

Calendar

September 18, 2021 11:00
Gary and Marilyn Siegel

October 9
Jim and Sylvia Eldridge -
Track and battery power.

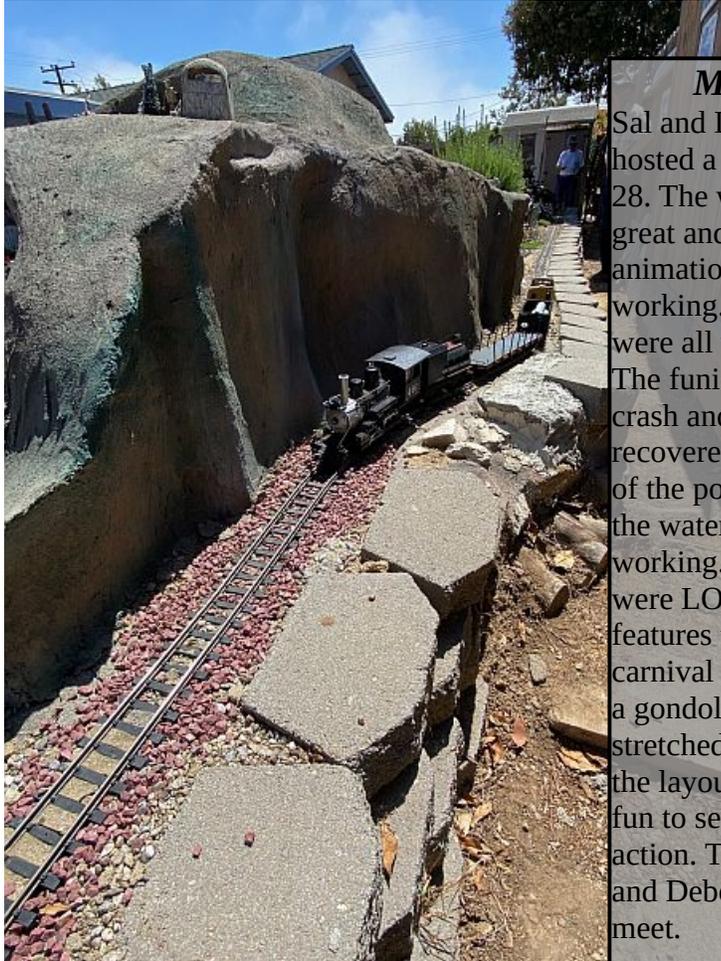
October 30
Georges and Marie Arsenault
Battery power.

November 20
Gary and Marilyn Siegel -
Battery power

December 12
Mike & Lorraine Newlon
Members only



SEPTEMBER 2021



Mele Meet

Sal and Deborah Mele hosted a meet on August 28. The weather was great and all of Sal's animations were working. At least they were all working at first. The funicular suffered a crash and never recovered and later one of the ponds dried up and the water wheel stopped working. But hey, there were LOTS of animated features that did work; carnival rides, a sawmill, a gondola on a cable that stretched the length of the layout. It's always fun to see everything in action. Thank you Sal and Deborah for a fun meet.

Next Meet

Gary and Marilyn Siegel. Any adjectives that I could use about this railroad have already been said many times before. Bring your own lunch and enjoy running your train. September 18, at 11:00. If you arrive a few minutes early you can help set up a few tables and chairs.

Note: Gary has numerous beautiful bridges on his railroad that were built by Damian Cavasos of *Mainline Bridges*. I contacted Damian and had him build me a through truss bridge. I have a review of that bridge on page 13.

Newsletter: John Lyans
lyans@pacbell.net

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

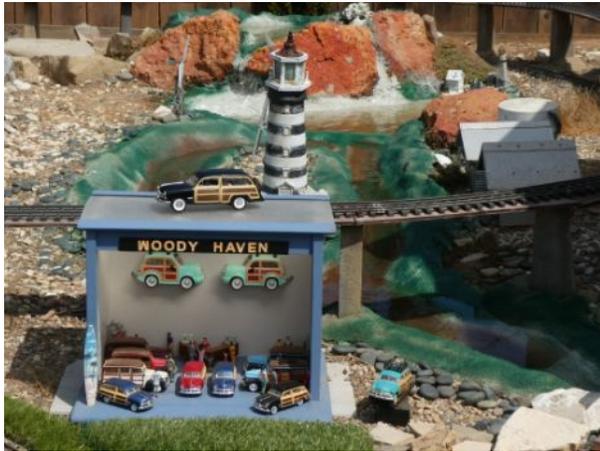
Web Page: Gary Olmstead
<https://www.gcgrs.com/>

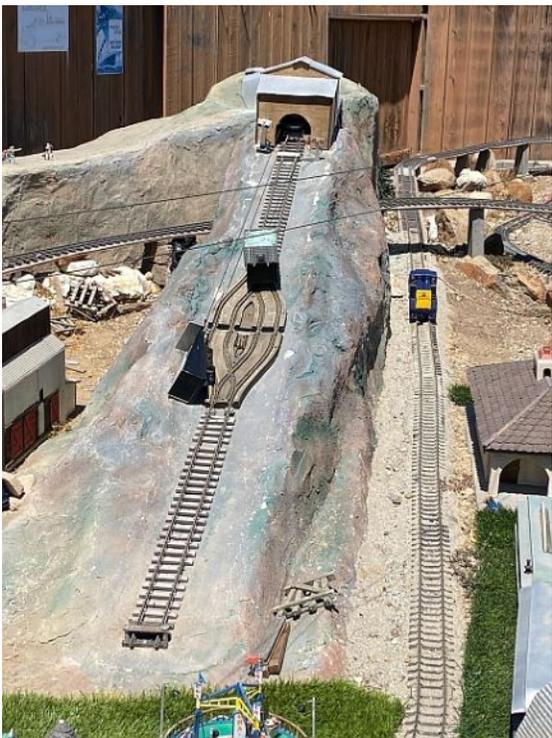
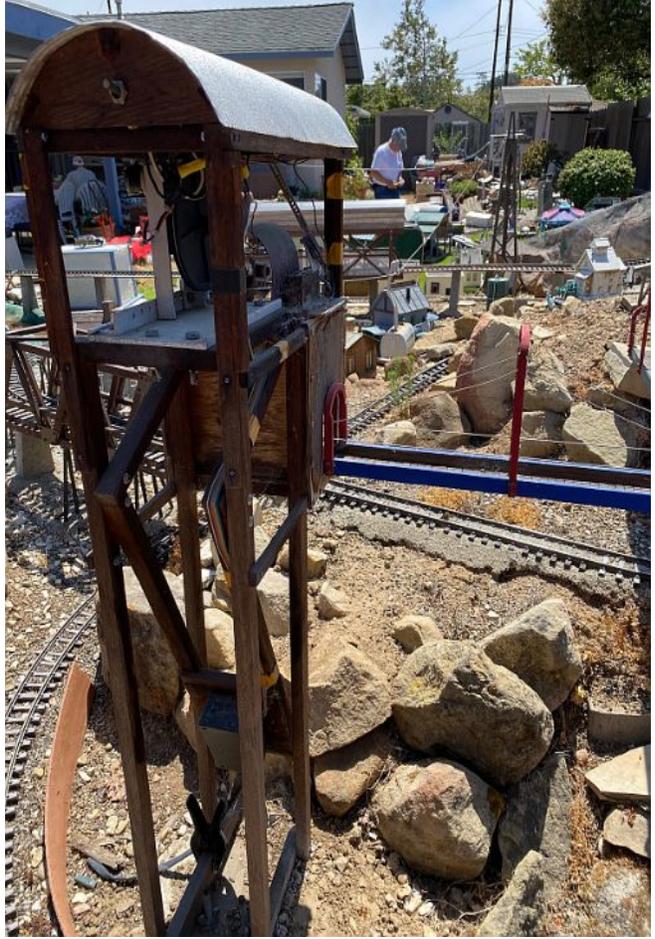
Facebook: John & Kim Whitaker
<https://www.facebook.com/groups/145996342219253/>



Lots of action at the Mele's meet. People running trains included Bill Fincher, Gary Olmstead, Gary Raymond, and Lamar Stolley







Railroad Days Lite 2021 *by John Ryan*

The South Coast Railroad Museum, more commonly known as the Goleta Depot, held it's annual Railroad Days event Saturday and Sunday August 21 and 22. This years eve nt took on a slightly new name "Railroad Days Lite".

Due to Covid, last years event was cancelled along with everything else in the world. Planning for this year's event didn't begin until just a couple months prior. Typically, planning begins soon after RR days is over but the uncertainty of holding any sorts of gatherings didn't allow for the normal planning.

Normally, there would be donated items to be auctioned, a swap meet, displays, working model steam engines, train rides, handcar rides, live music and anything else they might come up with. It was decided to keep it kind of light and give the public a chance to get out and have some fun.

The light nature of this years event eliminated a lot of the normal goings on but there still were the ride on trains, handcar, live music and this year a local Micro Brewery provided beer.

Because it's always a big hit with the public, a call went out to the local model railroad club, South Coast Society of Model Engineers, to see if they would again set up their large-scale track.

The early day's of the makeshift layout was not much more than a 16x30ft oval. It worked well for showing the trains but did not allow for much flexibility. Over the years, more track has been acquired and now the layout is 16x45 with a siding and a setup track. This allows for larger and multiple trains to be run. That is as long as runners are paying attention.

Since a handful of SCSME members are also Gold Coast members, train operators were available but in small numbers. That was OK for a smaller layout but fewer runners didn't allow much room for breaks and to enjoy the rest of the show.

The last couple of events I decided to send invitations out to the rest of the Gold Coast to participate. I was always a little reluctant since most of you would have a bit of a long drive. Surprisingly, a few members heeded the call. As a matter of fact, those that had previously participated were quite disappointed that the show was canceled last year but quite pleased to be able to participate in this years show.

The Gold Coast was well represented and I want to send a big thank you to my crew for participating this year. The show was a big success and I think our layout played a big part in making it so.

This years crew:

Randy Bryie, Lamont Stolley, Bill Fincher, Nick Conti, Art Sylvester, Dana Driskel (former SCSME), Bob Lyon (SCSME), Evelyn Walker (support staff)

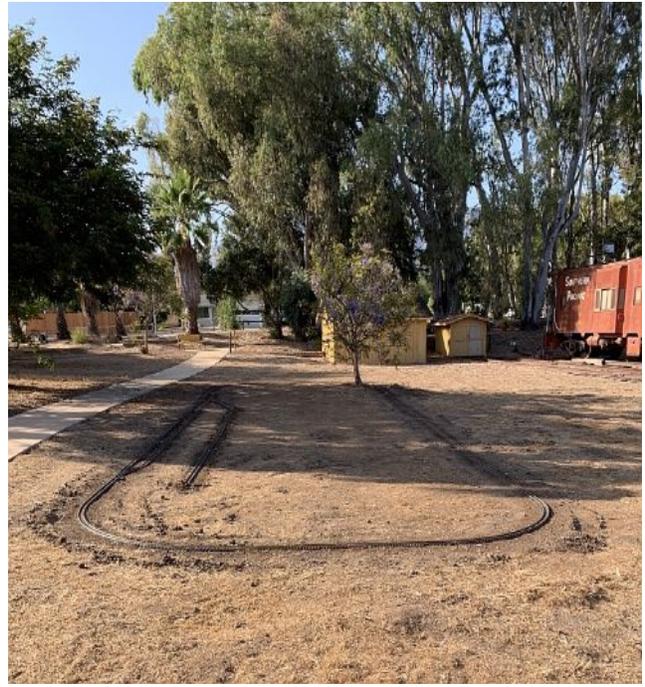
Also thanks to:

Dennis and Suzanne Paulazzo for providing buildings to dress up the layout.

Cameo appearances:

Gary and Cathy Raymond

Gary Olmstead



Large Scale layout and Ride-on train rides. Thank you GCGRS members who helped!





The kids were having a great time. Handcar rides, HO layout and a Brio layout.





The large scale layout was a big part of the success of the Goleta Depot Days. Thanks for organizing this John Ryan.

The GRITFY's "MINI REEFER"

The obvious nick name here would be "The **ORANGE CRATE**"

Doing some significantly overdue housekeeping in the shop, I came across this skeleton of a USA Trains refrigerator car. It was purchased years ago when I needed some simulated wood siding, so I purchased this car as a body only to use as a donor. Ignoring the fact that it had overspray paint all over it, the siding material was a very good match to create the front wall of Stewart's Model 'A' Ford Coupe Hubley/Bachmann motorized Box Car as seen in my Gold Coast photo galleries folder. Also, for the front wall of the storage shed on Stewart's flat car, the door and window were made out of door parts from one side of this refrigerator car. Later, combined with a couple of entry doors from an REA passenger coach, parts of the wood siding was used to fabricate the area on the front for the conductor of my motorized Bachmann Combine, (**Big Red**). (Also in the photo galleries)



A portion of the roof was used as a top/cover for my AristoCraft 20 ft. 2 axle gondola that houses a battery, speaker and a SoundTraxx sound board for some steam chuff, bell and whistle sounds. With just a few minor alterations like cutting the ends off and filing a notch for the brake wheel post, it was a perfect fit. Almost like it was made for it and paint touch up on the ends was done with a black Marks-A-Lot pen. This gondola also has metal wheels with track power pickup brushes. So

as you can see, parts and pieces were used in the construction of several projects in the shop for either what or where ever it seemed applicable. "20 Ft. AristoCraft Santa Fe Gondola -2"



As seen here, there was still quite a bit of *good stuff* left to be used for something. Looking it over, the side that had the section with doors, hinges and latch just looked too inviting to throw away so I figured there's got to be some life left in that skeleton, right? Realistically, loading and unloading freight is mostly done from only one side anyway, the dock side, so what the heck, why not create a mini refrigerator car? We know there are Mini Locomotives, Mini Passenger Cars, Mini Box Cars, Mini Tank Cars, there's even a Mini Mouse, so why not a MINI REEFER? After all, we are a small railroad so all we'd really need would be a small refrigerator car.

And with that thought in mind, it was time to take a serious look around the shop to see what else there might be to help create something useful

"USA refrigerator car parts"

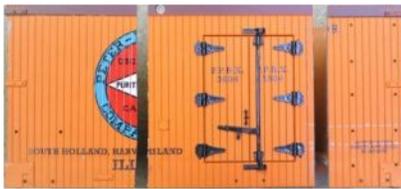
without getting too whimsical about it.

To get things started, parts like the cut off roof ends, roof hatch assemblies, grab irons and other extraneous parts that were removed earlier were all set aside for later consideration. The end segments and the panel with doors were separated from the skeleton's main floor so engineering could get a better idea what we had and see what might be needed to make this all work. This included the section of wall that was removed earlier for a project, but never used. The end panels were trimmed

to see how the wood siding matched to the center section with the doors and see what we had that might resemble what we were trying to create.

“SKELETON CUTS”

Looking over what was there, I first did a count of how many boards appeared to be useable for what is going to be the front and back panels. Taking into account the piece that was previously removed and would be part of the back panel, it looked as if this would be the shortest panel of the two. After trim and fit, it looked to have a total of 42 useable boards, which turns out to be a little less than half the length of the original car. This meant we would have to trim the sections that make up the front panel to where it had the same number of useable boards. We're looking good there because this should eliminate the original roof attachment hole in the center of the header board that goes across the top. (Goodie, one less fixit!) All this made for many hours with a file, sanding and fitting the parts so they would all fit together to look as if they were something like the original siding was. I was also beginning to have some apprehension about the aforementioned 'overspray paint', but after a lengthy closed door meeting with engineering, I decided to deal with it the best way I knew how. Just ignore it!



“Parts prior to final trim”



“Final body part fitting”



“alignment supports inside”

The next step was to fabricate backup supports to assist with alignment during the final assembly process plus they will add strength so when it's all bonded together we should have a good solid all one piece body assembly. Now that the basic body assembly was completed it was time to study the 2 roof ends and see what would be required to make it correspond to the new body? I filled the space in the center using 1/8" thick Polystyrene sheeting and reinforced it inside with lots of JB-Weld and more polystyrene. I then relocated the cross/support ribs on the top to a new location to better support the cat walk. Everything else pretty much remained as original using the 2 screws, one on each end, to attach the roof to the body.



“ROOF PARTS”



“roof center filled”



“finished center fill”



The new cat walk was constructed from our own 'Evans wood' using the original parts as pattern and also the 4 original supports. One support on each end and the other 2 uniformly positioned at the cross ribs to help keep it on center and also give support when it is in use. Say what? (to reconstruct the roof alone took over 35 hrs.)

<<< "FINISHED ROOF (2)" -

Now for the chassis. For a car this length, several options were considered. Should it have 2 axles like the 20 ft. series freight cars have, or 4 axles using 2 freight car trucks? The 4 axle trucks was tried first and just looked too clustered with all those wheels under there so we changed by modifying a Lionel Scientific Toys tender Chassis, trucks and journals and adapting some KaDee #830 couplers to them. The plastic wheels were replaced with metal wheels by Gary Raymond metal wheels combined with USA Trains pickup brushes to transfer track power to whatever is in need currently doing the pull.



BOTTOM

SIDE >>>

Note: this is #52 on the Shop Project Roster.



FROM THE
SHOP OF
WALT
THOMPSON

Review



Mainline Bridges
7341 W. St. John Rd
Glendale, AZ 85308
(512)688-0621
<https://mainlinebridges.com>

When I was in visiting my son and his family, I ran across this ex SP, (now UP/Amtrak) bridge north of Eugene, Oregon along old highway 99. I thought this would make a great model so I contacted Damian Cavasos of *Mainline Bridges* in Glendale, Arizona to see if he could build a model of this through truss bridge. This is what he came up with. I only needed to bridge a three foot span so the model is proportionally smaller but I really think it captures the essence of the prototype with the laced beams, rivets and even the ladder going up the truss. Damian is the artist that built the bridges on Gary Siegal's layout. The price of the truss bridges varies according to size and level of detail. Damian also sent me a really cool deck girder bridge made out of aluminum and cast resin which I will review in a later newsletter. *John Lyans*



The level of detail is terrific. The bridge is not rusty but is painted to look like rust. Great!

Review

Kaka Industrial 8" Mini Shear/Brake

<https://www.kakaindustrial.com/>



Cutting brass



Bending .032 aluminum

In the last issue I did a write up of how I was making brass stirrup steps to replace damaged ones. I made reference to purchasing .032 thick brass strips in narrow widths. However, I now find that K&S metals has discontinued making .016" and .032" thick strips in these narrow widths. However they are still making those thicknesses in the wider pieces and sheets.

So, here's a solution. A couple of years ago I purchased this 8" Mini Shear/Brake from Kaka Industrial so that I could bend 90 degree bends in aluminum and brass. I forgot that the upper part of this tool has a shear built in. When I pulled it out I realized that it had a shear and so I decided to try it out. I was pleasantly surprised to find that it did a beautiful job of cutting very narrow strips of both .016" and .032" with virtually no curl to the cut pieces. With that I promptly made a few new stirrup steps out of the .016" brass. They are very prototypical and much sturdier than the plastic stirrups.

This tool is very compact, heavy, and well made. It makes cutting and bending brass and aluminum a pleasure. The price went up a bit since I purchased mine. \$186 *John Lyans*



Great for making the ribs on a girder bridge. Now I just need to punch some rivets.

Letters to the Editor

A great newsletter, John! Loved the photos, jokes, and especially your Dad's story. Thanks for the personal touches.

Mary Heumphreus

I printed out the stirrup article. And will put it on my clip board of things to do. Thank you for the heads up. I have been thinking about redoing the handrails on my trestle and using metal posts and railings. Will have to chew on this for a while.

Lamont Stolley

Thanks for the great story of dad! My father flew too! He instructed in the Army Air Corp And taught, (kids), to fly in basic training.

John Power

John, Another great issue of the flyer. I loved your story about your dads last flight. My dad was working for TWA at the Glendale Airport back then. I believe then it was Transcontinental Western Airlines. His favorite plane was the Ford Tri-motor. He had the picture of one painted on the spare tire cover of his 1929 Model A Ford sport coupe. As part of the radiator cap, he had a ornament they called a SPEEDPLANE. It was an airplanes radial engine looking affair with a prop that spins while your driving. Years ago, while going through his things, I found parts of it and a friend of mine now reproduces them and sells them. Really cute and fun to watch as your driving down the road. I still have the original that we restored and it's on my 1930 Sedan. The one pictured here is like mine. Thanks for sharing your story. Sounds like your dad and mine had a little something in common. Other than having great kids that is. HA! Keep the faith!!

Walt (Thompson)



Good morning John: I really enjoyed the piece about your Dad. Especially about his last flight. What a great way to complete his service. My Dad was flight Engineer on B-17s and I have some great pictures along with some documents.

Also, thanks for sharing the pictures of the Marklin trains. I emailed a copy of the letter to Ray, he'll really like that you shared his trains with the club. He's in Poland right now. His daughter is getting married to one of the heirs to the big sausage company over there.

Also, loved your methodology for making stirrups for your 1:32 cars. It really makes those bends come out right every time. What I came up with wasn't so full proof. I hammered nails into a board and bent the strap around them to get consistent corners and then made minor adjustments with plyers. It worked but not perfect.

Hope all is well with you, have a great week!

Best regards,
Ed Davis



Ed Davis' father, Tech Sgt. James Davis was the flight engineer on a B-17, Flying Fortress

89861241
 (ASN)

DAVIS, James W.

T/Sgt
 (RANK)

34th Bomb Gp (H)

18th Bomb (20)
 (Squadron)

156
 (Station)

AEG
 (Rating)

March 1945
 (Month)

TRANSFERRED FROM USAAF Station 156 TO _____

(Date) _____

DATE	GP MIS- SION NO	COMBAT	NON COMBAT	REMARKS
1	133	8:10		Illers, Germany
2	135	10:10		Speyer, Germany
6			0:30	Local
7	137	7:30		Dettingen, Germany
8			2:45	Local
9			4:30	Local
10	139	4:30		Speyer
11	140	7:00		Hamburg, Germany
12	141	8:45		Leininger, Germany
14	142	7:00		Miesburg, Germany
15	143	7:30		Frankfurt, Germany
17	144	9:00		Bitterfeld, Germany
20	147	6:45		Hardburg, Germany
21	148	5:30		Mars, Germany
22	149	5:45		Hettlingen, Germany
24	151	5:45		Zwickau, Germany
23	150	6:45		Wiesbaden, Germany
25	-	3:45		Recalled
26	152	9:30		Oldenburg, Germany
28	153	7:45		Hannover, Germany
30	154	6:30		Hamburg, Germany
31	155	8:15		Brandenburg, Germany

This is an incomplete list of the missions that Tech Sgt. James Davis flew. He actually flew some 35 missions!

I opened up a can of worms with the story about my father's last flight of the Hellcat. So here's one final airplane story and then we'll get back to trains.

A plane is on its way to Toronto when a blonde in economy class gets up and moves to the first class section. The flight attendant watches her do this and asks to see her ticket. She then tells the blonde that she paid for economy class and that she will have to sit in that section. The blonde replies, "I'm blonde, I'm beautiful, I'm going to Toronto and I'm staying right here."

The flight attendant goes into the cockpit and tells the pilot and the co-pilot that there is a blonde sitting in first class that belongs in economy and won't move back to her assigned seat. The co-pilot goes back to the woman and tries to explain that because she only paid for economy she will have to sit in that section. The blonde replies, "I'm blonde, I'm beautiful, I'm going to Toronto and I'm staying right here."

The pilot says, "you say she's blonde? I'll handle this, I'm married to a blonde, I speak blonde." He goes back to the blonde and whispers in her ear and she says, "Oh, I'm sorry," and she gets up and goes back to her seat in economy. The flight attendant and the co-pilot are amazed and asked him what he said to make her move without any fuss.

I told her, first class isn't going to Toronto.

And one more story about a young boy who loves trains. (warning: adult language)

A few days after Christmas, a mother was working in the kitchen listening to her young son playing with his new electric train in the living room. She heard the train stop and her son said, "All of you sons of b*tches who want off, get the hell off now, cause this is the last stop! And all of you sons of b*tches who are getting on, get your asses in the train, cause we're leaving NOW." The mother went nuts and told her son, "We don't use that kind of language in this house. Go to your room and stay there for TWO HOURS. When you come out, you may play with your train, but I want you to use nice language." Two hours later, the boy comes out of the bedroom and resumes playing with his train. Soon the train stopped and the mother heard her son say, "All passengers who are disembarking from the train, please remember to take all of your belongings with you. We thank you for riding with us today and hope your trip was a pleasant one. We hope you will ride with us again soon." She hears the little boy continue, "For those of you just boarding, we ask you to stow all of your hand luggage under your seat. Remember, there is no smoking on the train. We hope you will have a pleasant and relaxing journey with us today." As the mother began to smile, the child added, "For those of you who are pissed off about the TWO HOUR delay, please see the b*tch in the kitchen."

