

## Calendar

July 17

Gary and Marilyn Siegel

August 28

Sal and Deborah Mele - Track and battery power.

September 18

Gary and Marilyn Siegel - Battery power.

October 9

Jim and Sylvia Eldridge - Track and battery power.

October 30

Georges and Marie Arsenault - Battery power.

November 20

Gary and Marilyn Siegel - Battery power

December 12

Mike & Lorraine Newlon  
Members only



JULY 2021

### WHO RAN WHAT AT THE ABRAHAM'S MEET

*Report by Randy Bryie*

Bill Fincher ran his Shay (2 truck or 3 truck??) until the batteries started getting a little weak. I brought Don Morgan's repaired 3 truck Shay back to him, so he ran that back and forth about 10 feet, so I guess that counts also. John Buster brought his new USA die cast Hudson to run for the first time, since Richard has track power, but the best that he could get out of it were for the lights to come. Many people tried to get it running for him, but to no success. Looks like it might need to go back to the manufacturer for aid. Someone was running some of Richard's equipment on the inner loop, but I did not get their names.

Nick Conti brought his GP 7/9 black widow Southern Pacific engine, some freight cars, and his SP bay window caboos. Later in the meet, he and I were able to reprogram his AirWire receiver for that loco to a new frequency of his liking. After lunch, he placed that train on a siding and broke out his new starter set that he has had for some time, but hadn't been to any layout that still had track power until Richard's meet. The starter set was a Santa Fe 0-6-0 steam loco pulling a SF hopper and center cupola caboos. According to Nick, it ran just fine straight out of the box. He just had to not run over us slower battery people.

I took a pair of battery powered U25B Western Pacific locos pulling an all WP freight train, plus a new car addition to the fleet. For my birthday, I bought a G Scale Graphics odometer kit that I installed in a donated covered gondola car! It appears that Richards outside loop is about 193 feet round trip. I'll be bringing it to future meets so that everyone can see how much track we run on. I Left the odometer counting as I let some younger visitors run that train the rest of the day. By days end, the car had run about 6080 feet! While that train was running, I brought out the Santa Fe NW2 loco pulling another covered gondola and a matching blue Santa Fe bay window caboos. It provided a little more traffic for Nick to contend with at the control panel!

Everyone ran well, and there were no news worthy issues. A pretty good result considering how hot it was!

Randy

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

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

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

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



Photos by  
Kim Whitaker











Photos by Bill Fincher





*From the shop of Walt Thompson – Happy 4<sup>th</sup> of July!!*

## **GRITFY's Lit'L PATRIOT**

A while ago, I picked up this Lionel 0-6-0'T' as a future project because i thought it was somewhat unique with its crowned cab entry way and windows. At the time it was cheap enough and you just don't see many Lionel models that have been modified, customized, or as they say, 'bashed'. When I got it home and checking it out, i discovered possibly why it was such a bargain price? On one side the drive rod assembly appeared to be jammed? Apparently, at some time a screw used to secure one of the drive rods went missing so in the attempt to give it a quick fix, someone had done a very sloppy hot glue job. When that was cleared up and working again I found there was nothing wrong with the drive rods, gears and/or motor plus the little locomotive appeared to be a pretty strong runner so I figured this could be the makings of an interesting project.

**Getting under way**, I had a good idea where I was going with this one so the locomotive was completely disassembled. The little lumber load and its fence were retained for later but the rest of the original 'T' section was dedicated to the junk parts box. Sections of the boiler were separated by decorative brass bands so for the look I was looking for I shortened the boiler by removing the section closet to the cab. This made the locomotive about 5/8 of an inch shorter. Doing it this way the cab was able to stay where it was on the chassis but I did have to make some alterations to the bottom of the boiler so it cleared the motor. (thanks to a hack saw and Dremel)

With the aforementioned drive rod problem cleared up, the motor box was opened up and since we are going to be battery powered, all the track pickup paraphernalia was removed. Also, since we are building a 2-2-2'T', axles #1 and #2 were no longer needed so they were donated to the extra parts box. Because I thought they looked a lot better, on my lathe i made special bushings to adapt a pair of LGB 22000 locomotive spoke wheels to the remaining geared drive axle. Reducing the length of the boiler meant the motor box and weight block also needed some major modifications to bring the smoke box and cylinders back to mate with the new boiler location. Doing all this of course meant new drive rods had to be constructed to link the cylinders to the new drive wheels.

For this to be a 2-2-2'T' a pilot truck was needed and in my junk parts drawer I had parts of one from a Bachmann 4-6-0 big Hauler so with some modification I got that to work. To give the front a more finished look, using some 1/16 dia. brass rod i added support rods going from the cow guard up to the sides of the smoke box. The bell was put back on the front dome and a whistle from Track-Side Details was mounted on top of the rear dome. A few Track-Side Details and some other stuff from around the shop was added to dress up the bulkhead. Holes were drilled in the back panel of the cab for the speaker located under the wood load for the chuff sounds.

**The Tender** portion was parts from Lionel Scientific Toys and is attached as an extension of the cab. The first issue was to reduce its length to where it looked to what I wanted yet maintain functionality to house some electronics. I stripped the inside where the batteries were to make room for the speaker and a circuit board from Hyde-Out Mountain Loco that provides the steam chuff sounds. To support the added 'T' portion, I adapted part of the chassis from the tender and blended it in so it looks to be a part of the locomotive. Doing this also allowed me to use the Lionel axle assembly complete with journals. The wheels were replaced with metal wheels from Gary Raymond and the water hatch on top side is from Track-Side Details. A flush mount KaDee #830 Coupler was adapted to the rear axle assembly and there is a power plug inlet which is all compatible with the noted trailing cars that will supply the electrical power for the motor, headlight and chuff sounds.

**PAINT** – When creating models like this I try to maintain as much of the manufacturer's finish possible, whether it's the basic material or some decorative finish. With this one the Headlight, cab, domes and cow guard remained untouched as **RED** with its gold trim. The tender box remained **BLUE** but the tenders bunker rails and the boiler were painted Antique White. I also painted the 2 brass bands on the boiler **RED** to correlate. The chassis is all a black matte finish. Our Engineer today is the guy that came with the locomotive and stuck it out through the modifications.

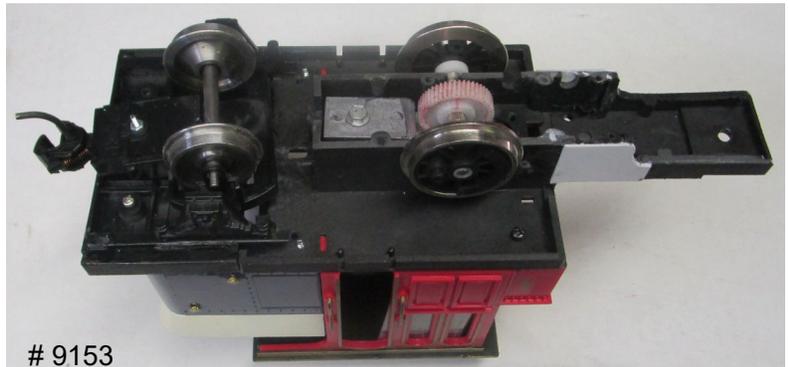
For obvious reasons this locomotive became GRITFY's Lit'L 5 star **PATRIOT** and is #46 on the Shop Project listing.



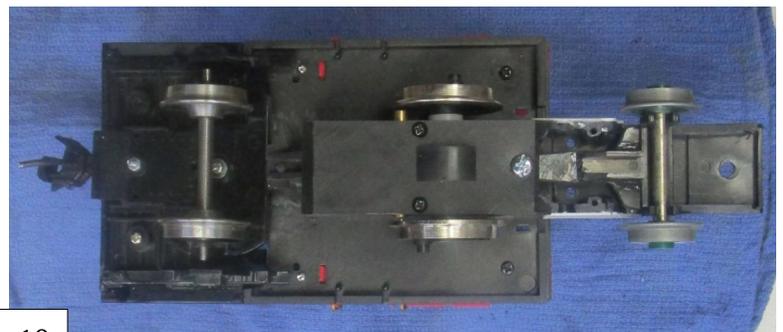
## GRITFY's Lit'L PATRIOT – pg. 2



# s-11600(2)  
The original locomotive as purchased



# 9153  
Motor box alterations with added side plates for strength plus a modified weight block and special bushings for new wheels



# 9148

Modified motor box bottom plate with installed pilot truck attached with added weight



A preliminary put together to see how it will look

# 9150

Bottom of locomotive with modified pilot truck



Roof off and a look inside the cab and tender



**Note:** For operations, this one uses the trailing power car equipped with a 14.8 V, 2600 mAh, battery pack, R/C controller card, plus bell & whistle sound boards and speakers.

***Ex GCGRS jefe and Finescale/Outdoor Railroader publisher Russ Reinberg contributed this little gem of a story. Those of you who remember Uncle Russ and the late Don M. Scott might remember their outrageous adventures.***

“I was rummaging through my storage drive and randomly stumbled upon an exciting Railroad Man adventure you guys were part of. Do you still remember any of what follows? If not, your brain’s filing system is defective.” Russ  
(ed. Note: that’s probably true)!

### **In Search Of The Slim Gauge Guild**

Another exciting Railroad Man adventure

*Russ Reinberg*

THE RAILROAD MAN’S formidable presence loomed in the doorway, completely obliterating my view of anything else. He had draped a florid Hawaiian shirt over said presence, managed to stuff it into a pair of stonewashed black Levis, and popped a bright red Trona Railway cap over what remains of his hair.

He greeted me with, “You got anything to eat?” and strode past me on the way to the kitchen. Only then did I realize John Lyans had been standing behind him. Incidentally, John himself is a man of substantial size and had initiated our Exciting Adventure.

The event was the annual open house of the Slim Gauge Guild in Pasadena. For those among you too new to the hobby to remember, the Slim Gauge Guild is a narrow gauge model railroad club. Twenty years ago its members began one of the most realistic and awesome HO scale narrow gauge layouts in the country. But the club lost the lease on its building, had to dismantle the layout, and disbanded. Then, a few years ago, it formed again. Today its headquarters are a couple of blocks from the route of the Rose Parade and the members are building another beautiful HOn3 layout; also an Sn3 layout.

John had invited me to the open house and I asked our mutual friend, Don M. Scott, Railroad Man. He joined us on the usual condition that he do the driving. He stood in the kitchen munching cashews and chocolate bars while John admired a couple of models I had received. Eventually the Railroad Man walked over, gave the models a cursory glance and his nod of approval, then grunted, “You ready?”

We stepped outside into the brilliant morning sun. The vehicle the Railroad Man had selected for our adventure was the now famous white Pontiac Trans Sport. By now you know it resembles a Dustbuster with a 700 megawatt sound system and has served us well on previous adventures. We climbed in.

You may wonder why the Railroad Man has failed to select the shiny black Ford pickup for our last few adventures. Because he packed it with large scale rolling stock and used it as a model train storage bin for a couple of months, then unloaded it and promptly backed it into a wall. It had been in a body shop until the first week in December.

We drove to Hollywood, home of movies, television, and honorary **Outdoor Railroader** staff member, Bob Uniack. Bob had planned to join us but, before we would allow him into the van, we insisted he show us his latest models. Bob owns Milepost Models and produces the exquisite 1:32 scale general service and beet gondolas you may have seen in our last issue. He had just finished a steel side version and it was nothing less than elegant.

Eventually we were ready to leave. Bob's wife, Cathy, waved good-bye from the front porch and a family of four approached on bicycles. Abruptly, with characteristic abandon, the Railroad Man blasted the horn, thrust his bright red cap out the window, and waved it wildly in the air. "Heigh-ho, vehicular voyagers," he cried. "I am the Railroad Man and today we are in search of the Slim Gauge Guild model railroad club!" The children shrieked with delight, waved back enthusiastically, and chased after us on their bikes. Cathy and the children's parents merely looked at one another and shook their heads. The adventure had begun. Next stop, Pasadena.

John directed us straight to the Slim Gauge Guild. It was in the basement of what appeared to be an old but renovated and upscale office building. As we entered the basement, we saw two layouts. Much of each was still under construction but the sections with scenery looked wonderful. The S scale side appeared to have freelance scenery but, on the HO side, it was easy to recognize the D&RGW's Black Canyon of the Gunnison, Curecanti Needle, and helper station at Cimarron.

It already was mid-afternoon and, before it closed, we wanted to attend the grand reopening of one of Southern California's best train stores, Whistle Stop Hobbies. Its roof had collapsed during a rain storm a couple of months before and the store had shut down for rebuilding. We parked in the rear. Suddenly, before any of us had time to open the van's doors, the Railroad Man froze, whipped his steely gaze slightly to the left, and exclaimed, "Time for lunch!"

As you no doubt remember, the Railroad Man has an unerring sixth sense about all matters culinary and, as usual, he knew just the place: The Whistle Stop was offering free hot dogs, chips, and soft drinks on the its back porch. The four of us made gluttons of ourselves. Then we headed into the store and directly to the brass collection; the Whistle Stop has the best selection for miles. We saw Row & Company's gorgeous Cab Forward, Challenger, and rolling stock, Aster's beautiful Big Boy and Daylight, a variety of HO and O scale models, and the designer of **Outdoor Railroader's** banner, Rick Runyon.

Five minutes later we found another friend and large scale modeler, Rich Allsmiller. Rich is the world's most enthusiastic fan of the Rio Grande Southern railroad and K-27 locomotives. Rick Runyon was in a hurry and had to leave, but Rich Allsmiller told us about an open house none of us wanted to miss: Jeff Reynolds' HOn3 version of (what else?) the Rio Grande Southern.

We all bought goodies from the hobby shop, then Rich led the way to Jeff Reynolds' layout. It was amazing. The scenery was excellent; the track work, structures, and rolling stock realistic; and it had an almost phenomenal sound system. Each locomotive had a speaker in its tender to reproduce the higher frequency sounds. Under the layout, Jeff had hidden "woofers" to reproduce the mid range and low frequency sounds. Since the ear finds it very difficult to locate the source of low frequencies, it seemed as though the train itself was making all the noise. A Pacific Fast Mail sound system produced everything from the usual chuffs, bells, and whistles to steam hiss, water drip, brake squeal, and the rumble of freight cars—all synchronized with the revolution of the locomotive's drivers. Wow. And it is possible to create the same effect outdoors.

The layout also accurately and impressively depicted such RGS landmarks as Rico, Vance Junction, and Ophir. We spent a long time there.

As I was about to leave, I saw another familiar face, that of *Narrow Gauge & Shortline Gazette* author, Charlie Getz. He had driven all the way down from the bay area. "Hi," was my clever greeting, "I'm Uncle Russ."

"I know who you are," Charlie said. "The guy I want to meet is that friend of yours, the one you make all those trips with. If he really exists."

"Oh, you mean Don M. Scott, Railroad Man," I said. "He's right here." I looked around. "Well, he's here somewhere."

Charlie said patronizingly, "Of course he is," and wandered off.

Five minutes later I found the Railroad Man loitering by the Trans Sport. I felt like Cosmo Topper, the only man in the world able to see and hear the ghosts of George and Marion Kirby and their alcoholic Saint Bernard, Neal. The Railroad Man took advantage of the situation to announce it was time to leave.

We decided to make a spontaneous final stop before returning north, to visit Larry Grant, another friend and large scale hobbyist whose models and layout you have seen in *OR*. Fortunately he was home. In fact, he was making silicone rubber molds in his workshop. The five of us pulled up in a pair of Trans Sports, descended upon him, and made such a commotion his son, Jeff, came out. As the others admired Larry's work, Jeff challenged me first to a boxing match, then a sword fight, and finally to a quick draw contest. I won the quick draw. Then the Railroad Man bellowed, "It's time for dinner." Against our better judgment, the seven of us drove to Shakey's Pizza Parlor.

The wait for the food was interminable. The pizza came first but the spaghetti we ordered arrived so late young Jeff had to amuse himself by inflating cheese bubbles in his pizza with a drinking straw. Bob, John, and Larry drew sketches of detail parts on napkins. The Railroad Man liberated most of what remained from the meager salad bar. Rich wandered around the room to see whether somebody might have left behind a K-27. When he had satisfied himself no such treasure remained he returned to the table and gnawed away bits of pizza until he had fashioned his own pepperoni, mushroom, and extra cheese replica of a K-27.

Suddenly Jeff's eyes widened and he asked urgently, "Dad, what's wrong with the Railroad Man?"

The Railroad Man had begun to mumble and bounce in his chair. Then he arose and began to hop, skip, and bellow uncontrollably. A woman behind me screamed and a pizza pan clattered to the floor. Nearly everyone in the room froze as the Railroad Man's gesticulations became more frenetic. He vaulted onto the table shrieking, "*Al Akhbar!* I have found the lost Mikado!" He snatched the Official Sacred Fanny Pack from his chair, showered the area with hands full of sacramental chicken feathers, and paid enthusiastic tribute to the sacred gods of steam by performing the secret railroad dance. He leaped madly about, utterly humiliating John, Bob, and me and leaving young Jeff, Larry, Rich, and the entire restaurant reeling in stunned disbelief.

Eventually the Railroad Man calmed down enough to return to the van and, since the cashier had fainted and the manager just wanted us out, we left without paying. Before we drove off, Jeff asked his dad, "What happened? Why did he do that?"

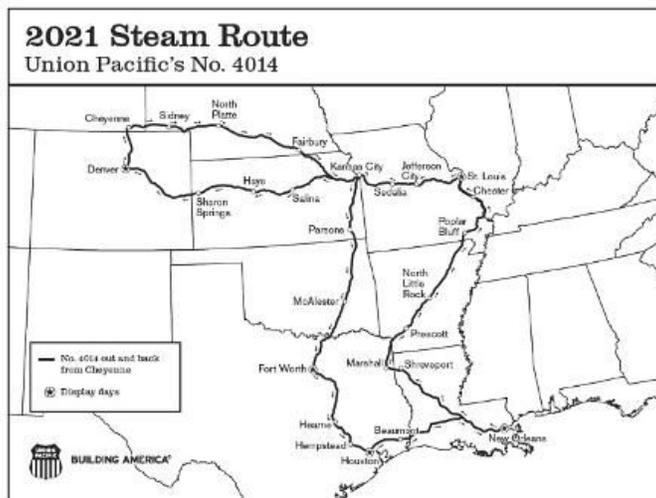
The Railroad Man answered, "Don't worry, pal. It's okay. I just found the excitement of the whole day so overwhelming, the sight of the K-27 Rich had gnawed from a pizza just kind of hit me and I had to do the secret railroad dance."

"Oh, so that was the secret railroad dance," said Jeff. "Cool."

It looks like 4014 is not coming too close to us this year. But.....FYI



Union Pacific Steam Club Update No. 16 – June 14, 2021



Stop the speculation, we're moving full steam ahead! Steam Club members are getting the first look at the route for the **Big Boy 2021 Tour**. Big Boy No. 4014 will depart Cheyenne, Wyoming, Thursday, Aug. 5, traveling through Arkansas, Colorado, Kansas, Illinois, Louisiana, Missouri, Nebraska, Oklahoma, Texas and Wyoming. We're still working out the details of overnight and whistle-stops along the way, but we can tell you the Big Boy will be on display at the following locations:

- Saturday, Aug. 14: Fort Worth, Texas
- Tuesday, Aug. 17: Houston, Texas
- Saturday, Aug. 21: New Orleans, Louisiana
- Sunday, Aug. 29: St. Louis, Missouri
- Monday, Sept. 6: Denver, Colorado

Following the Denver stop on Labor Day weekend, the Big Boy and its crew will return to Cheyenne. Stay tuned to the Steam Club for more details, but we wanted to get the word out so you can save the dates!

*From the computer of Gary Olmstead*

Dear train fans,

We understand that many of you cannot wait to travel again.

Together with YOU, we would like to travel through Colorado in August!

Join this last-minute LGB TOUR and experience your hobby in a very unique way.

Connect model railroading with a real-life example and talk shop with your like-minded fellow travelers. And to top it all, every family will receive a LGB souvenir wagon.

**Colorado – Best of the West, August 17 – 24, 2021 inclusive the Cumbres & Toltec Steam Festival**

Colorado one of the highest states in the USA offers an amazing variety of wildlife and fascinating desert landscapes, rich cultural heritage, narrow-gauge railways, mining museums, and ancient rock dwellings. The days will be filled with breathtaking rides on board the Georgetown Loop Railroad - crossing the famous Devil's bridge-, the Royal Gorge Route Railroad -running along the mighty Arkansas River-, the Durango & Silverton Railroad -one of the most impressive railways in America-, and the Cumbres & Toltec Scenic Railroad -America's longest and highest narrow-gauge steam railway-.

We will also visit the Colorado Railroad Museum in Golden and explore the Great Sand Dunes National Park -the tallest sand dunes in North America-, and Garden of the Gods – with it's amazing sandstone rock formations.

**\*Attached you will find the complete itinerary, as well as a fill-in application form.**

\*You can also click on the following link [www.lgbtours.com](http://www.lgbtours.com)

We look forward to seeing you in August!

Best regards,

John Rogers

Narrow Gauge Paradise – **LGBTOURS**

PO Box 130807

Tampa, Florida 33681-0807

Tel/Fax: 813 831 0357

E-mail: [NGPAmerica@aol.com](mailto:NGPAmerica@aol.com)

[www.lgbtours.com](http://www.lgbtours.com)

## *Next Meet Preview*

On Saturday, July 17 we will have a meet at the home of Gary and Marilyn Siegel in Montecito. This is such a great railroad with bridges, tunnels, trains running along the sides of a cliff at eye level and hundreds of scale pine trees. The railroad is built to 1:32 scale. Gary is gracious to allow GCGRS members to run other scales as well. 1:29 works well, and 1:20.3 scale usually works if you stick with the smaller engines and keep the side window shades folded in. As you recall, Lamont Stolley, John Ryan and Nick Conti have taken on the task of rebuilding the Boulder Creek branch line. They have just recently completed a beautiful trestle, (where there was none before), and have more bridges and trestles yet to be built.

John Whitaker sent out an email about a week ago with an invitation to come to the Siegel's on Saturday, July 10, to help with maintenance, weed clearance, and ballast projects to get everything ready for the July 17<sup>th</sup> event. Any help would be appreciated.





## Letters

Hi John,

Nancy and I slipped away to the San Diego County Fair in Del Mar this last Saturday to try to continue our COVID interrupted tradition of visiting our garden railroading friends down there and a chance to dine on that healthy fair cuisine! The fair was only a fraction of what it has been in the past, and attendance was limited due to COVID, but it was a fair, and more than what we will see in Ventura this year. The San Diego Garden Railway Society did put together two small layouts (see photos) to fit inside the pavilion that the hot tub and patio manufacturers were using, instead of the traditional garden area. It was the only garden or flower related display, a far cry from previous years. But the layouts were nicely done, caught the attention of many passing by, and had children that wanted to try to climb over the barriers to get to them! Talking to one of the members by phone that we missed that day, he indicated that it was quite a challenge to do that much! Whether they will try another layout next year, is still up in the air, but Nancy and I hope that they do! After all, we need a good excuse to drive 300 miles and go dine on fair food!

PS. The traffic on the I-5 from El Toro to Del Mar was a nightmare that Saturday morning. Makes you kind of miss those COVID days when only essential people were allowed on the freeway, and anyone going a garden railroad event are essential people!!

Randy

Walt Thompson has donated these two custom cabooses, (cabeese)? They are both for sale with the proceeds to go, to the GCGRS to be used to help build an awesome layout at the County Fair. (Assuming we eventually will have another fair. The shortened, “Bobber” caboose is custom built with marker lights. The bidding starts at \$60 for the short caboose and \$40. for the long caboose. The long caboose has been wired as an AC lamp but it could be used to operate if the wiring is removed.



Send your interest/or bids to me.  
[lyans@pacbell.net](mailto:lyans@pacbell.net). I can bring the cars  
to the meet at the Siegel's on July 17<sup>th</sup>.

# **ACHTUNG!**

**ALLES LOOKENPEEPERS  
UND NON-TECHNISCHENS**

**Dieser Wunderbar Hand-gebaut Model Eisenbahn ist NICHT für Gefingerpoken und Mittengrabben. Ist easy Schnappen der Springenwerk, Blowenfusen und Poppen-corken mit Spitzensparken.**

**Ist NICHT für Gewerken by das Dummkopfen.**

**Das Rubbernecken Sightseeren Please Keepen das Cottonpicken Hands in das Pockets, Relaxen und Looken at das Trains Rollen.**