

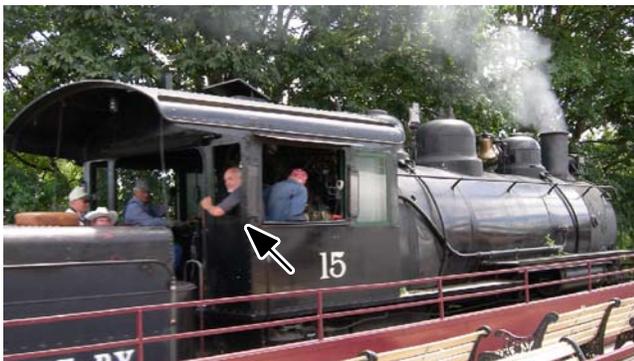
## **A Ride On The Chehalis–Centralia Railroad.**

**By Dennis Rose**

Dennis and Carolyn Rose found a fine steam train ride at the Chehalis–Centralia Railroad and Museum. It is open weekends until the end of September. The Chehalis–Centralia Railroad and Museum is located at 1101 SW Sylvanus St. just west of Interstate 5 at Exit 77. There is a sign on a sawhorse pointing the way, but it can be hard to see. (The museum is being built at present to look like an old depot.)

The train departs for 1½ hour trips at 1:00 and 3:00 p.m. Dinner trains are scheduled for some weekends: August 19, September 9, September 23, and October 14 are regular 5:00 dinner rides that are twice as long as the afternoon trips. October 7 is a Haunted Dinner Train with children in mind and August 26 is a Murder Mystery Dinner Train.

The engine is a 1916 2–8–2 that was used for logging. The cars are pleasant, clean and economically restored. The route takes you past beautiful farm country and crosses several roads with all the appropriate whistles and travelers in cars and long haul rigs honking their horns and waving. You feel like you are in a time warp and the year is about 1950.



Dennis Rose Rides In The Locomotive

You can find the prices on their website: [www.steamtrainride.com](http://www.steamtrainride.com) or call 360–748–9593. The best part is for \$20.00 you can buy a ticket to ride in the engine.

## **Auction**

The following items will be up for bid at the club auction on August 13th at Bill Derville’s house.

Most are in the original boxes and some look like they have never been used.

Street Car (Powered)

Street Car (unpowered)

Engine and Tender #99201

## **Summer Tour Held on Hottest days of the Year**

We completed our fourth Summer Tour on July 22nd and 23rd. It was 100 degrees or more on both days, so attendance was the lowest of all of our tours. Still we sold about 100 books and therefore made a little bit of money, which was a concern for a while. We estimated we had around 200 people come to our house. I asked nearly everyone how they found out about us, and nearly everyone had attended a previous Summer Tour. The good thing is that we offered enough entertainment to make them do it again, but the bad thing is we reached very few new people who were willing to venture out in the heat.

We still have not collected all the money or tallied the books, but we probably made over \$100. Each host will receive \$10 for cookies and lemonade served which is a budgeted expense.

Next year we will work on getting listed in more places, and will probably move the tour up a few weeks to insure more temperate weather and brighter flowers.

My thanks to all who helped and participated in our tour. We will work on getting Al’s Garden Center

next year which I expect will sell an additional 100 books for us in their three stores.

We will have a wrap up session at General Tool and Supply 2805 NW Nicolai in Portland on Monday, August 7th at 5:30 p.m. where we will dissect this year's tour, list our mistakes and actions we will take next year to avoid them. We will also set the date and a timetable for next year's tour. I hope to see you then. Look for a complete report on the tour in the next newsletter.

Bill Derville  
Summer Tour Chairman

## **Operating Session Planned for Bill Derville's Open House**

All of us with layouts run trains. But few of us try emulating the way the real railroads ran their trains. Engineers on real railroads could not visually see the entire layout and every train on it to make sure they were not going to run into another train. Their track also did not run in circles or loops. This made railroading a somewhat dangerous profession until rules evolved to prevent collisions and keep the most important trains on the move.

Trains preceded radios and telephones. Morse code was used to communicate with stations along the route. A station or tower existed at every passing siding and junction. Originally, trains were flagged by the station master and orders from the dispatcher were given to train crews holding the train or granting permission to proceed to the next station. Soon train order signals were installed at each of these stations, with a signal pointed in each direction allowing trains to see if they needed to stop to get instructions or could proceed.

Train orders are used by the railroads to authorize trains to run on the main line. The first train order dates back to 1851 when Charles Minot, the superintendent on the Erie RR, was sidetracked on a freight waiting for a superior class train that was late. As the hours passed, he became impatient and walked to a commercial telegraph office. He contacted the agent at Goshen, NY 15 miles to the west to see if the superior train had arrived yet. It hadn't

so he wired the agent to "HOLD EASTBOUND TRAIN UNTIL FURTHER NOTICE." He gave a handwritten order to the conductor and engineer of the train he was riding to "run to Goshen regardless of opposing trains." When the engineer refused, he supposedly took the throttle himself. When he arrived in Goshen, he repeated the process several times until he finally found that the superior train had departed the station ahead of him. This process sped things up, and train orders were born.

If you come to my open garden on August 13th, we will attempt to have a club first operating session using a dispatcher with a dispatch board similar to the one Jack Verduci uses on his railroad. Several of us saw this operation during the National Garden Railroad Convention last month. We will attempt to use written train orders, and there will be way bills for each freight car moved in a train except for the logging train.

The operating session will be at 4 p.m. following the club auction, so those who wish to skip this foolishness can leave. But I hope many will stay, as we will have up to 17 positions for people to fill. Please don't be timid, as no one including myself has ever done this before, and it will be an opportunity to experience garden railroading in a very different manner. My layout is a single track loop to loop railroad that now has a longer main line with two passing sidings plus a passing siding inside each loop that turns the trains for the return trip over the mountain section. One of the sidings has a station where a baggage car will be left off and later picked up by the passenger train. The new section has 9 sidings where freight cars will be spotted or picked up, and there are two other sidings on the mountain section where log cars will be picked up and dropped off.

## **Diesel Hybrid By Allan Warrior**

I am making a change in my planned article on diesels this month to report a new development in diesel-electric technology. Two of the largest hybrid vehicles in the world are now operating in the Portland Albina rail yard. These two diesel-electric locomotives are operated by the Union Pacific Rail-

road. By the time you read this article, the locomotives will likely have been reassigned for California and Texas. If the locomotives perform as expected there will be more of these locomotives in the local rail yard in the future. The locomotives were built by Railpower Technologies Corporation of Vancouver, British Columbia. Several other railroads are also testing these locomotives.

This switcher locomotive (called a GG20B) is 52 feet long, weighs 280,000 pounds, and can produce up to 2,000 hp. The locomotive is powered by banks of 1,200 amp-hour batteries producing 700 VDC. A 268 hp /200 kW diesel generator set keeps the batteries charged at the optimum. (The “GG” stands for “Green Goat”, the original prototype, the “20” indicates 2,000 hp, and the “B” indicates two-axle power trucks.)

The locomotives are built on a GP-9 or longer EMD frame and chassis or a B23-7 or longer General Electric frame and chassis as supplied by the customer. A microprocessor control system makes possible individual traction motor/axle control and power electronics. They have standard AAR 27-pin multiple unit (MU) capability.

The GG Series yard switchers, available in power ratings of 1,000- and 2,000-horsepower, are noted for the innovative way they reduce operational and

fuel costs, while also bringing about major reductions in emissions and noise.

Hybrid technology is ideal for locomotives, due largely to the absence of weight constraints. Switchers are deliberately designed to be heavy to gain maximum traction and they operate in an inefficient ‘stop-go’ manner that is hard on the large engines of conventional units. Unlike traditional switching locomotives, GG Series switchers have very small diesel generator sets, large banks of long-life, recyclable batteries, and do not idle. The small, efficient Tier 2 compliant diesel generator only operates when the batteries need to be recharged to their optimum levels.

Railpower Technologies Corporation makes the following claims to their hybrid solution:

- Since the hybrid never idles, there is reduced noise, fuel use and emissions.
- 40-60% fuel savings
- 80-90% reduction in NO<sub>x</sub> and diesel particulate emissions.
- Improved reliability and reduced maintenance.
- Increased tractive effort (90,000 pounds maximum tractive effort, 49,300 pounds at 12.8 mph).
- Better visibility than current locomotives.



Picture supplied by Railpower Technologies Corporation

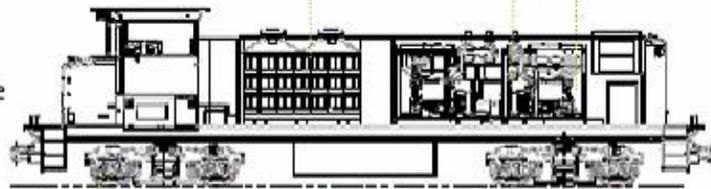
Railpower Technologies Corporation also has designs for a new hybrid road switcher on the draw-

ing boards. The following chart gives some idea of their plans.

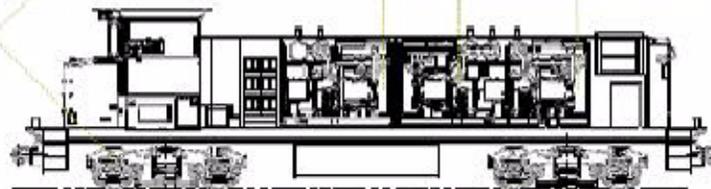
### **ADVANCED WHEEL SLIP CONTROL**

The microprocessor based system offers seamless and smooth traction through the use of state of the art DC chopper individual axle control technology. The system continuously monitors the performance of each traction motor and precisely adjusts and manages the power to the wheels providing significantly better tractive effort and higher adhesion. That translates into more work performed, more quickly, and with less wheel and rail wear.

**BATTERY PACK** The maintenance free lead acid battery pack allows for even greater fuel savings, emissions reductions, and engine maintenance cost savings. The battery energy in combination with the engines operate as more power is required.



**RP20BH - Two-Engine Hybrid**



**RP20BD - Three Engine Diesel**

### **MULTIPLE TIER 3 (Part 89) / TIER 2 (Part 92) COMPLIANT ENGINES**

The fuel efficient diesel engines operate in on/off mode when required. Having multiple engines, rather than one large engine, makes the RP series locomotives more reliable and easy to maintain. The engines are skid mounted such that engines can be repaired or replaced

### **STANDARD CAB CONTROLS & BELOW PLATFORM EQUIPMENT**

All common locomotive frames of a specified length can be converted. Our design employs the same standard cab, control stand, frame, and below deck equipment of the conventional diesel-electric locomotive being converted. The familiarity of these conventional components reduces operator training time.

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## **Schedules & Timetables**

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

Anyone interested in having an Open House or sponsoring an event, please contact **Donald Golgert** at **360-896-1778**. A goal for 2006 is to always have one open house or event on the second Saturday of the month. The other events or open houses can "float" on any of the dates in the month.

**August 13, 2006, Sunday:** Open house at Bill and Brenda Derville's. The annual auction is planned for this date. 503-499-6483 930; NW 170th Place, Beaverton, OR

**Agenda:**

**12:30 p.m.** – Arrive and run trains (I have LGB MTS system, so only battery and live steam will work other than my engines)

**1:30p.m. Lunch:**

Hamburgers and Hot Dogs with buns provided  
A–G bring a salad, H–O Bring a side dish, P–Z Bring dessert

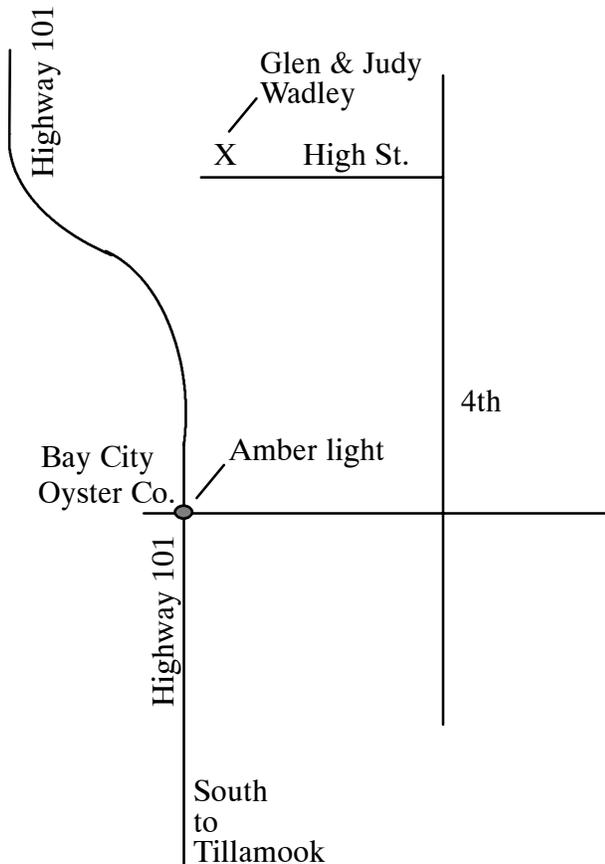
**2:45 p.m.** – Report on Summer Tour

**3:00 p.m.** – Club Auction (if people bring things to auction off.) Bring what you want to sell. No need to prelist.

**4:00–6:00 p.m.** – First ever club operating session on this RR (we need up to 17 participants to fill all the jobs.)

**August 26th, Saturday, 1:00 p.m. – 5:00 p.m.:**  
Glen & Judy Wadley, 5170 High St, Bay City, OR. 503-377-2685 Let’s all head for the coast this weekend to see and play with Glen’s fine layout. Track power, so bring your electric and steam powered engines.

Potluck: Judy is supplying the main dish, A – M bring a salad, N–Z bring a dessert.



See Map. Turn right from Hwy. 101 at the amber light. Turn left on 4th St. (first intersection). Go to top of 4th St. Turn left on High St. (The High St. sign is always missing because the kids like to steal it. If you get to the stop sign at the end of 4th St., you’ve gone too far.) Go to the top of High St. Look for the brown house on the right with the ponds and the railroad. Hope to see everyone there.

**September 9 – 10, 2006, Saturday and Sunday:**  
Open house at Jeff & Dianne Lange’s. Third Quarter business meeting on Sunday.

**September 17, 2006, Sunday:** Open house at Gary and Jonette Lee’s.

**September 30, 2006, Saturday, 10:00 a.m.:** Tom Miller has again invited RCGRS to visit his 1-1/2 inch scale railroad in Scholls, OR. The railroad features 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. Tom’s address is 18055 SW Seiffert Rd, Sherwood, OR. Bring your own picnic.

**How to get there:** 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). The Miller residence is toward the top of the hill.

**October 14, 2006, Saturday, 4 – 9 p.m.:** Open House at Shannon and Millie Pratt’s.

**October 28, 2006, Saturday, 4 – 9 p.m.:** Open house at Allan & Kathryn Warrior’s. Halloween trains and night themes.

**November 11, 2006, Saturday, 4:00 p.m. until 10:00 p.m.** RCGRS Annual Banquet. Carolyn Rose, Penny Walker and Barbara Clark are in charge of the details.

**December 8, 2006, Friday:** Open house at Jan and Rae Zweerts’. (Christmas Ships)

**Editor’s Note: The deadline for the September newsletter is August 25, 2006.**



CB&Q No. 35. The Burlington Route's display locomotive at LaGrange, Illinois on September 6, 1954. Built in 1892 by the CB&Q Aurora Shops for the Hannibal & St Joseph Railroad Company as No. 66. Rebuilt and renumbered as No. 35 in 1933. Donated by the Burlington Northern and now on display at the Patee House Museum in St. Joseph, Missouri.