



Gold Coast Flyer

August 2020

MEETS

August

August 8

John Power & Angela
Camarillo

August 29

Sal & Deborah Mele
Santa Barbara

September 19

Gary & Marilyn Siegel
Montecito

October 10

Jim & Sylvia Eldridge
Burbank

October 31

Georges & Marie Arseneault -
Winnetka

Joe and Leslie Bussing took the jump in July and hosted the first meet we have had since March. This was a somewhat limited meet; although everyone was invited, not everyone felt comfortable attending a large group gathering. I think I counted 17 people including new members Al & Colleen Daumann, (friends of the Bussings), John Power, Angela Wharton, Gregg & Ava Hendrickson, Michael Newlon, Leslie & Joe Bussing, Pam & Paul Molina, Lamont Stolley, Randy Bryie, John & Amie Lyans, and John & Kim Whitaker. As you can see from Kim's picture, everyone had their mask and wore it except when they were eating. I felt like everyone was being safe and I felt better about gathering than I do than when I go to Home Depot or Costco. It was a beautiful day and the railroad was spectacular. Thanks Bussings.



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Next Meet

John Power and Angela Wharton will be hosting a train run on Saturday, August 8 at 11:00 am. They would like everyone to follow the same protocol that everyone observed at the Bussings. Everyone please come looking like a train robber, maintain a distance and bring your own lunch. John has added another gazebo for shade and to facilitate social distancing. Please stay home if you have any symptoms or if you have been around anyone who has been sick.

John's railroad is built to 1:20.3 scale. This is one railroad that you can run your biggest engines on! K-37's and K-36's do well here. Stay safe!



There were lots of good country to run your train through.

Joe's well-equipped, large shop and the lower terminal of the railroad.





This space saving, half turntable is pretty cool. It was long enough to accommodate my 1:20.3 C-19. You just don't want to run off the end of the turntable. It's a long drop to at least one side of the pit!



Eating ice cream bars at a social distance.



Beautiful structures



A RAILROAD ADVENTURE

TRAINS, STEAM & FRIENDS by Walt Thompson

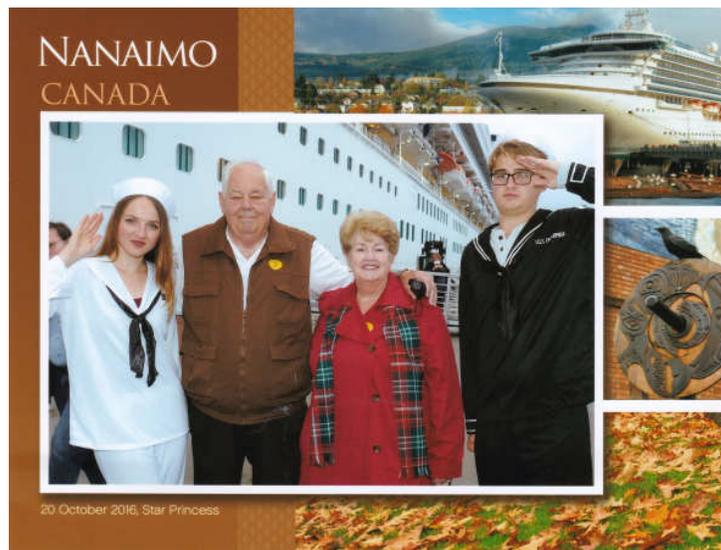
The year was 2016 and being in October, the weather was kinda iffy on the west coast but Mary had already made the reservations for us with the Princess Cruise Lines to partake in the “Pacific Wine adventure”. Together with friends, the plan was to get an early start taking the AMTRAK Coast Starlight out of Los Angeles heading north along the California coast and through Oregon headed for Seattle, WA. All went well on our ride to the Union Station but when we were all checked in we were informed that our train had been delayed because of an air conditioning problem. This of course caused a late departure out of Los Angeles so our timetable on the rails heading north had to be diverted to head to ALL the south bound freight trains. This meant sitting on a few sidings here and there along the way. The ride on the train was comfortable enough with adequate sleeping facilities and the food served on board the train was very good.

Due to our delayed departure, it was late into the next evening when we arrived in Seattle. There we were bused to the Crowne Plaza Hotel for the remainder of the night. Early the next morning we were on a bus headed for the Hyatt Regency in Vancouver, B.C., Canada. During our stay in Vancouver we took a very enjoyable tour of the city and country side on an old but motorized trolley. (with hard seats) Then it was back to the Hyatt for some local shopping and a quiet evening. The next morning we were transported to the Canada Place Cruise Ship Terminal to board the Star Princess. Finally on board, we spent a lovely afternoon and evening getting acquainted with the ships amenities. Bon Voyage, we were on our way.

The next morning we had docked in Nanaimo, B.C. Canada, where we disembarked and were bused to the train depot in Port Alberni. For us, this was the highlight of the entire adventure, and really the basic reason I was agreeable to this journey. At the train depot, we boarded the Port Alberni Pacific steam train being pulled by a 1929 Baldwin 2-8-2 tank locomotive. This 12 or so mile excursion took us through the city and out into the beautiful forest areas of British Columbia continuing on up to the McLean Lumber Mill that has been in full operation since the 1920's. The inclusive workings of the mill is still being operated under steam power that uses the unsalable scraped lumber to fire the boiler. Absolutely fascinating to watch the men guiding the logs up from the pond and into the mill, turning them into lumber as they did 100 years ago. While there we were treated to a luncheon at the Mill Canteena by the local woman's group. After a relaxing time exploring the surrounding area which includes a country store, blacksmith shop and full repair facilities, we were back on board the train for yet another enjoyable train ride back to the Port Alberni Depot. From there it was back to Nanaimo where we were welcomed back on board the Star Princess.

The remaining 6 days was spent cruising the Pacific Ocean heading home with stops in Seattle, WA where we visited several of the local wineries, Astoria, OR for a tour of the city, and then San Francisco, CA where we rode the street cars and took a tour of The Embarcadero. That evening we were back on board the Star Princess, out on the ocean and homeward bound to Los Angeles. All in all, this was a very enjoyable get away and memorable time with friends.

An added note, after sharing this adventure with others, the following year there was a group that got together and made similar reservation for the same trip of which they all reportedly enjoyed as well.





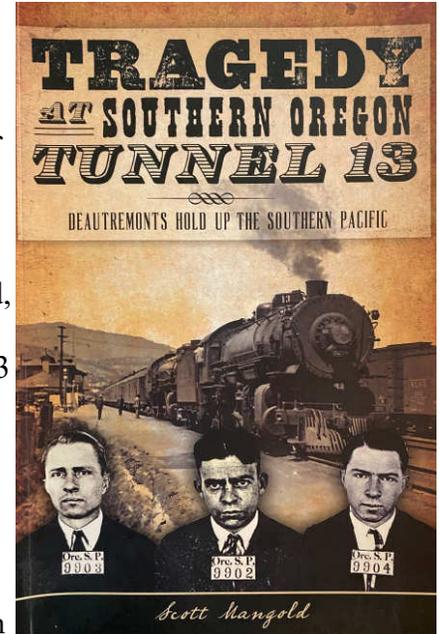


ANOTHER RAILROAD ADVENTURE

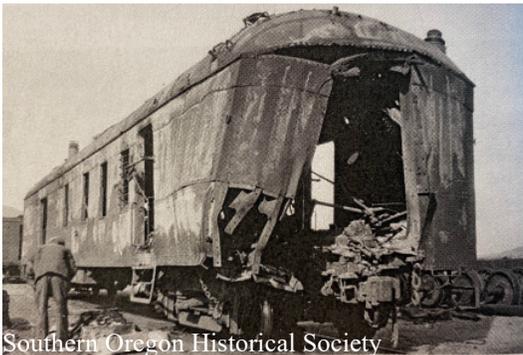
Book review and follow up by John Lyans

Last year Amie and I attended the Garden Railway Convention in Portland, Oregon. While in Portland I saw a book that caught my eye, *Tragedy at Southern Oregon Tunnel 13* by Scott Mangold. This book recounts the events culminating on October 11, 1923 when the DeAutremont brothers robbed Train No. 13. Today, as we all are wearing masks, I am reminded of the stereotypical, old-time train robbers. Re-enacted train robberies, popular on tourist railroads, are not so fun in real life.

The San Francisco Express. Southern Pacific, train number 13, left Ashland, Oregon on October 11, 1923 at 11:30 am headed for Siskiyou Summit and the Oregon – California border. Train 13 was split into two sections, first-13 and second-13 because of the steep ascent from Ashland up to tunnel 13 at the summit of Siskiyou pass. The road engine for first-13 was a big 2-10-2 that the SP referred to as a “Decapod” or “Deck,” even though most Decapods on other roads were 2-10-0s. A smaller Mikado helper engine, was attached to the front of the road engine for the ascent to the summit. Once train first-13 reached the summit, the Mikado was cut off, and turned on the turntable so that it could run light returning to Ashland. By 12:35 pm Train 13 was ready to proceed into the darkness of Tunnel 13.



The three DeAutremont brothers, twins Roy and Ray and their younger brother Hugh were sons of a dysfunctional family that was constantly moving around the country. From Iowa, to New Mexico, to Colorado then Wahington. Roy and Ray ended up in the Northwest where Ray became enamored with Big Bill Haywood’s labor movement, the Industrial Workers of the World or “Wobblies.” The Wobblies goal was to instigate class warfare between the “downtrodden” and the “comfortable” citizens. Shortly after World War 1, the American Legion Post in Centralia, Washington put on an Armistice Day parade. All of the buildings were decked out in American flags except the IWW hall. As the parade passed, shots were fired from the IWW hall and three Legionnaires fell dead. Ray was accused of being an organizer and was convicted of “criminal syndicalism” and was sent to prison for a year. Roy, on the other hand, wanted to become a priest in the church. At the time Hugh was still at school in New Mexico. While Ray was doing time, Roy became cynical about religion and turned to a life of petty crime. While in prison Ray became disillusioned with the Wobblies because they had abandoned him while he was locked up. He and Roy, angry at the world, thought that if they could pull off just one big score they would be set for life. They eventually got together with Hugh who had more education and was a better planner and they formulated a plan to rob a train.



The brothers had heard that the San Francisco Express carried a half million dollars in gold so they decided that this was going to be their big “score.” Their plan was to board the train at Siskiyou Summit at the east portal, (north portal) of tunnel 13 and to stop the train as it slowed for a brake check at the west portal, (south portal). The brothers each had a .45 caliber pistol and Ray also had a shotgun. Ray had previously hiked over to the south portal with the shotgun and dynamite and would wait for the train there. Roy and Hugh jumped on the train between the tender and the express car as it was leaving the Siskiyou station and as it entered tunnel 13 and as they jumped on the train Roy dropped his .45 pistol. When the train slowed at the west portal, Hugh pointed his pistol at the 52 year old engineer, Sidney Bates and the 23 year old fireman, Marvin Seng and told them to stop the train. The train stopped with just the engine outside the portal of the tunnel. The mail clerk, Elvyn Dougherty opened the door of the express car to see why the train had stopped. Ray aimed the shotgun and fired but he missed and Dougherty slammed and locked the door.

It later came out that the brothers were rattled by the incessant ringing of the bell on the locomotive and their plan started to come apart. Ray realized that the mail clerk was not going to cooperate so he decided to use dynamite. He had Roy climb up on the sill of the express car to place the dynamite so that he could detonate the charge. Instead of using a few sticks of dynamite Roy had wired all of the dynamite. Roy got to plunger first, pushed the handle and blew the express car into a mangled wreck killing mail clerk Dougherty. The smoke and debris was so bad that all they could find was burning mail and rubble.

Charles Johnson, a 37 year-old brakeman emerged from the tunnel to see if there had been a boiler explosion. He was first confronted by Roy who told him to uncouple the express car from the rest of the train so that the engine could haul the car down the track where they would have more time to search for gold. Johnson found the coupler damaged from the explosion and said that the engine needed to move forward slightly so that the car could be uncoupled. As he went forward toward the engine he was confronted by Hugh and Ray both of whom shot him before he could speak. When Roy came forward to his two brothers and the mortally wounded Johnson he told them that the engine needed to be moved slightly forward. He told engineer Bates to move the engine forward but it wouldn't move, possibly because the air line had been severed, locking the brakes in place. At that point the brothers realized that their plans were going south fast. Deciding to abandon their plan and not wanting to leave any witnesses, Roy put his .45 to the temple of fireman Seng and shot him in the twice in the head. Likewise, Hugh then shot engineer Bates in the side of his head with the shotgun.

The brothers then fled the scene, minus any gold, while another conductor went to an emergency phone and reported the robbery and murders to the authorities in Ashland. The police found the detonator, the .45 pistol that Roy had dropped, creosote soaked gunny sacks that had been used to throw off the scent of tracking dogs, a traveling bag and a pair of overalls.

After the local police were unable to discover much about the identity of the robbers they ended up consulting Dr. Edward Heinrich, a chemistry professor at the University of California. Professor Heinrich used some early forensic methods to provide a description of the perpetrators to the police. He deduced that the one suspect was about 25 years old, had brown hair and was a left-handed lumberjack. He would be about 5'8" tall and would weigh about 165 lbs. He would have fastidious habits. He deduced this by the size of the overalls that had strands of hair and had pine needles in the pockets. He deduced that the suspect was left handed from the wear pattern on the overalls. That he was fastidious was determined by the presence of neat, fingernail clippings in the pocket. The clincher though was a receipt for for a registered mail receipt fro \$50 that was sent from "Roy d'Autremont" to "Vern d'Autremont," and by tracing the serial number on the dropped .45 pistol to a "William Elliot," one of Ray's known aliases. The professor's forensic abilities amazed the police and the public despite his being mistaken about the suspects weight and his left handedness.

So, eleven days after the crime, the police had a name and wanted posters went up all over the United States. Despite that, the brothers were able to elude capture for over three years. Hugh had enlisted in the army under and assumed name and a corporal who had served with him in the Philippines recognized him from a wanted poster. He was arrested within six hours and he admitted his his true identity. Once he was back in the United States he was arrested and convicted of murder. He denied knowing where Roy and Ray were but his arrest had encouraged new wanted posters and within months Roy and Ray were discovered to be living in Ohio under the assumed names of Clarence and Elmer Goodwin.

All three of the brothers were convicted of murder and were sentenced to life imprisonment. Hugh was paroled in 1958 and three months after his release he died of stomach cancer. Roy was diagnosed with schizophrenia in 1949, transferred to the Oregon State Hospital where he was given a frontal lobotomy and was then transferred to a nursing home after he could no longer take care of himself. He died in 1983. Ray was released from prison in 1961 after which he worked as a weekend janitor at the University of Oregon in Eugene. He died in 1984.

The book goes into much more background and detail than I have mentioned here and I highly recommend it. Largely forgotten today except perhaps in Southern Oregon, it was an event that once riveted the nation and tragically changed the lives of many families. Referring to this crime the author asks, "Why is it worth considering you ask? Studying a crime does not mean glorifying it. Ignoring a tragedy denies opportunity to learn from it. Another irony of this story is the brother's name. In French, DeAutremont means 'the other mountain.' They had alternatives and choices."

The Southern Pacific line over Siskiyou Pass, through tunnel 13 was the mainline between Oregon and California until 1927 when most of the through trains were re-routed to the east through Klamath Falls and then back to the mainline at Weed, California. Lumber traffic dwindled over the years until finally the line was abandoned about 2005. The tracks were quiet until 2015 when the line was rehabilitated so that trains could run between Ashland, Oregon and Weed, California. Today there is about a hundred or so car loads a day that is are run on the Siskiyou line by Central Oregon & Pacific, (CORP).

Being curious, I looked at the area on Google Earth and discovered that tunnel 13 is tantalizingly close to Interstate 5 at the top of Siskiyou Pass. So when I was returning to California after a visit to my daughter's family, I pulled off at an exit at the top of the pass, (where old US 99, branches off), and parked my car and hiked up the mountain to the tunnel. The site is quiet, lonely, and more than a little spooky. This is the location where the brothers boarded Train 13. I did not venture through the tunnel to the other side.

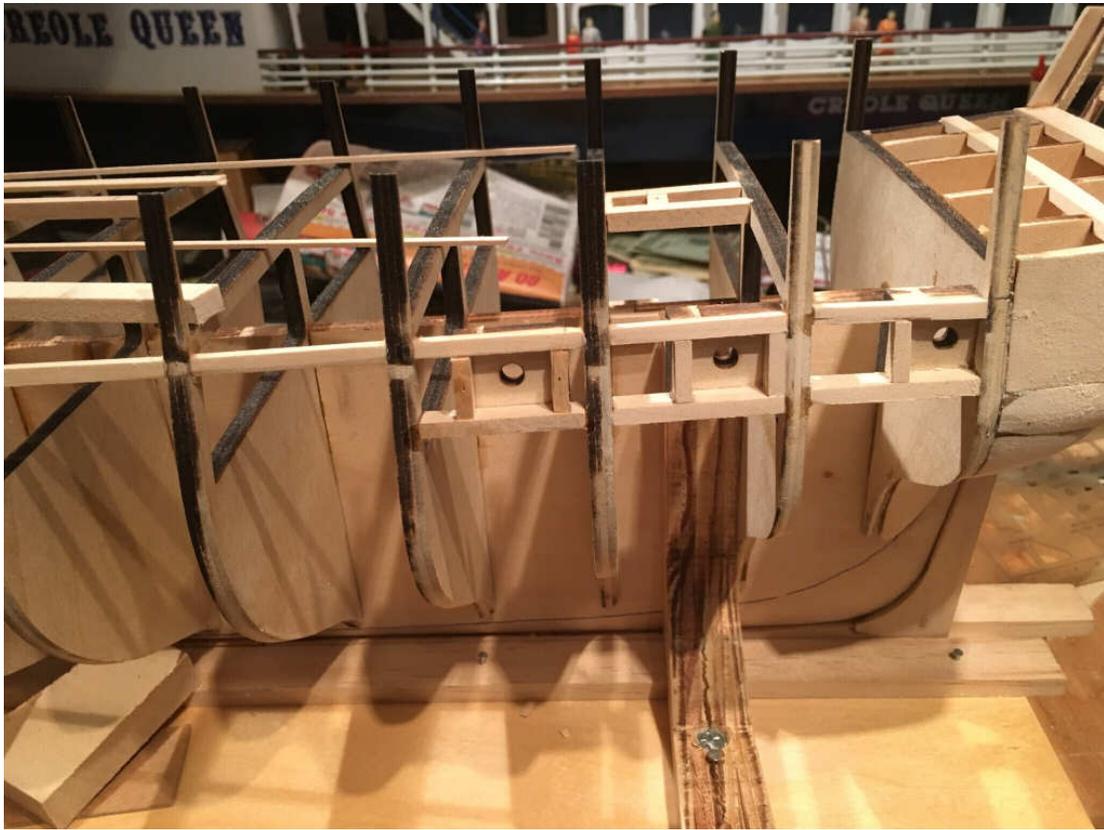


Photo: John Lyans

GCGRS MEMBERS SUMMER ACTIVITIES

Georges is helping a friend in Cape Cod, Massachusetts rebuild his railroad.







WORK PARTY

The Siegal layout repair team is having another work day on Saturday, August 1, 2020 at 10:30 doing ballast and track work, tree trimming and other right-of-way maintenance.

If you would like to help, bring some tools, your lunch, and wear a mask. Ballast will be provided.



ANOTHER ONE BITES THE DUST

Garden RAILWAYS®



Important news! Garden Railways Fall 2020 to be the magazine's last issue

The Fall 2020 issue will be *Garden Railways* last issue, but the brand will live on. [LEARN MORE](#)

Well, sorry to see this announcement. This, along with the demise of Aristocraft a few years ago, MTH closing in 2021, and with some of the smaller mom and pop businesses closing up, I guess it's time for us to start building our own trains.

As one GCGRS member put it: *“Good reason to get into scratch building. Buying trains off the shelf and running them is only part of this hobby. Ed Davis”*



Odds and Ends

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

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

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