



Gold Coast Flyer

June 2020

MEETS

June 6
John Power/ Angela Wharton
Camarillo

June 27
Richard & Jo Ann Abraham
Santa Ynez

July 11
Joe & Leslie Bussing
Simi Valley

July 25
Gary & Marilyn Siegel
Montecito

MORE MEETS CANCELLED

The meets scheduled for June 6 at the Power's and June 27 at the Abraham's have been canceled. Our next scheduled meets are at the Bussings on July 11 and the Sigels on July 25. Despite businesses and restaurants starting to open up it is difficult to know what the proper time is to begin holding meets. I will continue to monitor the situation and I will keep in touch with those scheduled to have a meet so that we may adhere to their wishes. Please respond to the polls listed below to express your opinion.

GCGRS POLLS

Please go to GCGRS@Groups.io to participate in the following polls:

1. Bruce Kuebler reports that we have an excess of funds in our account. What is your opinion about what to do with these funds?
2. When do you think it is safe to again hold a GCGRS meet?

Newsletter: John Lyans
lyans@pacbell.net

Treasurer/Dues/Badges:
Bruce Kuebler
pbkuebler@sbcglobal.net

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

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



Keeping In Touch With The Past

A VISIT WITH PETER & GAIL DWAN

A couple of weeks ago Amie and I were invited to lunch at the home of Peter and Gail Dwan in Pacific Palisades. Some of the long time members of the GCGRS will remember Peter's beautiful garden railroad and his work for several years building layouts at the Ventura County Fair. Peter is now 92 and is doing well. About eight years ago they built a beautiful new home about a mile from the house where we used to visit the "SNEE, The Swiss Nameless Electric Eisenbahn." Their new home is wonderful with features such as a replica of an arched, brick, ceiling of a cathedral in Baltimore, Maryland, an elevator that stops at three levels, and beautiful gardens. Sadly though there is no Swiss themed railroad. Peter said he hated to abandon the SNEE but he mentioned that the railroad had deteriorated somewhat since the 1990's. He said the new owners tore out the railroad. Peter also had an HO layout in the other house and the new owners wanted him to come over and show them how to operate it but he told them that they were on their own. The Dawn's new home is in a neighborhood that is close by the homes of several of their sons and grandchildren.

Peter took us on a tour of the house and gardens and then his staff served us a delicious five course lunch consisting of an appetizer, soup, salad, a main course, and dessert. We had a great time discussing earlier times in the GCGRS. He specifically ask me about Herb Barnes, Bill Orluske, Charlie Schlosser, Russ Reinberg, Hans Kahl and others. He said that his association with the GCGRS was one of his best memories.

Peter is a chemist and he is a master of different types of concrete and plasters. His concrete mountains on his railroad were inspirational. When he worked for 3M he worked on such products as Scotchgard and the foam that they spray runways with when a plane has a crash landing. After his interest in garden railroading waned, he became interested in video editing, (in the days of VHS). He said that he lost all of his videos of the railroad. Today he studies and experiments with soil chemistry, rhizomes, bacteria, and fungi. His lush garden is proof of that.

I re-connected with Peter because he found a supply of brass shapes, (rods, t-bar, tubing, and such) that he found in his shop. He wondered if this would be of any use to anyone in our group so when he googled the GCGRS he found Ron Means. Ron forwarded Peter's email to me and when I emailed Peter he got back to me and arranged for me to pick up the materials and to come for lunch. When we have another meet I will bring the brass shapes and see if it is of use to anyone.





Peter and Gail Dwan, May 2020



Bill Orluske, Herb Barnes, Peter Dwan, 1992 at the Ventura County Fair. This was the final and most ambitious layout that the GCGRS did at the fair until last year when Gary Olmstead revived the tradition! I remember one of the judges commented that although she liked the trains it was just not practical to have trains in an outdoor setting. Maybe we didn't explain the hobby well enough!



Gail Dwan and Amie Lyans, Pacific Palisades, May 2020



Peter Dwan building the layout at the Ventura County Fair, 1992



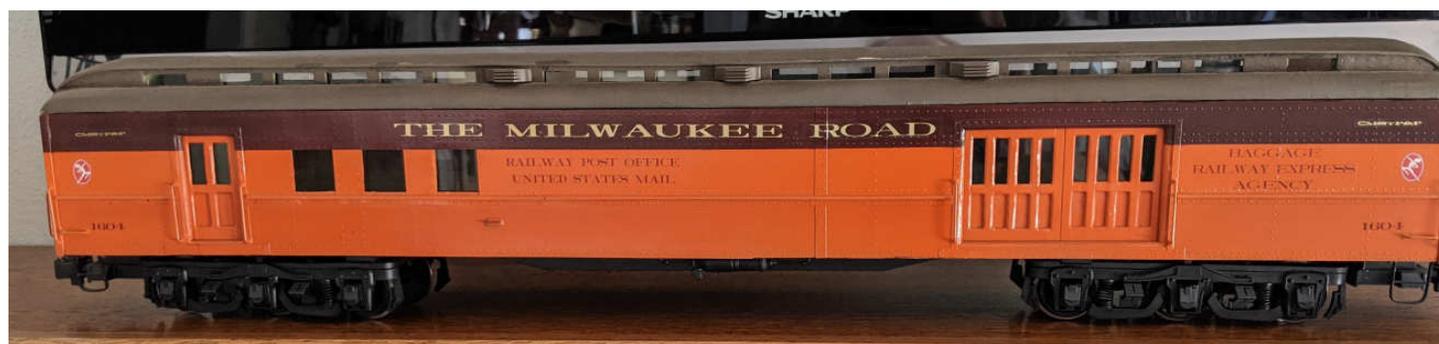
Some of Peter's beautiful cement castings at the Ventura County Fair, 1992. That is John Lyans Delton C-16 doing a test run. LGB and Delton were the only trains being mass produced at that time. I think Magnus trains was around then; they were very to scale, very expensive and not very reliable. Peter and I shared a good laugh remembering how Charlie Schlosser was apoplectic about how the finished layout deviated from Charlie's drawing by several inches.

Things To Do While Staying Home

WORKING WITH DECALS

Over the last few years I have printed some decals for several people using an ALPS printer. I asked Ed Davis, Gary Olmstead, and Jim Eldridge to give me some feedback on their experiences using these decals. Here are a few examples that were applied to cars that they built or modified.

Ed Davis built, painted and decaled these beautiful cars



As far as any potential issues. Patience and careful handling are important. The decal film can stretch and tear easily. The setting solution will soften the decal and allow it to settle into any uneven surfaces. You can gently push it into crevices with a soft paint brush but push straight in so you don't move anything. I used Microscale Decal stock. And followed their instructions. There will be some products you'll need to buy which are listed in the instructions. It doesn't take a lot of skill to do a professional looking application. Just have everything that you will need ready and be patient. Ed Davis



Ed Davis beautiful 1:20.3 coach. (Hartford Kit?)

Gary Olmstead's tank car paint and decal work. Cars built for the Ventura County Fair layout, 2019



I learned something from Jim Eldridge. I never realized that when a train is pulling tank cars that are flammable they are required to be separated from the engines by a "buffer car." Jim has lettered these hoppers for "Buffer SVC only." A neat touch.



Here is my project for the last few weeks. This car started as a Phil's Narrow Gauge, D&RGW 30' short refrigerator car. It came as a semi-kit and required painting and lettering which I did a number of years ago. However when I paired it with an AMS car I realized that my lettering was not that great and worse, the car body sat over 1/4" too tall. So I took a deep breath, put it on my DeWalt table saw, cut off the roof, removed 1/4" in height, sanded, re-painted and made new decals. The following narrative may seem pretty elementary but those who haven't tried this may find it helpful. So here is my experience. John Lyans



The surface of your car should have at least some gloss so that the shiny decal will blend in with the surface. After you are finished you can shoot the car with Dullcote or Glosscote depending on which type of finish you are after.



Cut out your decal.



Micro Set is a good decal setting solution. Apply some setting solution to the surface. This will help to soften the decal from underneath and will help improve adhesion.



Place the decal on the backing paper in some water. I find that about 20 seconds is enough time to loosen the decal film.



Place the decal and backing paper into position on the model.



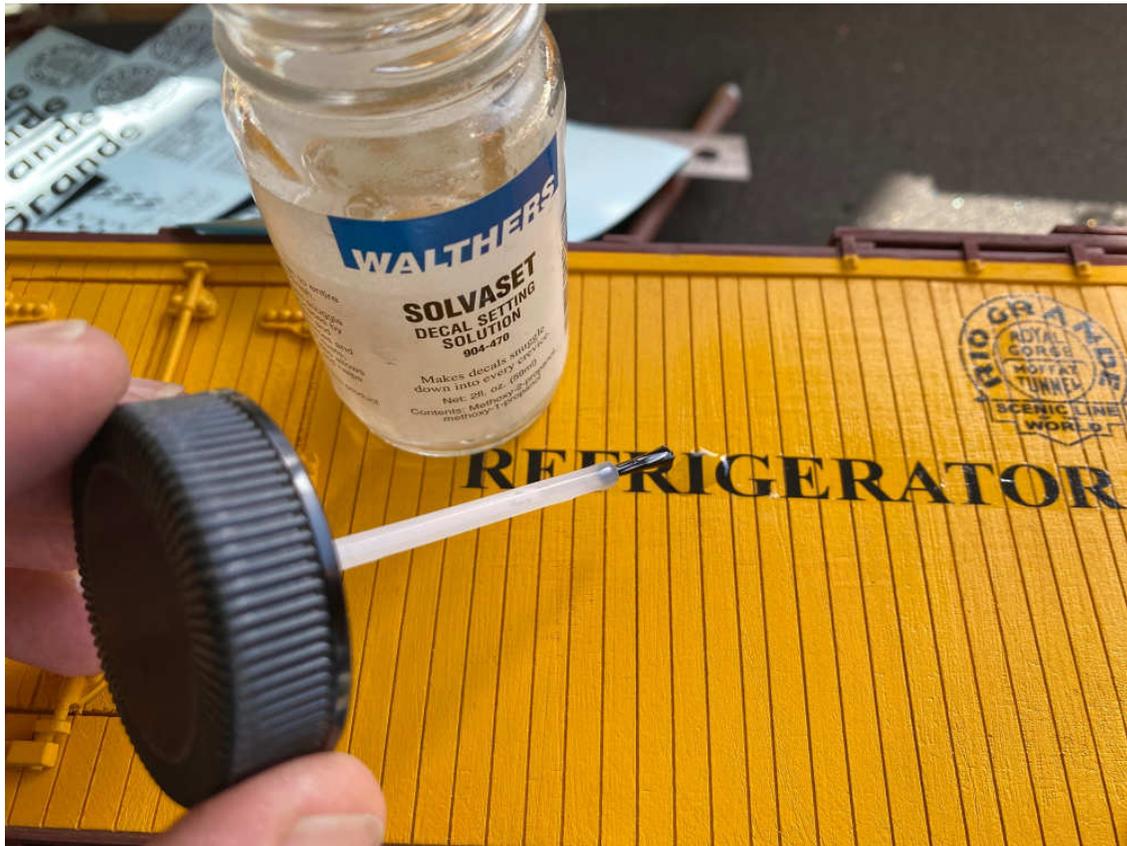
With your finger or hobby knife, hold one end of the decal in place and gently slide the backing paper out from underneath the decal film.



Make sure the decal is lined up. If long, narrow decals are not straight your eye will notice the misalignment when the lettering is dry. You have a short time to gently, carefully nudge the decal into its final position.



Once you are sure of the decal's position you can gently blot the decal with a paper towel but don't push sideways, just press straight down.



Next add a stronger setting solution to the top of the decal. MicroSol is good but I prefer Solvaset. It is the strongest and will cause the decal to really settle into the cracks and over the rivets. The decal will start to look like it has been “painted on.”



If need be you can run a knife between the boards after the decal is pretty dry. Then apply another coat of Solvaset. Don't worry if the decal looks a little crickled when you put on the Solvaset it will “suck down” when it dries. If the decal film is visible you can keep adding more Solvaset until the decal is “melted” onto the surface.



Starting to look pretty good. I followed the same steps for each section of decals.



Decals can be printed on clear decal paper using an injet printer and then shot with a light coat of Testor's decal coating spray over the printed letters to make the print waterproof. You can also print decals with a laser printer on decal paper and they are more waterproof and will not run when soaked in water.

I have a 20 year old ALPS printer, (uses dry ribbons), that will print white on the clear decal film. Unfortunately this printer has been discontinued as of the year 2000. I keep an old laptop running Windows XP and connected to the printer with an obsolete parallel port connection The ribbons for this machine are getting harder to come by.

I understand the Georges Arsenault has a new printer that he just purchased that does have the ability to print white. I need to talk to him more to see how that is working out.



The finished car after the decals are dry and coated with Dullcote spray. I'm pretty happy with the results and the car now looks to be in the proper proportion to the other cars. Next I will do some weathering but that's for another time.



Ventura County Fair Update

I'm sure you have heard that the County Fair has been canceled for this year. How are you feeling about next year? Any ideas? Contact Gary.



Odds and Ends

Dues: Send \$10 to Bruce Kuebler. Make your checks out to Bruce Kuebler, GCGRS in memo.

Next month: I'll try again for weathering yellow refrigerator cars

Check out our website for more articles and past issues of the newsletters. Thanks to Gary Olmstead, our webmaster. <https://www.gcgrs.com/>

Check out the Facebook page courtesy of Kim Whitaker. Kim posts many pictures from the meets. I'm sure you can find yourself in at least one of those pictures! Thanks Kim.

<https://www.facebook.com/groups/145996342219253/>

Make sure you sign up for Groups.io if you have not done that yet. Make sure to look at the polls on Groups.io Again, check your email for the invite or request to join by going to <https://groups.io/g/GCGRS> and hit the 'join' button.

Please send me articles, write-ups and pictures about your projects and ideas. It works best for me if you send your articles in Word (doc, docx, etc), Open Office (.odt), Libre Office (.odt), or anything like .txt files. If you send me files in a .pdf format make sure they are editable. That makes it much easier to incorporate your articles into the newsletter. Thanks!

Please, everyone stay healthy,

John Lyans

Gold Coast Garden Railway Society Membership Application



Membership in the Gold Coast Garden Railway Society is open to anyone who is interested in outdoor model railroading.

Dues are \$10 per year per household. Annual Memberships are valid from January through December. NEW memberships submitted after August 1st will extend through December of the following year.

Date _____

1) First Name _____ Last Name _____

2) First Name _____ Last Name _____

3) First Name _____ Last Name _____

4) First Name _____ Last Name _____

(Additional names on back)

Membership, household			\$ 10
Nametags, pin	\$6 ea x	Qty	\$
Nametags, magnet	\$8 ea x	Qty	\$
Shipping			\$ 4
Total submitted			\$ _____

Street Address _____ City _____ St ____ Zip _____

Mailing Address _____ City _____ St ____ Zip _____

Preferred Phone _____ Mobile/Text _____

1) Email _____ 2) Email _____

Experience with garden railroading: _____ planning stage/need help _____ under construction
 _____ completed & operational _____ schedule meet

Name of your railroad: _____

The sharpest curve is _____ ft radius. The steepest grade is _____%

Please make checks payable and remit to:
Bruce Kuebler
Memo: GCGRS
10908 Encino Drive
Oak View, CA 93022-9238

gcgrs.com
 goldcoastgardenrailwayCA@gmail.com
 Facebook: GCGRS Members Only