

Tracking The Del Oro Pacific

May 2017

The Pre-Summer Edition!



America's
Oldest and
Largest
G.Gauge
Modular
Railroad!

A WORD FROM THE PRESIDENT

During this hiatus between shows, on Saturday, April 29th, from 9 a.m. to 2 p.m., we finally began the task of installing legs on scenic modules. Thanks to the ingenuity of Martin Orozco and Ted Greeno setup at shows should be a whole lot easier and less time consuming. Mike Zelenak was good enough to pull the scenic trailer to Ted's house, and there, eight of us got the ball rolling on the first of three Saturdays, and put legs on the Frying Pan Hot Springs, Ted's Hardware and the U.S. Coast Guard modules. Our goal is to put legs on all scenic modules. Now, we are going to attack scenic modules in the container. We hope you can make one of the upcoming Saturdays, May 13th and 20th, to help us get the job done.

On Saturday and Sunday, May 6 & 7, Ron Allen and Patty represented Del Oro at Fullerton's Railroad Days by displaying and operating the Del Oro Pacific Kid's Layout. There was a splendid turnout and the layout became very popular when rains came. Thanks Ron and Patty for making us look good.

A few of our members went into the locomotive shop for repairs. Our prayers for good health and speedy recoveries go to Garry Paine, Al Swerdfeger, Jeff Schulze, Gary

Welch and Joe Rossi Sr.

In an effort to get the Del Oro Pacific in future shows, I submitted photos of our layout and scenery to Lori Babcock in a proposal for our participation at Winterfest at the Orange County Fairgrounds from December 15th to January 5th. We asked to work only weekends during this time span. More to come later.

Circle July 8 and 9, on your calendars for our next show in Pomona.

Dennis Packer

Pictures from Work Party number 1

Photos by Tom Patterson



Thank you to all participants
and lets keep up the good
work!



O-6-O Porter from a Bachmann 2-6-0 Industrial Mogul

by

Dave Acevedo

When I first switched to large scale, around 1994, an early eBay purchase was a Bachmann 2-6-0 Industrial Mogul, nicknamed the "Indy." As time passed, and I saw what equipment was available, I refined the vision for the G.G. & S.B. I chose early steam set around the 1890's. Bachmann had a number of narrow gauge locomotives for this era in 1/20.3 scale, including a Spectrum 2-6-0 Mogul. The Indy looked all wrong next to this new equipment. It was retired from the roster.

In 2007 Mylargescale.com offered a Master Class for a 1/20.3 Porter build authored by David Fletcher. The class used the chassis of the Bachmann Indy. This was a perfect fit for me as the G.G. & S.B. needed a small locomotive to service the mine and I already owned the Indy. Another Mylargescale.com member, Rick Raively, offered laser cut kits for the students of this class. Available was the pilot, cab, and tender. I bought all three. The class also offered PDF files with the build instructions and plan sheets. I downloaded and printed them all. As often happens, I never had time to work on the project. It sat on the shelf for 8 years. Then I retired. I looked at the shelf and worked through all of the waiting projects, completing them all. The last of these was the Porter build.

The build is mostly Styrene. The boiler is two different diameters of PVC pipe bridged by a Styrene sheet. Rivets for the firebox were punched in a thin sheet of Styrene and applied over the box. I used any pipe material I could find that had the needed diameter, including the copper seen on the steam dome. The dome caps are made up of several layers of small disks cut from Styrene sheets. Each got center drilled and mounted on my Dremel Tool to be shaped with files. The laser cut kits saved me from hand cutting all of the Styrene parts needed for the pilot, cab, and three axle tender.

The headlamp is from Hartland Locomotive Works. The diamond smoke stack is the same one used for all of the G.G. & S.B. roster and comes from Bachmann Trains. The smokebox door, firebox back head, and many small detail parts came from the original Indy. Other detail parts came from Ozark Miniatures, including the Porter builder's plate. The decals are from Cedarleaf Custom Railroad Decals. I use Krylon and Rust-oleum spray paint, weathering powders, and a matte U.V. protective topcoat for the finish.

Getting the Crest TE receiver, Phoenix P8 sound card, and 3" 10 watt speaker into the tiny tender was a real challenge. The speaker magnet actually hangs out the bottom of the tender.

I needed a battery car directly behind the tender. The side-dump ore cars this locomotive pulls were too small. I had an unused Aristocraft caboose, but it looked wrong at the head of the train. I cut one third of the body out, including the cupola to lower the profile, and turned it into a "transfer," caboose.

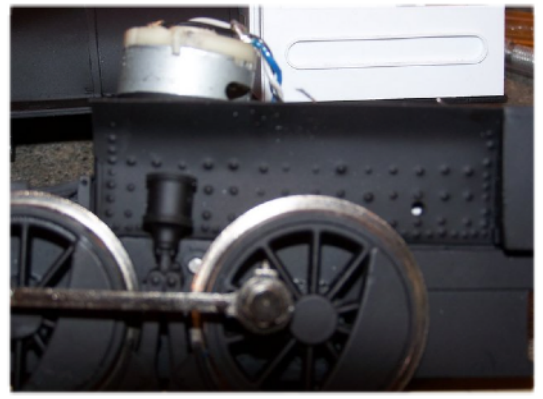
PROJECT PHOTOS

Here are before and after as well as construction pictures.

Photos by Dave Acevedo



The photo to the left shows the boiler and construction of the cab while the photo on the right shows the rivet detail Dave mentioned in his article. I've always liked this locomotive since I first saw it running on the Del Oro Layout.

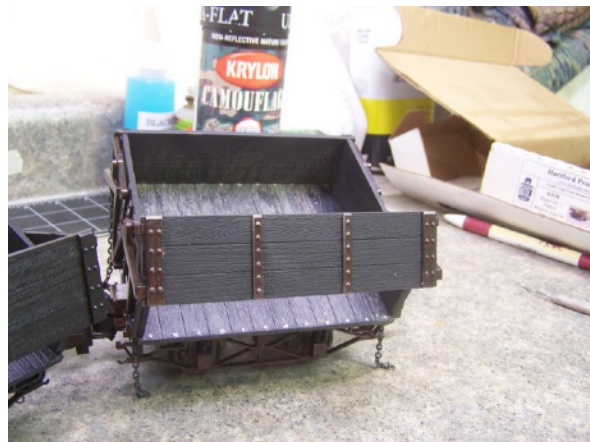


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More Pictures!



Before and after shots of the Bachmann side dump ore Car. Nice work Dave!



A great looking train Dave! Thanks for sharing the story of construction, job well done!

From Bob Chaparo

Collection for Sale

Dave Riggle was a friend in the model and garden railroad community for almost forty years. When Dave finally built his dream railroad in Menifee I was pleased to have him on a Model Railroads of Southern California tour in 2011. Dave's garden railroad occupied part of a one-third acre rural homestead and featured two mainlines of 350 and 375 feet.

Dave unexpectedly passed away a few years ago. His widow, Peggy, has asked me to let the garden railroad community know she is ready to dispose of his very large collection of locomotives, rolling stock, structures and related equipment. As such I am making you aware of this estate sale.

I am not involved in the sale so all communications should be directed to:

Peggy Riggle

pegriggle@hotmail.com

Her location and the garden railroad is 24992 Oaktree Lane in Menifee.

DEL ORO BBQ

6pm - June 24, 2017



Please RSVP by
June 17, 2017 : email
VTAINC@mac.com
Phone 949-582-5461
26166 Buscador
Mission Viejo, CA,
92692

Vic & Sue Thies invite DEL ORO members and guest to their TooMuchFun RR for a BBQ, train run and just have TooMuchFun!

**June 24, 2017 @ 6PM for cocktails
Dinner at 6:30ish**

Wine, beer, soft drinks, BBQ beef, chicken & desserts provided

With over 1800 feet of track, 11 separate lines and over 20,000 lights the TMFRR is an eclectic layout of whimsical themes, eras and just TooMuchFun! As darkness sets, the TMFRR comes to life with lighting in every building & scene, animations, sound effects and a new fairy garden line complete with a lighted river



A few additional pictures of Vic and Sue's "Too Much Fun," Railroad! Please plan to attend the Del Oro Family BBQ!

Railroading Adventures in a Speeder

Amazing aspects of this great hobby!

By Vic Thies

Last year Sue and I were fortunate to have the opportunity to buy Jim and Gayle Creasman's MT-14 railroad maintenance vehicle, commonly referred to as a "speeder." Unfortunately, Jim's passing shortly thereafter didn't allow us to talk with him about the intricacies and details of what we were soon to experience on our first speeder excursion on the Fillmore & Western Railway. Hesitant to jump into a new hobby (our TooMuchFunRailroad and Del Oro and other commitments seemed to be enough of a time challenge for me), Sue convinced me that this was going to be a fun new additional hobby for us and she was right as always!



Sue with our new speeder named by Jim as Snoopy One.

Our test-run on the Fillmore Excursion.

After a successful test run of the speeder (I was not certified yet to drive so Jim's friend Bill Schertle and a North American Railcar Operators Association or NARCOA certified mentor managed the task), we were hooked – good thing as we had already bought the speeder.

In April, after passing the mandatory written test, Bill mentored me on the Santa Cruz & Big Trees Railroad one-day excursion. What an experience driving a speeder through the forest, going through yards, switches, and down the middle of the road in downtown Santa Cruz!



My checkout ride!

Driving down the center of a busy highway was an adventure in itself (we were following this speeder).

Successfully completing my checkout ride, I was certified to now drive our new speeder by myself and we quickly signed up for three more multi-day excursions – two in Oregon and one in Idaho. I have to admit Sue was right and with each excursion we became more excited to take in all this new railroading adventure has to offer.



The end of the run on the Santa Cruz & Big Trees Excursion Speeders are turned around before heading back

For all of us who love trains, speeder excursions are an amazing way to explore the behind the scenes of America. There are absolutely beautiful country scenes that unless on the rails, one just doesn't get to see.

Each day begins with a safety meeting where the excursion coordinator and railroad representative highlights all known safety rules, street crossing procedures etc. Then you are off along with 20 - 35+ other speeder enthusiast's. A day's ride might be 80-100 miles plus before either returning for the evening if it is an out and back or staying at a destination hotel.

So, if you are interested in participating in this very unique hobby, checkout the NARCOA website at www.narcoa.org NARCOA is the governing organization which certifies members and provides liability insurance.

There are regional organizations as well, all of which can be accessed through the NARCOA website. They all have member ads with a few speeders for sale. A motorcar price depends on condition and desirability.

As the demand increases, due to NARCOA providing opportunities for their use, motorcar prices are steadily rising. The price range for a decent car is from \$2,500 to \$10,000. There are only about 1,000 certified drivers in the US and Canada, so it is a rare and unique opportunity to be part of this great group.

Sue and I have 6 excursions planned for the 2017 season in Colorado, Montana, California and Oregon. The excursion coordinators put a lot of time and effort into their runs so the participants enjoy the excursion and sights on the rails safely.

ANNOUNCEMENTS!



July 3, 2017

Slim Princess Engine-18 Silver Spike Celebration! Independence, California

On July 3, 2017, after six decades at Dehy Park in Independence, Southern Pacific Engine-18 will steam her way into the new exhibit space at the Eastern California Museum. The railroad exhibit will include a new engine house and a freshly laid set of narrow gauge tracks. [For information, visit www.CarsonColorado.com](http://www.CarsonColorado.com)

Date: Monday, July 3, 2017

Location: Eastern California Museum; 155 N. Grant Street; Independence, Ca

Times:

- 12:00 Noon Silver Spike Celebration (Drive the final spike & Steam Up E-18)
- 4:00 PM Live Bluegrass Music by "Idle Hands"
- 5:00 PM Tri-Tip Dinner (A vegetarian option is also available).

RSVP: <https://tinyurl.com/ku9nkm3> If you are staying for dinner, please RSVP by June 25. (We gotta know how many pounds of Tri-Tip to rustle up)

Cost: Suggested Donation for Tri-Tip Dinner - \$15.00 (Pay at the Door)

If you like trains, photography, history, or just love the Owens Valley, you are invited to participate as we drive the final silver spike and open the throttle on this fully restored steam locomotive. This is Inyo County's newest "short-line" railroad with over 300-feet of narrow gauge demonstration track.

Lodging Options: For Motels in Independence, California, call 760-878-8030. For Lone Pine, visit Lone Pine Chamber of Commerce at <http://lonepinechamber.org>. For Bishop, visit Bishop Area Chamber of Commerce & Visitors Bureau at <http://www.bishopvisitor.com>

If you like narrow gauge Southern Pacific steam, plan to attend this event!

Here are some notes from Randy Babcock who is on the crew: Here is a flier for the SP18's public debut on July 3rd, 2017 in Independence, also the #18 will be operating at Laws R.R. Museum Sept 22-24 as well. Those will be the two public operations of the engine in 2017.

Whats coming Up?

Del Oro Work Party's at Ted Greeno's House, 8164 Sewell Avenue, Fontana, 9am-3 pm May 13 and 20.

Del Oro BBQ at Vic and Sue's House, please rsvp with Vic, see the flier earlier in the newsletter for details.

Great Train Show July 8-9 at Pomona Fairgrounds, our application is pending but we are anticipating participating in this show. Watch your email for more details as the date nears.

A BIG THANK YOU TO ALL NEWSLETTER CONTRIBUTORS!