east of Hwy 154. Don has a large track powered loop around his lake near the house and an extensive battery powered loop towards the rear of his property. Link: <https://www.youtube.com/watch?v=1IM7NHllPrk>  
Don also has a great collection of railroad lanterns, marker lights and switch lanterns. Bring a dessert and your own lunch.

May 14, 11:00 am. Gary and Cathy Raymond, 2406 Sirius St. Thousand Oaks. Gary's railroad elevated at eye level in a large loop around his wooded back yard. The railroad is 1:32 scale and is battery powered. The emphasis is on accurate and correct scale/gauge modeling. Bring your own lunch. Gary and Cathy will provide desserts and drinks.

Hello John,

Please put out notifications to all members that my June meet will be canceled. Thank you, Mark Goodman  
(Mark will re-schedule for next year).

John Whitaker is looking for someone to host the December Christmas party/meet. A few folks would like to have the gift exchange party again like we've done in the past. If you would like, (or be willing), to host the Christmas meet, please email John at: [whitdevelop@sbcglobal.net](mailto:whitdevelop@sbcglobal.net) or call him at: 661-903-0990.

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/>

# Lamont Stolley Meet











## Support for Ukraine

Larry Lowenberg made and distributed these pins in support of Ukrainian humanitarian relief and passed them out at Lamont's meet in April. Gold Coast members contributed money and Larry matched those funds and made a \$70. contribution to **Direct Relief** in the name of GCGRS. Thank you Larry. Those of us in attendance made a unanimous decision to add an additional \$100 donation from club funds and Bruce was able to do that through PayPal.

OK. But this begs the question of how we should handle club funds in the future. Due to our very informal organization we really have no way to decide how to disperse funds. I think there is a general consensus that we use funds to help pay for a Christmas party and for expenses for building the County Fair layout. But that can compound the "problem" when we win prize money from the fair! Historically we used the funds for printing and mailing costs but we no longer have those expenses. We currently have just about \$2000 in the account. Any ideas or worthy, hopefully garden railroad related causes that we can support?



Gold Coast Garden Railway Society

Dear Friends,

Thank you for being part of Direct Relief. On behalf of all of the people we collectively serve, I want to extend my deep gratitude to Gold Coast Garden Railway Society for your generous support. Your involvement and participation in Direct Relief improves the health and lives of people living in the most vulnerable situations. Thanks to you, and others like you, together we can ensure that critically needed medicines and resources are being delivered to the right people, in the right places, with the right partners.

Per your request, this contribution has been designated to support:

Ukraine Crisis

Gift Date: April 12, 2022

Gift Amount: \$70.00

Please contact me at (805) 879-4934 or [hbennett@directrelief.org](mailto:hbennett@directrelief.org) if you have any questions or would like any additional information about Direct Relief.

With gratitude,

Heather Bennett

Director, Partnerships & Philanthropy



Thank you for your generous contribution of \$100.00 to Direct Relief. Your support will improve the health and lives of people affected by poverty or emergency situations, enabling Direct Relief to provide essential medical resources needed for their care.

If you have made a specification as to where your donation should be directed, that information can be found below. On behalf of all the people helped through Direct Relief's work, thank you.

Sincerely,  
Direct Relief  
6100 Wallace Becknell Road  
Santa Barbara, California 93117 USA  
(805) 964-4767

Designations:

1. Ukraine Crisis \$100.00

Donation Designation: 1. Ukraine Crisis

## Does Anybody Want This Layout?

Hi, do you know anyone that might want this train table? I took the mountain off but the table is still good with a little bit of work. It would be free to anyone that wants to pick it up.

Tim Knapton  
805-659-4235



## Bruce Kubler's Project

This is pretty cool! Bruce has added a small section of dual gauge track to his layout. The Uintah stock car on the left is a 1:20.3, 30' narrow gauge car on the 45mm portion of the track. The boxcar on the right is a David Queener, 1:20.3, 36' standard gauge car on 70.64 mm gauge track. 1:20.3 has been designated by the NMRA as "F scale." I run 1:20.3 scale Accucraft, Bachmann and home built narrow gauge models on my layout but that really pushes my space to run that large equipment. You surely need some real estate to run 1:20.3 standard gauge. Nice project Bruce!



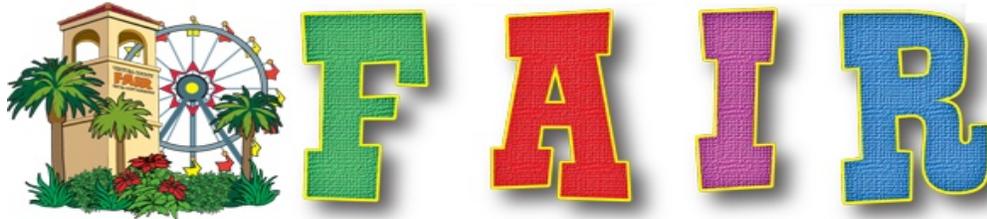
1:20.3, F scale, Standard and Narrow Gauge



Companies that support 1:20.3, F scale, standard gauge are:  
Check out these links:

- [Cumberland Model Engineering](#)
- [Iron Creek Shops](#)
- [Missouri Locomotive Company](#)

# VENTURA COUNTY



## GCGRS at the Fair 2022

*Are Things Getting Back To Normal?*

I've been getting a lot of questions at recent meets about the 2022 Ventura County Fair. It is definitely on, and will run from Wednesday, August 3 to Sunday, August 14. Our build season will start on Saturday, July 16 (or possibly Monday the 18th). We need to be done by Saturday, July 31.

This year, the layout will be in a larger space where we can have wider curves so that any of our members can bring anything and run it with no problems. There will be several separate tracks with one train at a time on each track. At least two of the tracks will be concentric loops near the outside edge, with trains running in opposite directions so a train goes by twice as often. The leftover space can have some point to point lines or a small figure 8. Most of the track will be battery powered only. There may be a track powered loop for those of us who haven't quite gotten around to batteries.

In addition to building it, we'll need a lot of help running it. We need at least two people at all times while the Fair is open. Last time, nearly half of our members turned out to run the layout, and it was a lot of fun. A lot of people told us how happy they were to see trains running again.

What else would you like to see or have or do to help? What about drought tolerant landscaping? What about real water? What about a town, with a point to point trolley line or two? What about a Christmas diorama with a tree and a two foot radius loop around it and fake snow? Do you have any structures you could loan? What about a small loop that kids could run? What about a switching puzzle?

Replies invited!!

Gary Olmstead

We're starting to pick up speed. The Fair has released the entry guide for Floriculture. As far as I can tell, the only difference from last time is that "2019" has been replaced with "2022". I thought there might be some concessions for the ongoing drought, but nope. Not a word. Yes, Barbara and Sue are both back. I have not been able to contact them yet, for reasons that are not yet clear. I plan to meet with them as soon as possible and reserve a space.

Last time we entered in division 303, which is nominally for commercial landscape architects and contractors. I forget how we ended up there, but there were a couple other non-profit groups in that division. I'd attach a copy of the entry guide, but the "rules" are more like guidelines, and are pretty confusing until you figure out that the only real rule is that whatever the Floriculture Supervisor approves is OK. We worked closely with Barbara and Sue last time, and didn't have any problems.

After the 2019 Fair, we met and created a list of suggestions (thank you, Kim). A copy is attached. The remark about no sod was because we had a strip of sod across the front for us to walk on. We beat it to death after a week, and there was still another week to go.

As far as size, I think we are mostly agreed that a larger space would let us run larger equipment, but that 30x30 is for a later year. We would like to have real water, and some way for visitors to run trains. This last one is tricky, as the Entry Guide specifically forbids visitors inside the display area.

Last time, nearly half of our members contributed in some way. If you'd like to help, especially in the planning stage, we'd be glad to have you. If you've never built a layout, here's a great way to learn the ropes.

I was able to talk to Barbara Schneider today. We'll have a 15x30 foot space along the same wall as last time, but farther up. Since the last one was 12x27, it wouldn't seem to be that much larger, but it's actually nearly 50% larger. Plus I think we can be more strategic in our use of space, so it should be very interesting.

All for now. Replies invited!!

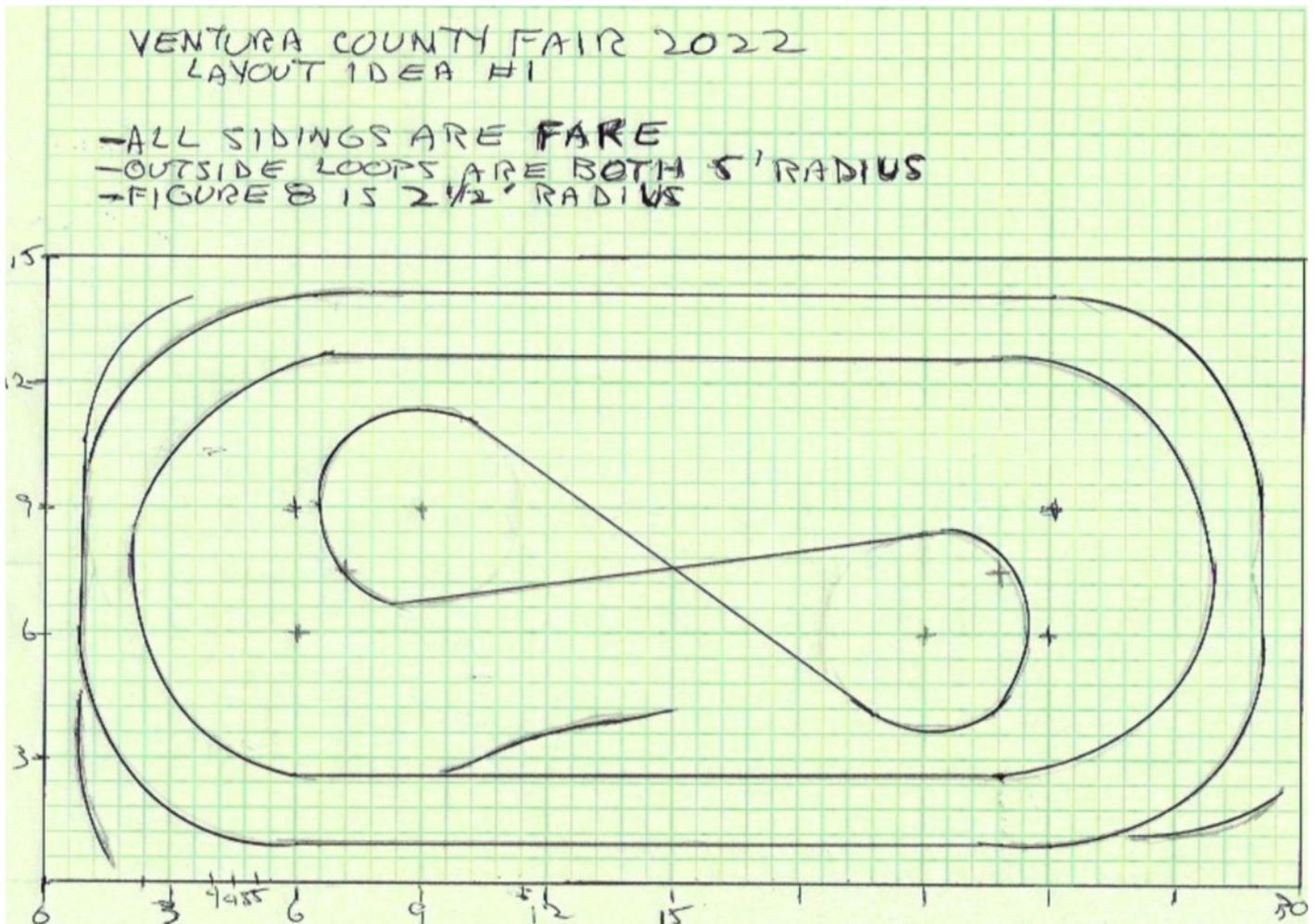
Gary Olmstead

Here's my first idea for a layout. The two outside loops are both 5 foot radius. The outside loop could be larger by eliminating the short straights. The figure 8 could be an elevated mountain track.

Since my last update, I have talked to Barbara on the phone. She and Sue are both back, but have only been hired for June to August, so we won't be able to verify the actual size or precise location until June. As last time, our plan will be designed to be adjusted to suit the actual size of the location.

Suggestions welcome!!

Gary



**John,**

17 years ago for birthday #65, Mary purchased for me to be the Engineer of locomotive #93 at the Nevada Northern Railroad Museum in Ely Nevada. One of the most fun birthday times of my entire life. Since then i have continued to donate to the museum and consequently i receive their newsletter "GHOST TRACKS". The latest issue had this article and i thought you might like to include it in the GCGRS newsletter? I asked permission and they also thought it would be a great idea if we did.

***Hand on the Throttle, Experience of a Lifetime***

By Con B. Trumbull, NNRy Trainmaster

It was a bright, sunny morning on June 22, 2016 when I woke up after a restless night in a caboose. My mother and I had finished the trek the day before along some of the loneliest roads that I had ever driven (and I was born and raised in Wyoming) to a small town that I knew very little about. I had spent the night tossing and turning with the anticipation, and slight terror, of the feat that I would be attempting the next day. Operating a century-old steam locomotive with a short freight train up and down mountain grades.

I've always had a fascination with railroads, and growing up had always wondered what it would be like to climb aboard the iron horse and roll down the line. Never in my wildest dreams did I think that this would be a possibility. But here I was, waking up in a working railroad caboose, in the middle of a working railyard about to embark on what I figured would be a once in a lifetime opportunity. I quickly dressed in the appropriate attire and made my way down to the engine house. Henry, the gruff Master Mechanic, told me I was a little early (hey, if you're not early you're late right?) but that I could go into the engine house and wait for the crew to arrive. I walked in and was greeted by the sight of #93 quietly steaming away. Over the next few hours I watched, fascinated, as the locomotive slowly woke up. By the time we left the engine house, the fireman, Kevin, had the old locomotive with a full head of steam and Dale, the engineer, navigated us through the yard to connect to the freight cars.

After a crew briefing and a brake test we were on the move again. Before I knew it, we were on the fill and Dale said "are you ready?" I hate to admit it, but in that moment, I really wasn't. Here was this living, breathing engineering marvel over a century-old and they were really going to hand over the controls to a young cowboy from Wyoming? They were crazy! But this was what I had come to experience and I wasn't about to back down from a challenge. Dale quickly put my fears of inexperience to rest as he went over the controls.

Soon, with two short toots we were off and I was living the dream. I think I can speak for everyone in steam railroading when I say there is nothing, absolutely nothing, like your first trip behind the throttle. I quickly settled into the role, getting a feel for the train through my seat, listening to the rhythm of the engine and finding that this was something that just felt right. What felt right for me however was not the same quote you would hear from my mother. "How fast is he taking this thing?" A steady 10-mph came Dale's reply. The return trip introduced the new challenge of braking but with a couple tips from Dale I soon had the hang of it.

Arriving back at the depot, Dale handed me my certificate and said "you should come back and volunteer." That simple statement is what set the hook and pulled me along this wild ride to where I am today. Before I had returned home I had put in my volunteer application and within a month I was back for more.

As amazing as it would be for me to say my story is unique, it isn't. Since the initiation of the Be the Engineer program, thousands of participants from all over the world have all had their turn. While many are from a more, seasoned, generation reliving childhood memories, there are many, like me, that want to experience a by-gone age that we wish we could have experienced. Along with myself, several have stuck around over the years, volunteering or joining the staff after finding a love of the NNRy. Our new mechanic Josh is just the latest example after he joined us last year following his turn on #93. For many others, it has inspired a passion for historic railroad operation and preservation that reaches far beyond Ely to sites closer to their hometowns.

Though the Be the Engineer program is the best known of our Hands-on-History programs, for some it just isn't enough. They don't just want to operate a train for an afternoon, they want to railroad. Every year a handful of participants come to Ely for Railroad Reality Week, and let me tell you, that is dedication. Rotating through all the departments, they experience everything from fixing equipment in the shop to trackwork, and from learning the history of the railroad to completing a full switching assignment. Many participants even make this a yearly tradition!

Alternatively, there are those who like to get close to the action but not get dirty, the photographers. One of the things this railroad is best known for is our winter photo shoots. Where else can you find original equipment, on the original rails, in a setting that doesn't include the modern age creeping in? The images from these events are spectacular, and many have graced the cover of the NNRy newsletter over the years. Ranging from amateurs, sometimes sporting the latest iPhone as a camera, to professionals with a set up to be the envy of O. Winston Link, everyone comes for the same purpose. To capture history in action. Of all the participants, some of the crew's favorites are the annual scholarship winners. Youth whose determination to learn and grow in the field of rail photography leads to some astounding breakthroughs.

Just as with the Be the Engineer experience, many participants of Railroad Reality Week and the Photo Shoots have stuck around, adding to the mix of one incredible team that makes history happen here at the NNRy. In answer to my earlier question "are they crazy?" the answer is an unequivocal, resounding YES, but it is the best kind of crazy and one that you have to experience for yourself. When asked what the limiting factor is for many potential participants, cost is not the top response. It is the fear, the fear of operating or being around such amazing, powerful equipment. Trust me when I say, the staff and volunteers here will quickly put your fears to rest and ensure that you have the adventure of a lifetime.

Learn more about our Hands-on-History programming on our website, [nnry.com](http://nnry.com), or by contacting the ticket office.



Con Trumbull prepares to depart on his first trip at the throttle during his Be the Engineer experience.



Following his initial experience, Con returned, working his way up through the railroad. He is now the NNRy Trainmaster.



Photographers shoot the action at the 2022 Winter Photo Shoot.

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Walt sent along this link to a cool video of 4014. The Big Boy was scheduled to do a tour of Northern California and the Pacific Northwest this summer but that trip has been canceled because of shipping problems, crew shortages and rail congestion on the Union Pacific system.

[https://www.youtube.com/watch?v=GW\\_CqaBg39c](https://www.youtube.com/watch?v=GW_CqaBg39c)



## MDC's – “COORS” BEER REEFER

Many many years ago, Model Die-Casting was about to produce this reefer and was shut down by the beer company because they did not have the license to do it. A few of these rare specimens escaped destruction and made their way to modelers before this all happened. MDC is no longer in business and their G-scale line will no longer be produced. I believe their line was either 1:29 or 1:32 scale? Pictured here is the bottom of the car when purchased – It came to me with a pair of USA TRAINS trucks and ROLL-EZ wheels. This is what I did to enhance the looks.



FROM THE  
SHOP OF  
**WALT**  
THOMPSON

I first milled and sanded flat the underside surface to remove all of the original ribs and studs.



Next, I modified a Bachmann Freight Car underframe assembly and attached it with a few screws. Then I attached the USA TRAINS trucks with the ROLL-EZ wheels to it.

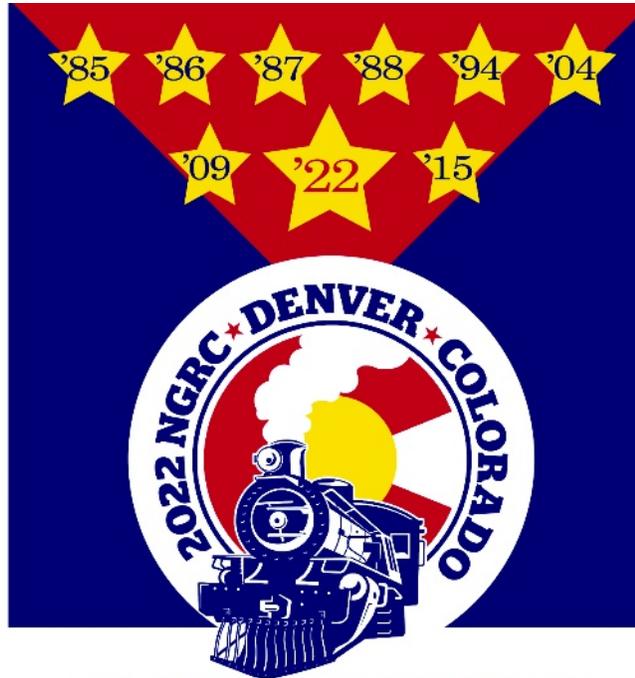


And this is what we finished with. In fact, it came out looking so good I purchased another car and repeated the process.

# DENVER welcomes you in 2022

## 37th National Garden Railway Convention

### JUNE 20-25, 2022



**DENVER GARDEN RAILWAY SOCIETY**



- ◆ 50+ Layouts with Encore Saturday Tours
- ◆ 40+ Clinics featuring Marc Horovitz, Kevin Strong, Nancy Norris & Steve Berneberg
- ◆ Model Contests with Prizes for Youth & Adult Categories

**REGISTER ONLINE OR PRINT FOR REGISTRATION BY MAIL**

**SAVE \$25 WITH EARLY REGISTRATION!**

◆ Individual Registration

\$75 by March 31, 2022 - \$100 thereafter

◆ Family Registration

\$125 by March 31, 2022 - \$150 thereafter

**REGISTRATION INCLUDES ▶**

- ◆ Visit 50+ Layouts Scheduled for the Convention
- ◆ Access to Vendor Hall, Welcome Reception, Clinics and Convention Store
- ◆ Participation in the Convention Model Contest and Youth Model Contest
- ◆ Convention Bag, Program Book, and Commemorative Convention Pin

**ADDITIONAL OPTIONS ▶**

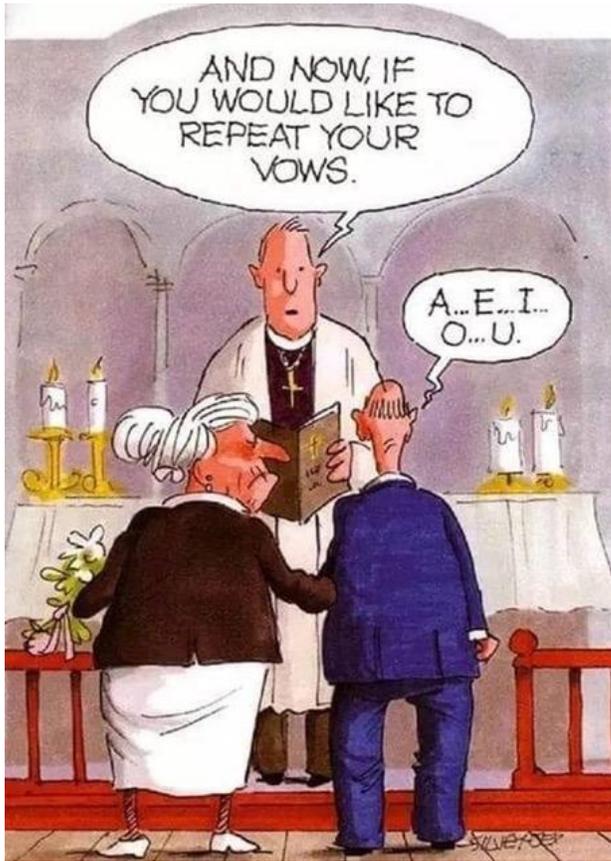
- ◆ Four Pre-Convention Bus Tours – Transportation, Admission, and Lunch
  - ◆ Post-Convention Bus Tour – Includes Transportation and Admission
  - ◆ Banquet, Ice cream Social and BBQ at the Colorado Railroad Museum
  - ◆ Bus Transportation to Layout Tours and BBQ
- ◆ Limited Edition Logo-branded Rio Grande Caboose Only \$98 with Registration

**REGISTER NOW!**

**VISIT NGRC2022.ORG**

<http://ngrc2022.org/>

These pages courtesy (or blame) of Randy Bryie





**Wife: Did I get fat during quarantine?**  
**Husband: You weren't really skinny to begin with!**  
**Time of Death: 11:00pm**  
**Cause: Covid**

