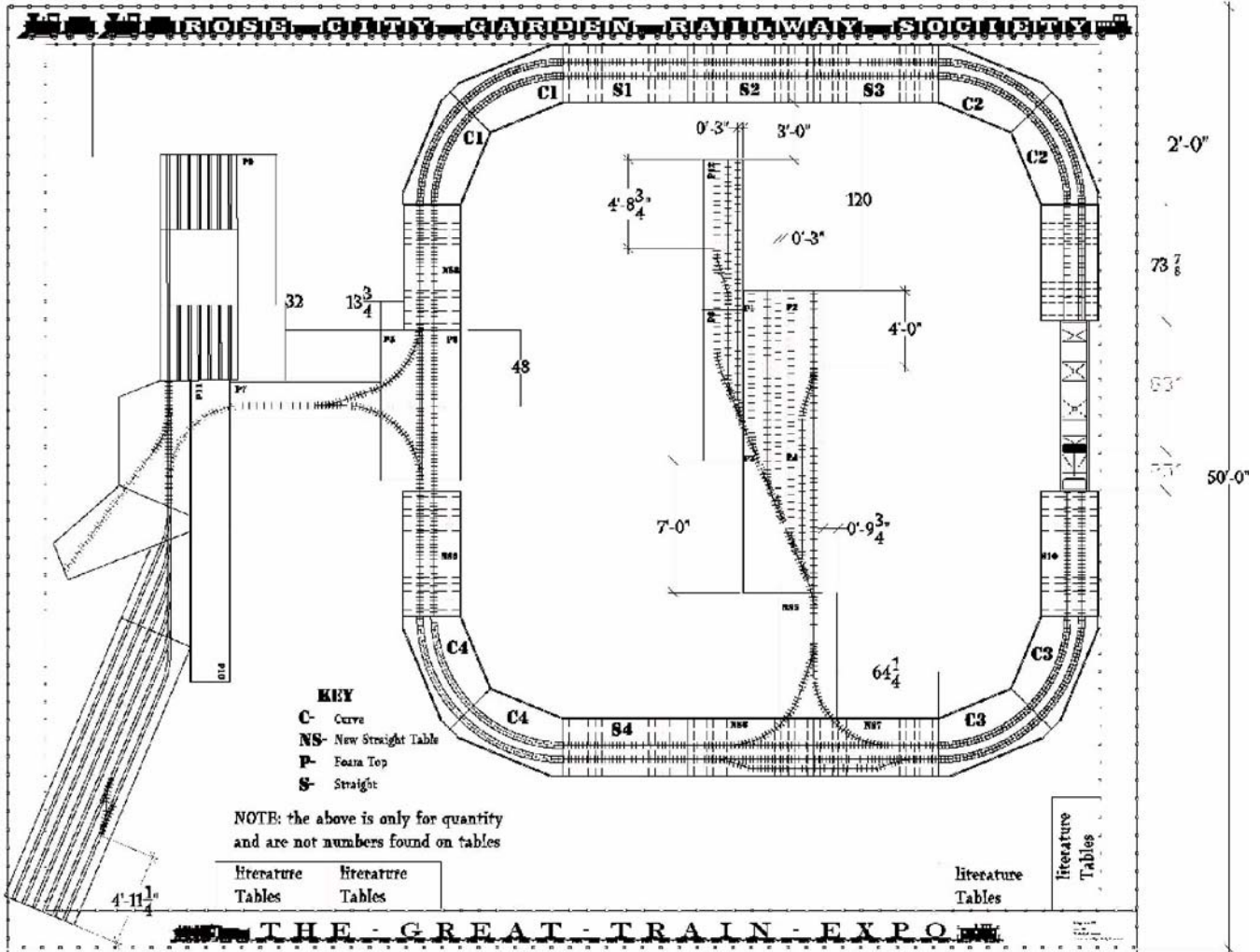


## The Great Train Exposition

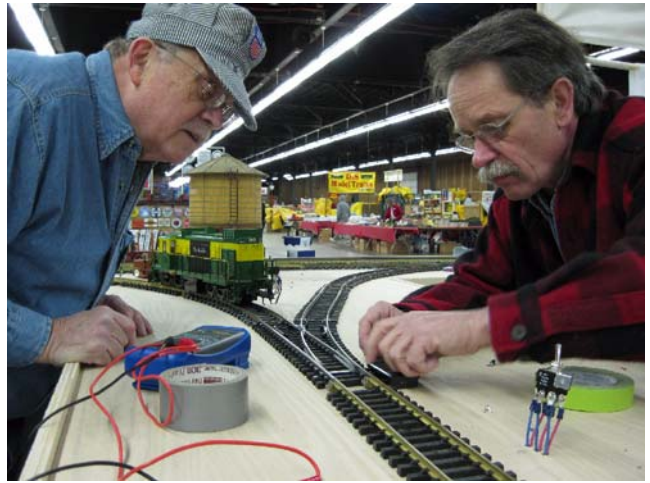
Many members of the RCGRS helped build a layout, run trains, and then disassemble the layout during the Great Train Exposition (GTE) on Valen-

tine's week-end (February 13-15). Included in the 50 x 60 foot space were two main line loops and three marshalling and set-up yards. The tracks and yards were full and very busy during the show.





Nate Merritt spreads ballast and bark chips



John Stiger and Gary Lee prepare a switch



Dave Stratton, Madeline and Natasha Eckardt spread ballast



Dennis Peoples watches Bob Scherzinger check out the operation of a switch with his Shay.



John Stiger checks his Bascule lift bridge for track alignment and operation.



Jen Eckardt checks the plans and later served as the heroic Chief Dispatcher during the operations of the railroad. She was so busy with the traffic, there was no time for a break.





A crowd gathers to watch the Bascule bridge lift.

**A recap and evaluation** of the GTE operation was held at General Tool on February 23rd. The discussion included some of the following points to be considered for future operations:

- RCGRS members may not be clear on the mission statement for participating in shows such as the GTE. Do we participate in order to entertain the public and promote the hobby of G-Scale trains? **OR** Do we participate in order to provide our members with the opportunity to operate and show their trains on a different public layout?
- The Module SIG members have worked to get dissimilar tables and module heights to come together so that a reasonable track layout can be designed. There are some discontinuities in attachments between tables and electrical connections still to be resolved. After some chaos at the beginning of the layout assembly, the modules were assembled and the track was laid.
- The standard table height of 42 inches was adopted from the National Model Railroad Association recommended standard. The height appears to be too tall for younger children to see the train operations without their parents holding them.
- The main line passing sidings needed to be much longer.
- There is a need for all operators to be in communication through the use of head sets on a common frequency.
- There are compatibility problems in operating some track powered and battery powered trains; i.e., voltage and power requirements and some short circuit problems over switches.
- The scenery was sparse for a “garden railroad” display.
- The table for club information, pamphlets and hand outs was not utilized. Members were needed to talk to the public.
- Poster pictures or power point presentations of some member’s layouts would be a helpful display and promotion addition.

There will be a Module SIG planning meeting on March 16th at 6:00 p.m. at General Tool. Dennis Peoples will Email an agenda prior to the meeting.

## Pioneers

by Allan R. Warrior

During the past several years, I have written articles about some pioneering accomplishments that were significant in the development of the CB&Q (Burlington Route). In next month’s newsletter, I will write an article about the 1848 Pioneer (or the little engine that did).



1848 Pioneer

In the 1920s, metallurgists had not yet discovered how to adequately weld stainless steel for fabricating structures. Known welding techniques at the time greatly diminished the alloy’s strength and properties. Of particular interest was the “18-8”

alloy (18% chromium, 8% nickel) developed by US Steel. This alloy has a greater strength and a higher “yield point” without heat treatment than most tempered steels at the time.

Edward G. Budd developed and patented his SHOTWELD process about 1930. In order to demonstrate the soundness of his process, he fabricated this stainless steel amphibian airplane in 1931 which he called “The Pioneer”. The wings and control surfaces were covered with doped linen at the time and the airplane was flown approximately 1,000 hours in the United States and Europe. It is now on display at the Franklin Institute Science Museum in Philadelphia, Pennsylvania.



When Ralph Budd (no relation), President of the CB&Q, wanted to develop a lightweight and economical passenger train, the result from the Edward G. Budd Manufacturing Co. was the “Pioneer Zephyr.” The “Shovel Nosed” Zephyrs were all built using the SHOTWELD process and it was found that the structural integrity of the welds were good throughout the lives of these trains. The Pioneer Zephyr was pulled out of the shop in 1934 and began a year-long exhibition and demonstration run around the country. It began its first revenue service on Veteran’s Day, November 11, 1934 making a daily round trip between Omaha, Nebraska and Kansas City, Missouri (its primary route). It was in service on many other routes until retirement in 1956.



**Note:** I was given a copy of the 1934 movie “The Silver Streak” on DVD as a present. The star of the show is the 1934 Pioneer Zephyr No. 9900. The story line is dated and rather “hokie”, but there are some great sequences of the 9900 in operation. The whole DVD is set up like a 1934 night at the movie theater with a news reel of the time, cartoon, and selected short subjects as well as the featured movie. If anyone would like to borrow the DVD, let me know. —Allan

## 16 mm Models In Garden Railroads

If you take a tour of some of the garden railroads in England, you are likely to see a number of 16 mm garden railroads. These models are narrow gauge trains in the scale of 1:19 which represents a ratio of (16 mm : 1 ft) running on 32mm gauge track (O Gauge) giving a prototype 2 ft Narrow Gauge, or on 45 mm gauge track (Gauge 1) representing 2 ft 6” and 3 ft Narrow Gauge prototypes.

Most members run their trains outdoors in the garden, but there are a number of indoor layouts as well. A miniature and truly lifelike landscape can be achieved climbing through the rockery, crossing the pond on a trestle bridge, passing through a forest of dwarf conifers and into a tunnel! The locomotives are often live steam, but there are also many track powered and battery powered examples.



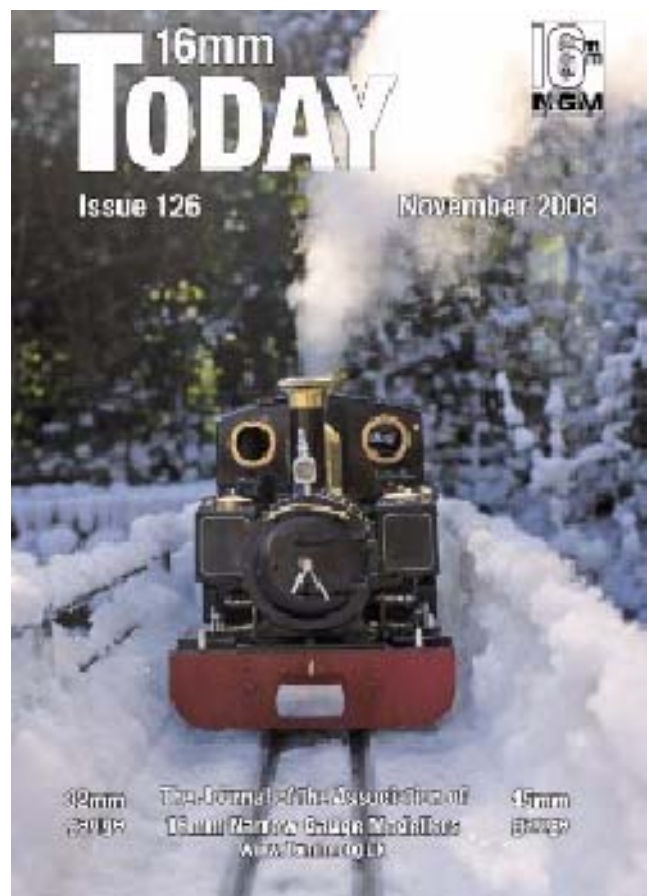


Members across the UK and elsewhere get together in local area groups. These may be formal or informal or just ad-hoc gatherings as suits the participants.

Local groups typically have their own schedule of meetings and open days often based round each others' garden railways. Details of these meetings are circulated in the quarterly newsletter and events listing called "Exchange".

These are very popular steaming and social events, a place to get together with like minded people, exchange gossip, seek and give advice and generally enjoy ourselves. Much tea is drunk and many photographs are taken, some to appear in the full color quarterly magazine "16mm Today".

There are now almost 40 local area groups in the UK, with overseas groups in Australia, Canada, New Zealand, and Norway. Many have their own web sites.



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### Treasurer, Steve Cogswell

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### Yardmaster, Dennis Peoples

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### Club Store Chair, Margaret Kooken

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### Christina Brittain

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### Immediate Past President: Darrel Dunham

253-222-8367, dwdunham.@msn.com

**Editor's Note: The deadline for the April 2009 newsletter is March 25, 2009.**

## Schedules & Timetables

Anyone interested in having an Open House or sponsoring an event, please contact **Christina Brittain**.

### March 14, Saturday & 15, Sunday, 2009

**9:00 a.m.:**

### Let's Build A Turntable by Gary Lee

I will offer a clinic to club members on constructing a manual turntable for your railroad. Two types will be offered; wood "A" frame gallows 30-inch or 32-inch, or plate girder deck at 36 inches.

I will produce a limited number of the kits (12) for this clinic, so please sign up early. Enroll at garylee@constructavision.com and specify type and scale.

Where: Constructavision

When: March 14th & 15th, 2009

Cost: \$100.00 for each kit, clinic is free.

**March 16, 2009, Wednesday, 6:00 p.m.** Module SIG planning meeting at General Tool, 2705 NW Nicolai St., Portland, OR 97210. Agenda to be Emailed by Dennis Peoples.

**April 11, 2009, Saturday, 1:00 to 6:00 p.m.:** Open House at Ron and Merlene Bacon's, 31262 SW Laurelview Road, Hillsboro, OR 503-628-2300 mbacon@centricata.com

Hosts will provide ham for sandwiches and baked beans. Salads or desserts are welcome.

The theme for this open house is Easter. Be on the lookout for rolling Easter eggs on the track. Decorate a car in an Easter theme or give your chocolate bunny a ride on the train. Locomotives such as the Bachmann K-27 will not clear the 8-inch tunnel. The layout is track powered with Train Engineer control. Steam and battery powered locomotives are welcome.

**How to Get There:** From Beaverton, take Farmington Rd. (Hwy. 10) west about 8 miles to the "T" intersection with Hwy. 219. Turn left and then turn right at the sign pointing toward Laurel onto Bald Peak Rd. Proceed to the "Y" intersection and bear left onto Campbell Rd. Go south to the 4-way stop at the Laurel Valley Store. Continue south on Campbell Rd. to the top of the hill and turn right onto Laurelview Rd. Go about 1/2-mile to 31262 Laurelview Rd. and turn left down the driveway.

**May 18, 2009, Sunday, 1:00 to 5:00 p.m.:** Dave and Margaret Kooken, Vancouver, WA. A few members have seen our new outside loop railroad, probably none have seen the major changes in our yard. We think almost everyone will be pleasantly surprised by what they see.

Members may run trains on either or both railroads. The new outside railroad has 8' radius, and the original railroad has 4' radius. Track power uses Train Engineer and a 10 amp MRC power supply. Steam is permitted on the new railroad with the hope that operators will do a little wipe-up afterward.

**June 20, 2009, Saturday, 10:00 a.m. to 5:00 p.m.:** RCGRS Annual Tour of the Garden Railroads

**July 5 through July 11, 2009:** National Garden RR Convention, Denver, CO

**July 11, 2009, Saturday:** Gary and Jonette Lee, Corbett, OR

**August 2nd weekend:** Nick Kelsey, Canby, OR

**September 2nd weekend:** Doug and Marilyn Watson, Tigard, OR

**October ? weekend:** Annual Ghost Train Event. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Mike & Teri Greenwood

**November 14, 2009, Saturday:** Annual Buffet/Banquet

**December 5, 2009, Saturday, 4:00 to 9:00 p.m.:** Shannon and Millie Pratt are hosting a Christmas Train Open House/Potluck dinner.

**December Friday Evening:** Jan and Rae Zweerts