

## RCGRS Annual Meeting

The annual meeting of the Rose City Garden Railway Society occurred on 9 January 2010 at the building of the Columbia Gorge Model Railroad Club. We certainly thank Columbia Gorge Model Railroad Club for their hospitality. This year was also the year for the biennial election of RCGRS officers for the years of 2010 and 2011.



Outgoing President, Gary Lee, calls the annual meeting to order.

A delicious pot-luck dinner was provided by all of the gourmet cooks in our society. Ham and turkey were provided by the Society as part of the main dishes. There were 46 members present at the meeting.

Reports were presented by the 2009 officers on the the state of the Society's condition regarding membership, activities, and finances. Under new business, the discussion of the proposed budget for 2010 showed some deficiencies and the action on the budget was tabled. **As a result, a revised budget will be presented at a special budget meeting on February 13th during the open house of Don and Jeanine Golgert. A separate announcement including the minutes of the annual meeting and the proposed budget has been posted to all members.**



Secretary, Kathryn Warrior, presented the minutes of the 2009 annual meeting. She has also gathered and filed many of the previous minutes so that a more comprehensive record of the club's activities are recorded.



Bill Derville reports on the results of the 2009 Summer Tour and the plans for the 2010 Summer Tour.



Yardmaster Dennis Peoples reports on the Society's equipment and development of the display modules.



RCGRS elected officers for 2010-2011 (left to right): Steve Cogswell, Treasurer; Dennis Peoples, Yardmaster; Kathryn Warrior, Secretary; Nick Kelsey, Vice-President; Jeff Lange, President





Immediate Past President, Gary Lee, is presented with an Aristocraft C-16 2-8-0 for his excellent leadership as president during 2008 and 2009.

### **Note from the President Jeff Lange**

Dear Rose City Garden Railway Society Members;

I wish to thank all of you for your support in the last election, and I promise to do everything I can to earn your trust as your new Club President for 2010-2011. With that said, I am calling a special business meeting specifically for the presentation of the proposed 2010 budget to be held at the upcoming open house scheduled for February 13th. Only this item will be discussed and voted upon by the members who attend. The meeting will be held at the home of Don and Jeanine Golgert. Please refer to the e-mail notice(s) sent out by Nick Kelsey, our new Vice-President, open house events coordinator, and S.I.G. operations chairman as to what time we are to meet, and what food items to bring along with you to contribute to the pot-luck. Their address is: 8213 N.E 142nd Ave, Vancouver, WA 98682. Their phone number is: 360-896-1778.

As noted in the minutes, the discussion on this budget was tabled at the annual business meeting so that the board members could meet and discuss in detail the budget proposal before presenting it to the general membership for a vote at this open

house. I do hope that you will be able to attend this very important meeting and cast your vote. I would like to add that we have found all the club turnouts in the trailer last Saturday, while working on the tables for the modular group.

I want to thank my good friends the Golgerts for offering to open up their home up to us at this time, and for hosting the February meeting on the 13th. I look forward to seeing many of you there.

Warmest regards; Jeff D. Lange

### **Note From Gary Lee**

Fellow Rose City Garden Railway Society members,

Well it's been a fast 2 years... there's something about time, the older you become the faster the clock ticks away. It seems like this fall, not last, that RCGRS had the wonderful trip to Sumpter and chased the cattle up the railroad track! It's been a wonderful ride and I have truly enjoyed and been proud to be your club President. I have a certain regret in passing the torch and will always reflect on this experience warmly. I hope that our new leadership will come with direction and vision to lead us to the next level.

Although we will be on the pre-convention tour this year I would like to see the club host a regional/national event someday and feature our great garden railways to other enthusiast from afar. As we all know, we live in one of the best regions in the country for garden railroading. I would also like to see us spend more time in the winter months working collectively on personal projects to enhance our individual railways. I have truly enjoyed seeing a number of individuals building their own turntables and trestles over the last 2 winters and hope to continue with projects like this in the future.

I would also hope to see a way we can give to the community like the project Rex Ploederer and his Pacific Crossing Model Railroad Club did with the Oregon Garden. The children's garden is beautifully enhanced with a railway and I can think of no better way to showcase our hobby to the public.

These are just a few of my goals for the club and I will continue to participate in whatever capacity I

can to insure the continued growth and success of our great organization. "Thank You" for your support over the last 2 years.

Gary Lee, Immediate Past President, RCGRS

## Final Report on the Oregon Garden Railroad

I'm sure you're probably a little tired of hearing about our project at the Oregon Garden. But I feel some final thoughts are in order to leave club members with enough information about the Oregon Garden "Train Garden" so we can feel proud of our efforts.

Here are some facts in case you're into that sort of thing:

**Size** = 110' of mainline in a folded figure 8.

**Total hours** = 503. 1/3 of which (193 hours) came from our club counting my hours.

**Total cost** = \$2563.70 2/3 of which (\$1737.94 ) came from our club.

The Garden bought 15 yards of soil and \$100 of trees.

Lowe's donated about \$900 of building supplies.

Kilgore Blackman Hardware donated about \$250 for the fence.

AristoCraft saved us \$400 on track costs.

Finished on September 1st of 2009, I called the Garden to get some feed back about the garden railroad. I spoke with Jeff Pera, the Assistant Horticulture Manager who has been the Garden's primary force behind the project. He said "It has been a huge success. It's wildly popular. People are coming just to see the train. It is the cause for a lot of press for the Garden. It has given us (the staff) inspiration for many other ideas."

To amplify some of Jeff's comments, the Salem paper ran an article on January 1st about the garden railroad entitled "Tiny railroad is big at Garden." You can find it at Statesmanjournal.com under the Life/Entertainment section "Real Living" or archive to January 1st as the search. The article was well written providing quotes from Gary Lee and Marc Horovitz as well as plugging the club quite nicely.

One comment the Garden no doubt, is pondering, and has been heard more than occasionally, "When are you going to expand it." The railroad is admittedly small. It is not on the grand scale of some botanical gardens. But it was built in a summer by a handful of volunteers and is quite manageable. It is reliable, and has to this point, been fairly low maintenance. In my opinion, big is not necessarily a blessing (and if you've seen my railroad you know that I have some experience here).

The Garden does have some ideas for the future. They would like to develop a small town, a sort of logging community. They would like to purchase at least one relief engine. The Garden would like to pursue installing a button that when pushed by visitors, would run the train for a few minutes rather than continuously for hours each day as it currently operates. They'd like to run theme trains during Halloween and Christmas. There is an open invitation for guest engineers to run their trains as well. This list provides many areas and opportunities to get involved should you have a desire to do so. Contact Jeff Pera (503) 874-8278 or email JPera@OregonGarden.Org.

A few little items are pending and should be completed when the weather improves. We'll mount the plaque that lets visitors know those that contributed to the garden railroad (see the picture below). Two non-working "G" scale trains, a 10 wheeler, cars and caboose donated by the Kooken's and a small industrial switcher donated by the Rose's will be affixed to the top rail of the fence. Dave felt it was good to have a train the children could touch, especially those with visual impairments. We also want to extend the fence barrier as we've discovered that "little arms" can reach much further than we could ever have imagined.

In summary, the Oregon Garden would not have a garden railroad without the help provided by the RCGRS, especially financial, as well as the wholehearted support and enthusiasm of our members. Irrespective of whether you physically worked on the project every member can be proud of the project and should revel in the fact that it is just the kind of venue that will keep our hobby thriving.



## Railroad Movie Night

by J. M. Zweerts

Fellow Garden Railroaders many know of me from our Christmas Ships Parties. One of the big hits of the parties has been showing a railroad movie on the TV from my collection. Suggestions have been made to me to expand these showings to a bigger venue.

A place I found in Tigard has a back room with a DVD player and a 52" flat screen TV that they let groups use for free; up to 50 people, but 25 is a better number for sight lines to the screen. This place is called Max's Fanno Creek Brew Pub located at 12502 SW Main St. Tigard. The Fanno Creek Pub has good food & drink at reasonable prices and will put in a dedicated server for groups bigger than 10 and with of course no outside food or drink. This location is on the south end of Main St. Tigard just off 99W and should be easy to find for most club members.

I am proposing to set up a showing if enough members show an interest in this. To set up reservations for the room I need to call at least 2 weeks in advance with date, time and about how many people attending. For my own selfish reasons Saturday or

Sunday evenings work best for me. However if members chose a weekday the WES trains stop at the Tigard depot about 2 blocks away and could be rail fanned before a movie showing. Anyone interested in attending a Railroad Movie Night please email me at [jmzweerts@gmail.com](mailto:jmzweerts@gmail.com) with preferred time, day of week and titles of a movie you would like to watch; see my list below.

These are movie titles in my collection that members might find fun to watch. The first 7 titles show a ranking from the *Trains* magazine special edition 100 Greatest Train Movies just recently published and on sale thru April 2010. I will give a brief synopsis and why I like the film.

#1 *The Train*: WW II French railroad men keep a train load of French Art out of the German's hands. This is one of my favorites showing working railroaders, great sound effects, crashes and the set up of same. Tag Line: "This is a hell of a mess you have here."

#8 *The General*: Buster Keaton's 1925 masterpiece of the Civil War's Great Locomotive Chase. This film is full of sight gags and was a great hit our Christmas Ships party. Filmed in Oregon on the same railroad that hosted the Emperor of the North.

#11 *The Great Train Robbery*: How to steal gold from a moving train in 1855 with Sean Connery and Donald Sutherland. Great entertainment and skilled cinematography make this film fun to watch.

#17 *Emperor of the North*: Hobo A-#1 (Lee Marvin) vs. sadistic conductor Shack (Ernest Borgnine) on freight train trip 1930's Oregon. I like how all the railroaders get in the action, the flavor of a working steam RR, gossip, grudges, gambling amid hard unrelenting work. This is a movie with lots of great action and dirty tricks used by both sides. Tag line: "Turn them over and they read Made in Hell"

#28 *Kontroll*: Ticket checkers on the vast Budapest subway deal with the riders and each other. A lot of black humor and bad human behavior gets into your head in a weird science fiction way. I like it. Tag line: "Inadequate stopping distances happen"

#52 *Silver Streak* (1976): An editor's (Gene Wilder) quite, boring train trip LA to Chicago turns into a murder mystery with comedy. Richard Pryor teams up with Gene Wilder for a crashing finale. I like this movie for the Henry Mancini score, the feel of the long distance trains that I rode in the 1960's. Tag line: They cut all the emergency brakes! Damn Hippies.

#76 *Von Ryan's Express*: WW II Train load of POWs take over a German prison train and escape to Switzerland. A great cast gorgeously filmed in Italian and Spanish locations with steam trains chasing one another make this film a repeat treat. Tag line: "You'll get the Iron Cross for this Von Ryan."

### **Movies that did not get into the Trains list but are fun to watch.**

*Buster Keaton Rides Again/The Railrodder*: Filmed in Canada 1964. Keaton travels across Canada in a stolen track speeder with lots of sight gags. While in college I worked in the Audio-Visual Department, this film (The Railrodder) was the most checked out and therefore the most repaired and spliced film by me. The companion documentary *Buster Keaton Rides Again* is a delightful informal visit with the old pro. Both films (90 min total) show lots of 1960's CN rail action.

*The Darjeeling Express*: Three American brothers set off on a train voyage across India with madcap results. I am a fan of Wes Anderson films. This one

has a wonderful painted train, interesting locations and great humor.

I am sure there are other good railroad movies out there so let me know if you want to show them also. This could be a fun club activity for many members to get involved in.

Once again please email me at [jmzweerts@gmail.com](mailto:jmzweerts@gmail.com) so we can run this up the flagpole and see who is interested.

## **British Streamline Locomotives**

### **The Mallard**

The Number 4468 Mallard is a London and North Eastern Railway (LNER) Class A4 4-6-2 Pacific steam locomotive built at Doncaster, England in 1938. While in other respects a relatively typical member of its class, **it is historically significant for being the holder of the world speed record for steam locomotives.**

Mallard was designed by Sir Nigel Gresley as an express locomotive to power high-speed streamlined trains. Its wind-tunnel-tested, aerodynamic body allowed it to reach speeds of over 100 mph (160 km/h). Mallard was in service until 1963, when it was retired, having covered almost 1<sup>1</sup>/<sub>2</sub> million miles (2.4 million km).

The locomotive is 70 ft. long and weighs 165 tons, including the tender. It is painted LNER garter blue with red wheels and steel rims.







Photo courtesy of Gary Bliss

It was restored to working order in the 1980s, but has not operated since, apart from hauling some specials between York and Scarborough in July 1986 and a couple of runs between York and Harrogate/Leeds around Easter 1987. Mallard is now part of the National Collection at the United Kingdom's National Railway Museum in York. On the weekend of 5 July 2008, Mallard was taken outside for the first time in years and displayed alongside her A4 sisters, thus reuniting all four A4s extant in the UK for the first time since preservation.

Mallard is the holder of the world speed record for steam locomotives at 125.88 mph (202.58 km/h). The record was achieved on 3 July 1938 on the slight downward grade of Stoke Bank south of Grantham on the East Coast Main Line, and the highest speed was recorded at milepost 90.5, between Little Bytham and Essendine. It broke the German (DRG Class 05) 002's 1936 record of 124 mph (200.4 km/h).

Mallard was the perfect vehicle for such an endeavour; one of the A4 class of streamlined locomotives designed for sustained 100+ mph (160 km/h) running, it was one of a small number built with a

double chimney and double Kylchap blastpipe, which made for improved draughting and better exhaust flow at speed; the remainder of the class were retro-fitted in the late 1950s. The A4's three-cylinder design made for stability at speed, and the large 6 ft. 8 in. (2.032 m) driving wheels meant that the maximum revolutions per minute was within the capabilities of the technology of the day. Mallard was five months old, meaning that it was sufficiently broken-in to run freely, but not overly worn. Selected to crew the locomotive on its record attempt were driver Joseph Duddington (a man renowned within the LNER for taking calculated risks) and fireman Thomas Bray.

The locomotive had had problems with the middle big end (side rod bearing) previously, so a "stink bomb" of aniseed oil was placed inside the big end, that would be released if it overheated. Shortly after the attainment of this record speed, Mallard suffered an overheated inside big end bearing and had to limp back to Peterborough after setting the record, it then travelled to Doncaster for repair. This had been foreseen by the publicity department, who had many pictures taken for the press, in case Mal-

lard did not make it back to Kings Cross. The Ivatt Atlantic that replaced Mallard at Peterborough was only just in sight when the head of publicity started handing out the pictures. Inaccuracies in the machining and setup of the Gresley–Holcroft derived motion (which derived the valve motion of the inside cylinder from those of the other two, avoiding a hard-to-maintain valve gear linkage between the frames) meant that the inside cylinder of the A4 did more work at high speed than the two outside cylinders; this overloading was mostly responsible for the failure.

Stoke Bank had a descending gradient of between 1:178 and 1:200. Mallard, with six coaches plus a dynamometer car in tow, topped Stoke Summit at 75 mph (121 km/h) and began to accelerate downhill. The speeds at the end of each mile (1.6 km) from the summit were recorded at: 87.5, 96.5, 104, 107, 111.5, 116 and 119 mph (141, 155, 167, 172, 179, 187 and 192 km/h); half-mile (800 m) readings after that gave 120.5, 122.5, 123, 124.5 and finally 125 mph (194, 197, 198, 200 and 201 km/h). The speed recorded by instruments in the dynamometer car reached a momentary maximum of 126 mph (203 km/h).

Other locomotives that may have exceeded the 126 mph (203 km/h) record include the Pennsylvania Railroad's S1 prototype which was unofficially clocked at 127.1 miles per hour, and the Milwaukee Road class F7. The Milwaukee Road had the fastest scheduled steam-powered passenger trains in the world. Both it and the Chicago & North Western had timetables requiring running in excess of 100 mph (160 km/h); it is believed that both railroads' locomotives exceeded 120 mph (190 km/h).

### Duchess of Hamilton

The Princess Coronation Class is a 4–6–2 Pacific

class of express passenger steam locomotives built by the London Midland and Scottish Railway (LMS) and designed by William Stanier. They were an enlarged version of the LMS Princess Royal Class. Several examples were originally built as streamlined, though this was later removed. The non-streamlined locomotives were often referred to as Duchesses, though to enginemen they were often known as “Big Lizzies”.

They were the most powerful passenger steam locomotives ever to be built for the British railway network, estimated at 3300 horsepower and making them far more powerful than the diesel engines that replaced them.

Prior to the introduction of the Coronation Service, the No. 6220 prototype underwent speed trials with a special train in 1937. Just south of Crewe, the train achieved a speed of 114 miles per hour (183 km/h), beating the previous record for a steam train (held by the LNER) by a slim margin. Insufficient braking distance had been left before entering a series of crossover points at Crewe, and although the train held the rails, much crockery in the dining car was smashed. After this incident, the LMS and LNER agreed to stop dangerous record-breaking runs which were in effect publicity stunts. [(The “Mallard” established a world speed record for steam locomotives at 125.88 mph (202.58 km/h) in 1938].

The **Duchess of Hamilton** and four of her sisters were painted in the more traditional crimson lake, with gilt horizontal lining. This was to match standard LMS stock and a planned brand new Coronation train made up of articulated coaches. Although a prototype for this train was built and exhibited in America it was never put into service due to World War II. The Duchess of Hamilton was at the head of this train when it was exhibited at the New York World's Fair in 1939.







Photo courtesy of Gary Bliss

The Duchess of Hamilton No. 6229 restored to full streamline configuration in 2009.

The streamlining was removed from the fitted locomotives from 1946 onwards. It had been found to be a little value at speeds below 90 mph (140 km/h), and was unpopular with running shed employees as it caused difficulty of access to maintenance staff. Only three locos were still streamlined at the end of the LMS period and they had been stripped by the end of 1949. Only 46243 City of Lancaster carried its British Railways number whilst streamlined.



As No. 46229, Duchess of Hamilton in semi-streamlined condition at Tyseley Locomotive Works, 6 May 2006.

Following a successful appeal run by “*Steam Railway Magazine*”, 46229 has been re-streamlined.

The locomotive was moved to Tyseley Locomotive Works, where the work was carried out. The project was completed in 2009, and the locomotive returned to York on 18 May, now wearing her pre-war number 6229 and taking her place at the heart of a new National Railway Museum temporary exhibition. She could well be restored to operational condition at some future date.

**Editor’s Note:** A wonderful video of the Duchess of Hamilton in operation can be found at:

[http://www.youtube.com/watch?v=b\\_KF-mBppxk](http://www.youtube.com/watch?v=b_KF-mBppxk)

Also see the resources at:

<http://www.google.com/webhp?sourceid=navclient-ff#hl=en&source=hp&q=duchess+of+hamilton+locomotive&aq=1sx&aqi=g-s1g-sx9&oq=duchess+of+ham&fp=e8d6ef47431c6a4a>

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**Editor's Note: The deadline for the March 2010 newsletter is February 25, 2010. Thank you, everyone who submitted articles for this newsletter**

## 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 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.

**February 13, 2010, Saturday:** Open House and special budget meeting at Don and Jeanine Goltger's home at 8213 NE 142nd Ave., Vancouver, WA 98682.

RSVP to 360-896-1778. Potluck. Host will provide Pepsi and will crank up the BBQ if dry. A-D Dessert E-K Main Dish L-P Side Dish Q-Z Salad Bring your own adult beverages No trains running, layout not completed.

**February 27, 2010, Saturday, 12:00 until 6:00 p.m.:** OPSIG operations on Bill Dippert's HO (indoor) railroad. Bill and Jean Dippert and Ed Foley 503-646-9783 bandjdippert@verizon.net Every-

one bring sack lunches, et. al.: Noon to 1pm — layout orientation and/or snack/eat. From 1 pm do op session until approx 6pm, then have sack lunch/dinners. 6pm time flexible depending upon the status of the op session vs hungry tummys. (I.e. can be earlier or later, depending upon tummys and layout op status.) We will furnish coffee and/or tea. I already have the Smith operating system setup with car cards et.al. like you use on the G scale pikes. RSVP

**March 13, 2010, Saturday:** Once again I will host a clinic at Constructavision on March 13-14, 2010. This year I will produce a craftsman style kit of a backwoods square water tank using the superb model my father built as a guide. Also a round conventional tank like the tanks I use on my B & GR will be offered. I'm trying to see a show of hands as to who would be interested and what style, scale etc. Cost is yet to be determined. A limited quantity (12?) will be produced so if you want one let me know ASAP. — Happy Rails, Gary Lee.

**March 19, 20, 21, 2010:** The Great Train Expo at the Metro Convention Center. RCGRS will set up a large modular display and run trains.

**April 11, 2010, Sunday, Noon to 5:00 p.m.:**

Open house and quarterly business meeting at Dave and Margaret Kooken. 7542 Carolina Lane Vancouver WA 98664. 360-695-0389-0389, dmkkooken@pacifier.com

**May 8, 2010, Saturday, Noon to 5:00 pm:** Open house at Dennis & Carolyn Rose's home.

**Jun 12, 2010, Saturday,**

Open house at Odell and Hazel Lee's home. 619 NE 160th Portland OR 97230, 503-253-3447

**June 19, 2010, Saturday:** Railroads In The Garden Summer Tour 2010. Bill Derville, Chairman

**July 10, 2010, Saturday:** Open House and quarterly business meeting at Gary and Jonette Lee's home

**July 29 - August 11, 2010:**

2010 NGRConvention.in Tacoma, WA. Website and registration information is available at [http://www.psgs.org/2010\\_NGRC\\_Schedule.html](http://www.psgs.org/2010_NGRC_Schedule.html)

**Pre-convention Tour:** July 20-31 Oregon & SW

Washington. Volunteers will be needed to assist the layouts that will be open for the tour.

**Convention & tours:** August 1-8 Greater Puget Sound area.

**Post-convention tours:** August 9-11, British Columbia.

**Aug 14, 2010, Saturday:** Open house and annual auction at Ron and Merlene Bacon's house.

**Seoptember 12, 2010, Sunday, Noon to 5:00 p.m.:** Open house at Jeff and Dianne Lange's home at 5220 N.W. Cherry Street; Vancouver, WA 98663.

**September 25, 2010, Saturday:** Open Houses in Bend, OR. Bob & Colleen Melton 61261 Ladera Rd Bend OR 97702-4001 541-382-8881 melton.r@bendbroadband.com Harvey & Arlyn Becker 2497 NW Todds Crest Dr. Bend OR 97701 541-383-1864 bharvey@bendbroadband.com

**Halloween Trains October:** Location and Host?

**November 13, 2010:** Annual RCGRS Luncheon

**December 2010:** Jan and Rae Zweerts open house and viewing of the Christmas ships.