

Business Meeting of July 12, 2008

A quarterly business meeting was held during the open house at the Colorado and Southern RR. The following discussions and actions are notes from the meeting minutes:

1. **Sumpter Valley Railway:** Ron Bacon reported on his discussion with the SVRy and has organized a trip for the club and our invited guests on Sunday, 12 October 2008. There is space for up to 200 people at a total cost of \$1,000. The members voted to reserve the excursion train. A deposit of \$200 was due and a check was written to reserve the train on that date. The deposit is fully refundable until approximately two weeks before the trip should RCGRS decide to cancel.

The cost will be divided by the number of attendees. We will have the whole train to ourselves plus guests, and it promises to be a great day. A vote approved that we invite other railroad clubs in our area to participate. Our club last made this trip September 15-17, 2000. **Please contact Jen Eckart at jen@eckardt.us or 503-466-3963 with your name, contact number, email address and the number of seats you would like to reserve.**

The round trip is scheduled to take 6 hours running between McEwen Station and Sumpter Station there will be full access to the back shop. Locomotive cab rides are expected to be available for a small number in the party.

The track edges the tailings toward Sumpter and the scenery looks somewhat like it did in the 1930s when the gold digging was active. The disturbed landscape is impres-

sive and may leave you thinking that putting up with the EPA has a positive side.

The automobile trip is over 300 miles and will take approximately 6+ hours each way. Car pools are strongly encouraged. There are excellent overnight accommodations in the Baker/Sumpter area. There are good camping facilities as well, including the park near McEwen station.

2. **By-laws Revision:** The report from the By-laws committee on the revised By-laws that accompanied the June 2008 Newsletter was accepted by the members. After considerable discussion, the members voted to adopt the revised By-laws. A copy of the the adopted By-laws will accompany this Newsletter.

High-lights of the By-laws revisions:

Article 1. The definition of the Society's purpose was rewritten to better comply with IRS standards.

Article 3.4: This article was changed to reflect notification of meetings by Email.

Article 3.5: Voting by proxy is added.

Article 3.6: A quorum is better defined for general meetings. Quorums for other events are defined in Article 7 and Article 8.

Article 3.7: Procedures for general meetings were defined.

Article 5.1: There was some question whether the two year term revision was correctly adopted. This revision simply reflects current practice.

Article 8: Procedure for amendments to these By-laws are redefined. It is expected that the addition of proxy votes will help in making this procedure more usable.

3. **Christmas Display:** Bill Derville advised that Al's Garden Centre have requested

that our club build a Christmas Display on a 6' x 8' table which will be displayed inside their garden centre. In return for constructing the layout we would be given a place to advertise our club although the Garden Centre is not willing to carry our Tour Books for us. Bill Derville was appointed as chair of a committee to deal with this idea with help from Gary Lee.

4. **2008 Summer Tour:** Bill Derville extended his thanks to all who contributed to this year's tour. Four of the retailers ran out of tour books but we did not have time to restock them. We did not sell all of the books we had printed this year.

Bill Derville proposed that we reimburse the owners of the tour layouts with \$20 each for provision of refreshments. Seconded by Darrel Dunham. Passed unanimously.

5. **Treasurer's Report:**

Dues	\$2,412.00
Other misc. income	173.00
Summer Tour, net of expenses	1,839.00
Total receipts	\$4,424.00
Deposit on banquet	\$900.00
Insurance	550.00
Member badges and other supplies	435.00
Other misc. expenses	672.00
Total expenses	\$2,557.00
Net income	\$1,867.00
Cash balance July 15, 2008	\$7,553.00
Summer tour receipts pending	\$468.00

We have 70 households on the roster with 119 total paid members.

November Banquet Meeting

By Steve Cogswell

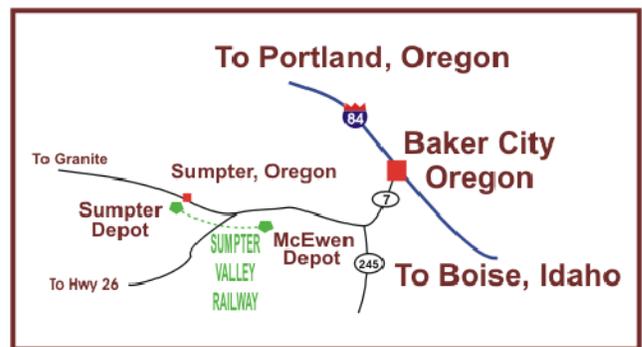
Help Wanted! I would like to invite anyone interested to help organize this year's club banquet. I have the same site and meals reserved as we used last year (Kingstad Conference Center in Beaverton) for Saturday, 8 November 2008 11:00 a.m. to 7:00 p.m. That's all that is done for now. We need to make decisions about activities, classes, speaker(s), raffle and prizes, and anything else we want

to do. Anyone is invited to participate, and almost all of it will be done by email or phone, so there won't be any driving back and forth for meetings.

Even if you don't want to participate in the total planning, your ideas or suggestions are welcomed and appreciated. Once I have a committee organized, by say next Friday, I will send out the results of my informal survey from last year, found a bit more those who expressed interest in helping this year if I haven't heard from you, and we will start formalizing ideas and a plan.

All Aboard! The Sumpter Valley Railroad

Reserve your seat on the Sumpter Valley Railroad for Sunday October 12th.



The SVRy 40-ton Heisler built in 1915

For over thirty years the Sumpter Valley Railroad Restoration Inc. has been dedicated to rebuilding this remnant of the past for the enjoyment of future generations. Since the first excursion train pulled out of McEwen station in 1976, an almost all volunteer staff has rebuilt over five miles of rail line, fully restored two original steam locomotives, refurbished numerous pieces of rolling stock, and constructed all the facilities it takes to run a railroad.

While traveling through the forests and gold dredge tailings of the Sumpter Valley, visitors are given a glimpse back in time without having to leave the comfort of the present. Operating between McEwen and the historic mining town of Sumpter, the steam-powered excursions of the Sumpter Valley Railroad offer an enjoyable way for the whole fam-

ily to spend a day.

Visitors will have an opportunity to tour the gold dredge at Sumpter and the back shop of the SVRy. Sumpter is a nice little town to explore before the return trip.



The SVRy 2-8-2 “Mikado” built in 1920 by ALCO

Tom Miller’s Very Large Scale Railroad (7.5-inch Gauge)

In what has become an annual event in the past four years, Tom Miller again generously invited RCGRS members to visit his large scale railroad. A ride behind one of his live steam engines takes about 20 minutes and includes a trip over a 100 foot long and 3 story high trestle, and a tunnel as long as a football field. This year the train was pulled by a K-36 locomotive.

Tom is also building a world class indoor F-scale (1.20:1) that captures the flavor and in some cases actual scenes on the Cumbers and Toltek Railroad under steam power. This is rapidly becoming one of the finest indoor railroads anyone has ever seen.

He also has a great model ship collection.



Host Tom Miller, Bill Derville and John Mitchel



All Aboard!



A full load of passengers cross the 400 foot trestle and through the Howe truss bridge.

Open House At The Colorado & Southern RR

A beautiful summer day was in tune with a great open house at Bill and Brenda Derville's Colorado & Southern Railroad. This 1920 era railroad consists of two divisions. There is a 12 track classification yard with about 220 feet of track where the two divisions join. The northern division is a 350 foot mountain loop to loop line that climbs our 5 ft. berm. There are three tunnels totaling 90 feet in length on this division. One of these tunnels is 4 ft. deep and has two man holes that allow access to the track in emergencies. The layout is not Fn3 compatible because the tunnels are too narrow for 1:20.1 scale.

The railroad climbs at a steady 2% grade to the

summit station before returning to the valley floor. It crosses a white water river running 250 gallons of water a minute. The Southern Division is about 100 ft. long circling the yard, level throughout, and provides a maze of switching for those interested in operations. In all, there are over 60 switches on the railroad with many sidings and more planned. However, most of the buildings are in the planning stage only. The main line was finally completed this month after 12 years of construction. The roadbed is laid on reinforced concrete poured in place.

The operation of the railroad is through an NCE DCC controller. The locomotives operate on 24 volt AC power in the tracks. The NCE DCC radio frequency control signals from the NCE transmitter are also delivered through the tracks.



A scene from the Colorado & Southern RR in the background as Mike Greenwood describes the operation of the NCE DCC controller.

Colorado & Southern Railroad

From Wikipedia

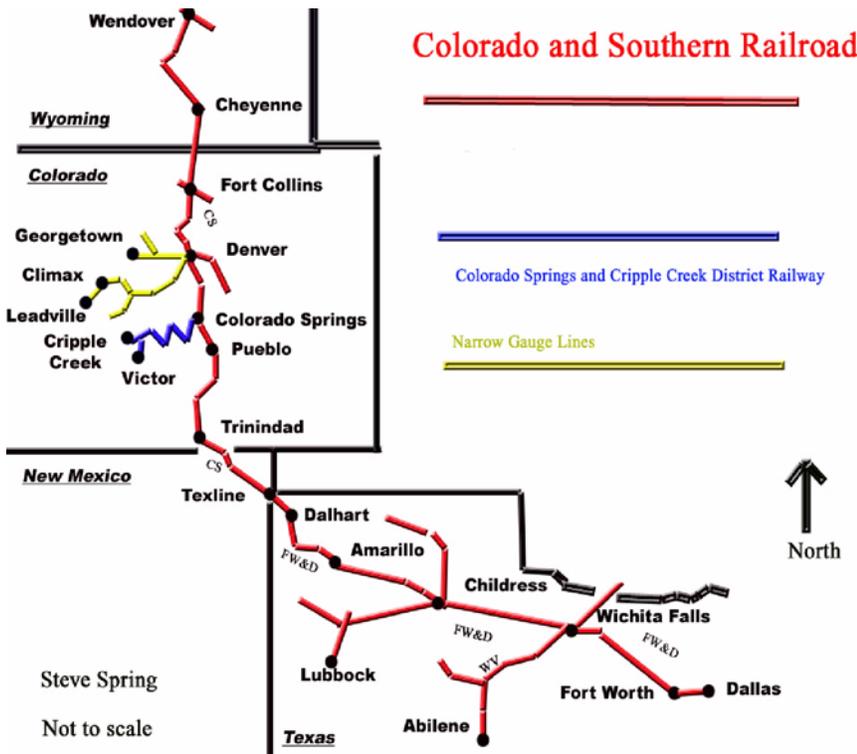


Fort Worth & Dallas



C&S Consolidation No. 71 circa 1941

The Colorado and Southern Railway began as the consolidation of bankrupt railroads on 1898. The Colorado Central Railroad and Cheyenne and Northern Railway were brought together to form the Union Pacific, Denver & Gulf Railroad in 1890. When Union Pacific went bankrupt in 1893 they were separated from the Union Pacific and united with the Denver, Leadville and Gunnison Railway and others, by Frank Trumbull to form the Colorado and Southern Railroad in 1898. In 1908 Chicago, Burlington and Quincy Railroad (Burlington Route) bought control of the C&S. It would later merge into the Burlington Northern Railroad in 1981 and some trackage of it is still in use today.



The following lines were consolidated to form the Colorado & Southern Railroad:

- Canon de Agua Railroad
- Cheyenne and Northern Railway
- Chicosa Canon Railway
- Colorado Central Railroad
- Denver and Middle Park Railroad
- Denver, Marshall and Boulder Railway
- Denver, Texas and Fort Worth Railroad
- Denver, Texas and Gulf Railroad
- Fort Worth and Denver Railway
- Georgetown, Breckenridge and Leadville Railway
- Greeley, Salt Lake and Pacific Railway
- Road Canon Railroad

Summer Tour Another Success

By Bill Derville

Our “Railroads In The Garden” summer tour is an opportunity for the public to view some of the club’s best garden railroads. It exposes the public to the hobby, promotes our club, and raises funds for club activities. This year we sold 314 books, had about probably three times that many go on tour. Our income from the sales of the books totaled

\$2,900 and our expenses for advertising, printing, mailing and refreshment reimbursements to hosts was about \$1,200 leaving us with a profit of about \$1,700+ to help our club coffers.

This year we discovered that the Oregonian will insure we are on the free listings only if we have purchased advertising from them. Two weeks before our tour, we did not make the listing due to room constraints, so we decided to purchase a small ad

costing \$264. Many of the people who came saw it in the Oregonian, so I am sure we sold at least 30 more books to pay for it.

This year, for the first time, Staver Locomotive sold books for us on their June Friday night open house and sold 9 books. Hughes Water Gardens was also added and they sold 6 books which is typical for first time retailers.

Yolanda Moisa helped out at my house with registration, and recorded everyone's Email address in my computer so we can send everyone announcements about next year. I think we will advertise at Staver Locomotive's open houses most of the year with a poster advertising next year's event which will be on Father's day weekend, Saturday, June 20, 2009.

My thanks to everyone who helped out with this year's tour. It truly was a club event, It takes all day, but not many of us hate running G-Scale trains! First of all, my thanks to our hosts this year, Pres. Gary Lee, Odell and Hazell Lee (I understand Hazell now gandy dances), Joe Chesney (everyone raves about the details on his RR), Doug Watson (first time on tour), Bill Dippert (one of our biggest RR), Allan R. Warrior (who agreed to do it again this year even though he would have liked a year off), and Ron Bacon (another first timer with a great view and expanded RR).

I know how much time is spent by hosts preparing their railroad, because I do it every year myself, but it does give me a deadline to get my line ready for the summer. It also is an incentive to try to complete something new to show. I hope everyone will be willing to do it again next year as we move closer to the 2010 convention in Tacoma for which many of us will be open.

My thanks to Jonette Lee who is responsible for getting most of our visitors on the tour with advertising and listing in all the community newspapers and taking dozens of inquiry calls from people interested in learning more about it. Allan S. Warrior (son of Allan R.) helped update our website. Jen and Joe Eckardt again did a great job lining up volunteers to staff each of our sites. Vaughn Lee pro-

duced another great tour book, and Nick Kelsey made a great center map for us this year.

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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.

It is the 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 24, 2008, Sunday, 4:00 p.m. to 8:00 p.m.:

Open house at Judith Hinnimon's, 4770 SW 98th, Beaverton, OR.

Railroad is track power. People are welcome to bring trains. The special interest is the train is on a 3-foot retaining wall and easily visible to every-

one, has a waterfall, pond, roundhouse, stations and village. Hopefully the circus table will be done.

Judith is doing the whole meal herself. Chicken, salads, dessert, and beverages. Attendees do not need to bring any food at all. Attendees are welcome to bring wine to share so we can have a combined wine tasting and railroad open house/dinner. Judith would like to know numbers before the event to have enough food and beverages. **Email your RSVP by August 22 to TOOTNLA-DY1@aol.com or call Judtih at 503-646-1288.**

September 13, 2008, Saturday, 1:00 to 5:00 p.m.: Open House at Harvey and Arlyn Becker in Bend, Oregon. **The rail road will be open at 11:00 a.m. for early arrivals.** The host will provide a main dish. Other dishes of salads, snacks, and side dishes are welcome. 541-383-1864
bharvey@bendbroadband.com

Layout: Please bring trains to run on either battery or track power. Railroad is track powered with a remote control panel for all track blocks and switch machines. Layout is a folded dog leg with reverse loops at each end; allowing trains on the mainline to run automatically. Mainline track is 275 ft with additional 125 ft track for: yards, siding, & turn-outs. All curves utilize LGB R1 (5ft dia.) track, grades average 3.5% to 5.5%, bridge clearance = 8.5 inches, & max. trestle height of 24 inches. We operate Bachmann spectrum locomotives, LGB mogul, and H-L-W 4-4-0.

Directions:

From Mt. Hood: take Rte 26 thru government camp to Rte 97 South. At Madras follow signs to Bend. In Bend, get off at Exit 136 (Butler Mkt Rd) and turn right onto Butler Mkt Rd (stay in righthand lane). At first signal cross over Rte 97, (Riverhouse on right corner) and proceed up Mt. Washington Drive. Take left onto Todds Crest Drive. Third house on Right. Parking on street.

From I-5 at Salem: take I-5 South, get off at EXIT 253 (Rte 22, Sytaton/Detroit lake), and turn left onto Rte-22/N Santiam Hwy. Follow N Santiam Hwy. N Santiam Hwy becomes Rte-20 at

junction of Rte 126. Continue on Rte 20 thru Santiam Pass and Sisters into Bend. In Bend Rte 20 merges into Rte 97. Proceed south on Rte 97 and turn right onto Mt Washington Drive (Riverhouse on corner). Proceed up Mt. Washington Drive & take left onto Todds Crest Drive. Third house on Right. Parking on street.

October 4, 2008, Saturday, 5:00 to 8:30 p.m.: Open house at Shannon Pratt's railroad, 6677 SW Bancroft Way, Portland, OR. The track on Shannon's railroad only permits Marklin equipment to run on it, but both Party Town and Farmdale will be celebrating Halloween in grand style.

Host will provide soft drinks, coffee, beer, wine, snacks. A-G desserts, H-O side dish, P-Z main dish. 503-292-9464, shannon@shannonpratt.com

October 12, 2008, Sunday: RCGRS has recently contacted the Sumpter Valley Railway to arrange an excursion ride scheduled for Sunday, October 12th. See the earlier item in this newsletter for additional information.

October 25, 2008, Saturday, Noon until midnight: Annual Ghost Train Event. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Make sure your design will pass through a typical bridge or tunnel. The railroad is track powered. Open house at Bill and Jean Dippert's; 2650 NW Robinia Lane, Portland, OR 97229. 503-646-9783, bandjdippert@zcloud.net.

November 8, 2008, Saturday, 11:00 a.m. to 5:00 p.m.: Annual workshops, luncheon, presentations, and raffle. Kingstad Center, 15450 SW Millikin Way, Beaverton, OR 97006. Steve Cogswell, Chair. 503-650-4682, scogswell@tkw.com

December 2008, Friday: The date will depend on the schedule of the Christmas ship parade. Jan & Rae Zweerts will be hosting an open house on their houseboat at Jantzen Beach, The Christmas ships will be sailing past their house that same evening. Jan's European railroad which is on a floating deck next to the houseboat will be in operation.

Editor's Note: The deadline for the September 2008 newsletter is August 25, 2008.