

RCGRS Annual Auction by Darrel Dunham

On August 8th, the RCGRS Annual Auction will be held at the August 8th open house at the home of Nick Kelsey. You will find information & directions to Nick's house in this Newsletter.

Anyone having train related items can bring it to the Open House and put it up for auction. If you will send me (dwdunham@msn.com) a list of the items, I will add them to the list I am creating. Let me know if you want to put a reserve on it as well.

I will send this list to all members (via email) the week before the event.

Here is how it will work. Items will be auctioned to those in attendance. Winning bid will pay for the item at the end of the Auction by cash, check or credit card (3% add for credit). Sellers will be mailed one check for their items sold by the RCGRS Treasurer less the 10% retained by the Club.

Anyone having questions or comments please email me at the above address or call me at 503.922.1044.

Open House and General Membership Meeting, July 11, 2009



Gary And Jonette Lee's **Baker & Grande Ronde RR** was the site of the quarterly meeting and open house on July 11, 2009. The railroad was in great operating order and the lush vegetation of the garden was beautiful. Since the railroad is point-to-point, the traffic was very heavy and required careful dispatching to keep the traffic moving. The day was warm and the food plentiful. Our members bring good things to our potlucks.



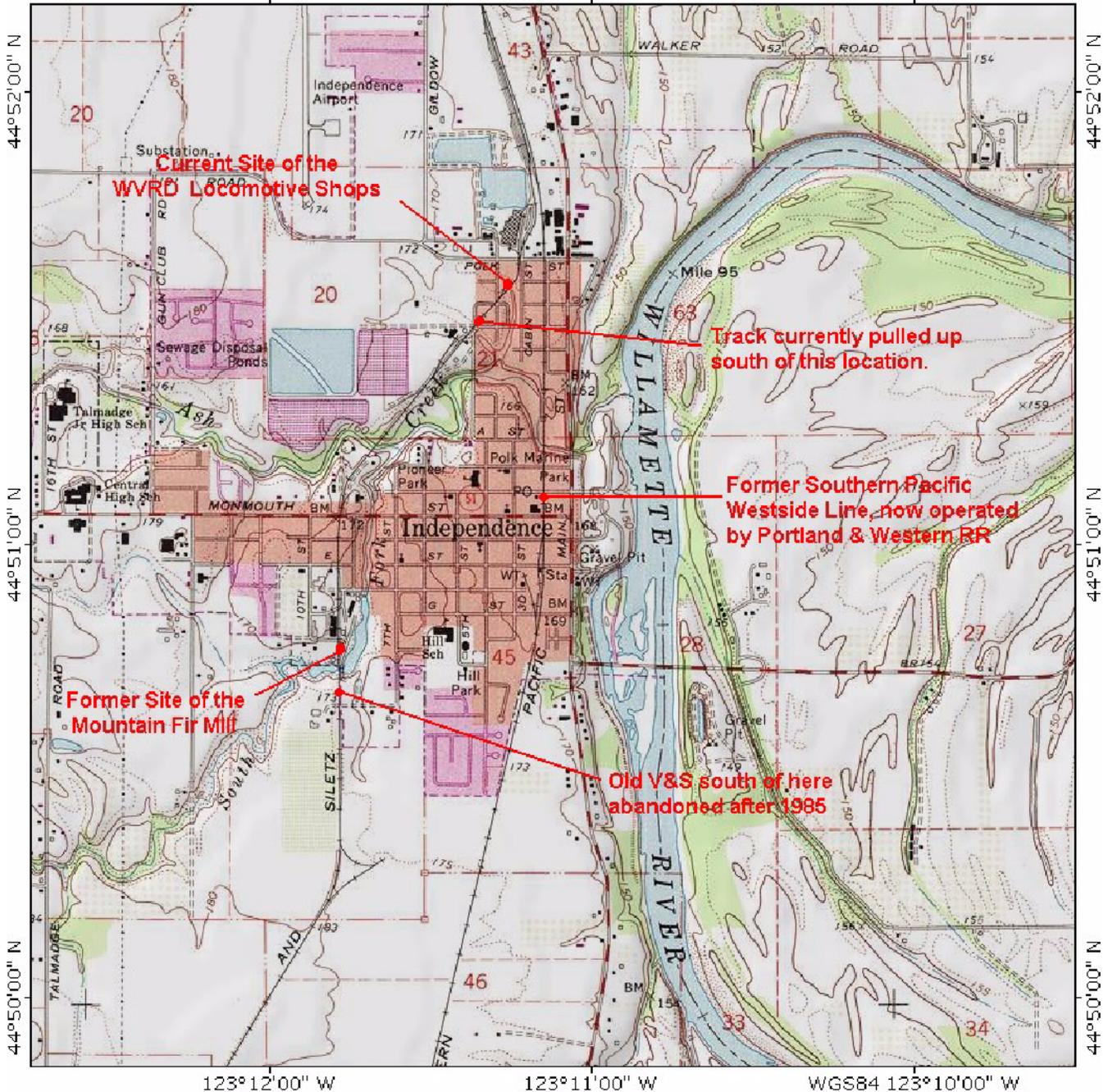
Gary Lee demonstrates some pruning and shaping of a tree.



A happy transient catches a ride.

Valley & Siletz Railroad (Abandoned Railroads of Oregon)

TOPOI map printed on 05/19/05 from "Oregon.tpo" and "Untitled.tpg"
 123°12'00" W 123°11'00" W WGS84 123°10'00" W



TN
17 1/2°

0 5 10 MILE
 0 1000 FEET 0 500 1000 METERS
 Printed from TOPOI ©2001 National Geographic Holdings (www.topoi.com)

The railroad was incorporated in 1912 by the Cobbs & Mitchell Lumber Company, and construction started 1913. The line was opened all the way to Valsetz by 1920, where the line purchased about 2 miles of track from the Siletz Lumber & Logging Co. The total length of the line was about 40 miles.

The primary goal of the railroad was to move forest products, but there was some other traffic generated from agriculture along side the line. The line connected with the Southern Pacific at Independence, and crossed the Dallas to Airlie branch of the Southern Pacific near Simpson. Originally this was

the line's connection to the rest of the railroad network, but the Southern Pacific abandoned that section of line in 1927. The V&S then moved their connection to Independence by constructing about a mile of track.

There was a log dump spur which went to the south of the town of Independence and then ran along the Willamette River. The V&S abandoned this spur around 1958.

The community of Valsetz was a lumber company town, and the name of the community was simply a contraction of the railroad company that served it. In addition to logs, the company also provided passenger and mail service to Valsetz, which was otherwise rather isolated, until 1952.

The company shops and headquarters was located as Hoskins. In the course of its history, the line owned 8 steam locomotives. The line appears to have converted to diesel power in the late 1950's. All of the diesels were various sizes of General Electric small industrial locomotives. The line also owned three self-propelled gasoline powered passenger cars. A passenger timetable from 1918 shows a daily except Sunday train leaving Valsetz and 10:55 a.m., and arriving at Independence at 2:40 p.m.

In 1930, an attempt was made by the Oregon Electric Railway to purchase the railroad and construct an extension over the Willamette River to their main line to Eugene. The Cobbs & Mitchell company, as well as other shippers, communities and other parties supported this proposal. However, since the Southern Pacific had a monopoly on business from the line, they protested the move. The Interstate Commerce Commission ruled that if any company should purchase the line it should be the SP. According to the SP, they had a monopoly on traffic from that railroad, and they had no interest in actually purchasing it. According to Austin and Dill, the SP did actually take control of the V&S, but this take-over was ruled illegal in 1931 by the ICC. During the ICC hearings, testimony revealed that there was enough lumber along the line to last another 35 or 40 years.

After several changes in ownership of the parent company, Boise Cascade wound up being the owner of the line.

In the late 1970's, Boise Cascade determined that the line (and the entire town of Valsetz) was surplus to their needs, and the line was abandoned in segments: Operation from Pedee to Valsetz was eliminated in early 1979. The branch that was once over 40 miles long was cut back to only a 3 miles of operation at Independence, OR. Soon, only 1.8 miles of track were in operation.

The remains of the line was purchased in late 1984 or early 1985 to the Willamette Valley Railroad Company. This company continued to operate the 1.8 miles to the Mountain Fir Lumber Company until this lumber facility closed in May of 1992. The railroad is now dormant.

Operations Special Interest Group From Nick Kelsey

Sessions scheduled to date:

Date	Time	Host	Era/Type	Power
8/7/09	4 pm	Nick Kelsey	(we will set up for Nick's Open House at the end of the session)	
8/28/09	4 pm	Allan Warrior	Modern Track (other power welcome) (we will help set up for Allan's Open House at the end of the session)	
9/11/09	4 pm	Nick Kelsey	1900Steam Narrow Gauge	battery/ steam
9/25/09	4 pm	Gary Lee	1900Steam Narrow Gauge	battery/ steam

Schedules & Timetables

Editor's Note: The deadline for the September 2009 newsletter is August 25, 2009.

Note: Does anyone have an excess Aristocraft TE 5490 on-board receiver (27 MHz) that they would like to sell to me? One of mine has become insane.
—Allan Warrior

Make sure you check the calendar on our Website at <http://www.rcgrs.com/> for the most up-to-date schedules and timetables.

It is our Society's policy to attempt to have an event or open house on every second Saturday of the month. Other and additional dates during a month are also available and encouraged. Anyone interested in having an Open House or sponsoring an event, please contact **Christina Britain**.

August 9, 2009, Sunday, 1:00 to 6:00 p.m.: **Annual auction** and open house at the home of Nick and Sue Kelsey, 1369 SE 12th Loop; Canby, OR 97013; 503-266-1110. **NOTE:** Mapquest and Google will show the house on the wrong side of the loop. Look for the big green two-story house on the north side of the loop.

Host will provide pop, water, iced tea, and coffee. Food is pot-luck. There are seats for about 20 people; some guests may want to bring seats.

About the RR: Can members run trains? Members are welcome to bring their own trains, no track power available.

What is minimum track radius? 3-ft Radius or 6-ft Diameter. There are some R1 turnouts in one yard, but can be avoided by most trains, used for switching.

What is power supply? Battery or Live Steam. (Steam up track available) Host uses RC on Airwire Freq 0, Aristocraft Train Engineer Revolution, Freq 21.

Is layout FN3 compatible? Largest loco clearance is Bachmann Connie. K27 will not fit.

Layout is raised, table fashion a la Richard Smith of Bandon, but not anywhere near his level of modeling. Track is mostly level in a dogbone shape attached to two yards. Dogs and cat live here, beware of doggie landmines.

Handicap Accessibility? Layout and rear yard are handicap/wheelchair accessible. Access to the house requires traversing two steps. Driveway will be reserved for handicap parking. Directions: Google or MapQuest directions. Call host if you need more specific details.

Sunday, August 16, 2009, 1:00 p.m. Tom Miller 7-1/2 gauge and indoor F-scale railroads.

Tom Miller address:
18055 SW Seiffert Rd,
Sherwood, OR.

As in the past, host requests **No Children** please.

Bring your own lunch or snacks to eat on lawn at the site before the tour.

Tom has a 1-1/2 inch scale railroad featuring 12,000 feet of track, a 30 foot tall by 400 foot long trestle with a Howe truss center span, and a long tunnel. The estate is beautiful. This railroad is not normally open to visitors, so this invitation is a real treat.

Directions to Tom Miller: Take the OR 210/Scholls Ferry Rd. near Washington Square toward the southwest. (approx. 7 miles). At the flashing yellow light where OR 210/Scholls Ferry Rd. meets River Road, turn LEFT toward Scholls.

Go past the store at the intersection of OR 219 and OR 210/Scholls Ferry Rd. for approx. 0.09 miles. Turn LEFT onto SW Seiffert Rd. (0.70 miles).

August 29, 2009, Saturday, 2:00 to 7:00 p.m.: It is the end of *Weod-monath* (weed-month in the old Saxon calendar), and if the weeds have not completely overtaken the Burlington and Missouri River Railroad, it will be open for guests. The address is 3358 SE Roanoke Court; Hillsboro, OR 97123. 503-648-8112.

Allan and Kathryn Warrior are planning to serve a Rigatoni with meat sauce and a Tortilla casserole as main dishes. Salads and desserts are welcome. Iced tea and water available.

The railroad is track powered with four control blocks. The 500 foot mainline is a single "folded dog bone" loop. A branch line to the amusement park can also be powered independently. Other locomotive power is welcome. The minimum track radius on the mainline is 6 feet and 4 feet on the branch line. A new feature this year is a half-gauge 1 scale (S gauge) micro-garden. The railroad is operational, but the rock garden is still being developed (the weeds are growing faster than the plantings). The Altoona Playland is expected to be open for visitors. The yards and the railroad are handi-

cap/wheelchair accessible, but entrance to the house requires two steps.

September 13, 2009, Sunday, 1:00 to 5:00 p.m.:

Open house at Doug and Marilyn Watson, 18081 SW Pacific Highway, Tigard, OR. 503-692-5032
The host are offering honey baked ham, buns and lettuce and condiments. Iced tea, coffee, and water available. People are encouraged to bring their own adult beverages. The house is easy to get to but hard to see from the road.

Guest trains are welcome. Track power in blocked sections. Steam and battery power are OK although there is no raised staging area. There is a restriction of 8" above tracks. Track radius is 5-ft with 7-inch spacing between tracks (centerline to centerline). Switches are manually operated.

October 31, Saturday 3:00 p.m. until ghosts run everyone off:

Annual Ghost Train Event. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Don't forget to bring this scary train as we will be running into the evening (after dark). The creepier the better! Mike & Teri Greenwood, 7007 N. Borthwick; Portland, OR 97219; 503-255-9373, greenwood.mike@gmail.com

Hosts will provide hamburgers, hot dogs, brauts, gardenburgers. Members bring salads, side dishes, snacks, desserts, and own beverages.

December 5, 2009, Saturday, 4:00 to 9:00 p.m.:

Shannon and Millie Pratt are hosting a Christmas train Open House/Potluck dinner. Other details to

be announced. Shannon and Millie Pratt, 6677 SW Bancroft Way, Beaverton, OR 97225; 503-292-9464; shannon@shannonpratt.com

December Friday Evening: Jan and Rae Zweerts

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