

January 2012

Notice of Annual Meeting of RCGRS

The annual meeting of the Rose City Garden Railway Society is scheduled for January 14, 2012 at the Columbia Gorge Model Railroad Club, 2505 N. Vancouver Ave., Portland, OR 97227. The biennial election of officers will be held at that meeting. The chair of the nominating committee will submit a slate of officers and nominations from the floor are also accepted.

If you will be unable to attend the annual meeting, the by-laws state that you may request a proxy form and assign another member of RCGRS to vote for you. Please contact Steve Cogswell, Treasurer, to obtain a proxy form. A proxy form must specify the absent member's name, the date of the Society meeting, the person assigned the privilege of proxy, and the absent member's signature. Each member present for the vote can carry a proxy vote for a maximum of two absent members. Each proxy counts as part of the quorum for voting.

Kathryn Warrior, Secretary

Open House at the Zweerts

It was a warm and friendly party inside the Zweerts' floating house. The chili provided by Rae Zweerts was great and so was the party food brought by many of the guests. The lighted Swiss Flats RR was operating on the barge next to the house. The central event of the evening was the viewing of the lighted Christmas ships as they paraded past on the Columbia River. We all thank Jan and Rae for hosting this event for the past few years.

More on Railroad Watches From Wikipedia

Richard Warren Sears (7 December 1863 – 28 September 1914) was a manager, businessman, and the

founder of Sears, Roebuck and Company with his partner Alvah C. Roebuck. He is considered to be one of the great American promotional geniuses.



Richard Warren Sears

Richard W. Sears was born in Stewartville, Minnesota. His father was James Warren Sears, a blacksmith and wagon-maker; his mother was Eliza Burton. The family moved to Spring Valley, Minnesota in 1872, where his father served as a city councilman and eventually sold his wagon shop in 1875. During his boyhood in Spring Valley, he befriended Almanzo Wilder, the future husband of Laura Ingalls Wilder. He was a good student. After learning telegraphy he entered the service of the railroad. In 1880, he worked in North Branch, Minnesota.

He eventually became station agent for the Minneapolis and St. Louis Railway in Redwood Falls, Minnesota. It was in 1886 at age 23, that his career path changed forever: A shipment of gold-filled

pocket watches from a Chicago manufacturer was refused by a Minnesota retailer, Edward Stegerson.

A common scam existing at the time involved wholesalers who would ship their products to retailers who had not ordered them. Upon refusal, the wholesaler would offer the already price-hiked items to the retailer at a lower consignment cost in the guise of alleviating the cost to ship the items back. The unsuspecting retailer would then agree to take this new-found bargain off the wholesaler's hands, mark up the items and sell them to the public, making a small profit in the transaction.

But in 1886 Stegerson, a retailer savvy to the scam, flatly refused the watches. Young Sears jumped at the opportunity, and made an agreement with the wholesaler to keep any profit he reaped above \$12, and then he set about offering his wares to other station agents along the railroad line for \$14. The watches were considered an item of urban sophistication. Also because of the growth of railways, and the recent application of time zones, farmers needed to keep time accurately which had not been necessary until then. For those two reasons the station agents had no trouble selling the watches to passers-by.

Within six months, Sears had netted \$5,000 and felt so confident in this venture that he moved to Minneapolis and founded the R. W. Sears Watch Company. He began placing advertisements in farm publications and mailing flyers to potential clients. From the beginning, it was clear that Sears had a talent for writing promotional copy. He took the personal approach in his ads, speaking directly to rural and small-town communities, persuading them to purchase by mail-order.

In 1887 Sears moved his company to Chicago, an important transportation center for the Midwestern United States, and moved his residence to nearby Oak Park, Illinois. In 1887 he also hired watch repairman Alvah Curtis Roebuck to repair any watches being returned. Roebuck was Sears's first employee, and he later became co-founder of Sears, Roebuck & Company, which was formed in 1893 when Sears was 30 years old. Roebuck left the growing company a few years later, and Sears went

on with a new business partner, clothier Julius Rosenwald, who became president of the business in 1908 upon Sears' retirement at age 44.

The first Sears catalog was published in 1893 and offered only watches. By 1897, items such as men's and ladies' clothing, plows, silverware, bicycles and athletic equipment had been added to the offering.

The 500-page catalog was sent to some 300,000 homes. Sears catered to the rural customer because, having been raised on a farm, he knew what the rural customer needed. He also had experience working with the railroad and he knew how to ship merchandise to remote areas.

In 1908 Sears made another move forward and began to sell mail order houses through the catalogs.

In 1908 Sears retired and moved from Oak Park to Lake Bluff, Illinois, suffering from failing health. In 1914 he died in Waukesha, Wisconsin of Bright's disease.

The "World's Greatest Hobby"

February 25th and 26th, 2012

From Greg Martin — Operations Lead Person

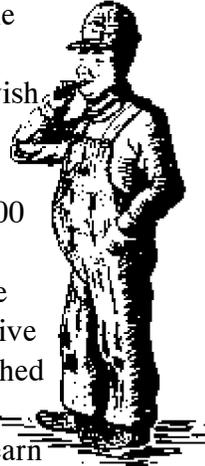


The "World's Greatest Hobby" is coming to the Oregon Convention Center.

It is time to start thinking about operations at the WGH show next February. I would particularly encourage our new members to get involved in this club activity. If you don't have a train of your own, make it known that you would like to participate and there may be an opportunity to team up with another member and get some run time. We will also have the club Mogul on hand as well for run-

ning by new members. We have several areas of opportunity to play a part in promoting our club.

- Engineer – Schedule a time to run your train on the MODSIG layout. If you wish to run live steam, contact Ron Bacon — Live Steam SIG Chair at 503-628-2300 or Andre Anderson at 503-803-9347 to integrate your equipment into the Live Steam run times (see attached schedule). The live Steam SIG welcomes guests to learn more about live steam operations.
- Yardmaster – Monitor departure/arrival of trains in the yards to assure that we have continuous running trains for public viewing. Our objective is to have 4 trains running at any given time.
- Bridge Tender – Initiate the opening/closing of the lift span bridge. This is a focal point of the display and attracts a lot of attention from the viewers.
- Ferry Captain – Transport trains between the yards and storage tracks.
- Kids Display – Run trains on the display and make sure that “wandering hands” don’t cause any derailments. You don’t need your own train to participate in this display.



Check the attached “Schedules and Guidelines” for available time slots, details and information needed to schedule. Our goal is to fill the schedules prior to the show. Revised Schedules will be distributed every time there is an update. Let’s support the work of our MODSIG group and have a strong presence of “Team Rose City” at the upcoming show. Public viewing satisfaction is where our success lies. Contact me with your preferences and we will look forward to offering some great public railfanning of the RCGRS road next February. Thanks everyone for your support of this activity.

The purpose of having some structure in place for the operating of trains at the show is to have constant activity on the mainlines for the public to view; to protect members equipment from damage and wrecks; and to assure that the activity is enjoyable and free from any rogue or unpredictable circumstances.

It is preferable that run time assignments be done prior to the show on a first come first serve basis. Run times still available will be assigned at the show. Only trains on the schedule will be able to run. A single train length should not exceed 34 feet. Total length of 2 trains running on a single mainline should not exceed 40 feet. The Club’s track powered Mogul will be available for running with the addition of any member’s cars. This would be a good opportunity for a new member with no or limited rolling stock to sign up for a run time.

A short pre-run time will be available for testing/programming equipment prior to show opening on Saturday and Sunday. Last minute QSI, AirWire and Phoenix Sound programming may be available if there is enough interest. A charging table is also provided for charging equipment. Engineers will provide their own chargers, cables etc.

Engineers should arrive at their setup time to assure that their train is ready for operation at the assigned departure time. Late or no-show engineers will lose their assigned time and will have to schedule a new run time. A backup train, Solo locomotive, EggLiner, Rail Trucks will be on standby to fill in any missed/vacant run times and/or assist in a rescue operation due to a failed locomotive. All Backup equipment should be battery powered, ready to go with a maximum collective of 20 feet.

Operating priority is Live Steam, Track Power and then Battery. Lower priority train will pace and yield other train on shared mainline. Live Steam will schedule an exclusive run time and multiple steam locomotives will run on scheduled loop. Coordination of steam up, running, cool down and handling of all live steam locomotives will be coordinated by the Live Steam SIG. Battery Power may be added to the Live Steam run schedule if short on equipment or can be augmented by standby equip-

ment. A small fire extinguisher must be available at the display when live steam is in operation.

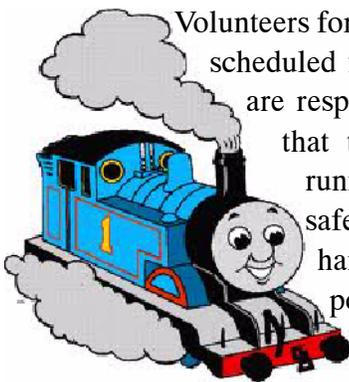
Trains will have 1 hour runs departing on the hour and 15min after the hour. Yard #1 serves Mainline #1 (outside loop @ 155 ft) with trains running in clockwise direction. Yard #2 serves Mainline #2 (inside loop @ 150 ft) with trains running in counter-clockwise direction.

Ferry Service is available for train transfer between yards and storage tracks. Volunteers for Ferry Captains will be scheduled for 2 hour shifts and are responsible for the efficient transport of equipment. First shift will ready ferry for the day. Last shift will stow ferry for the night.

Volunteers for Yardmaster will be scheduled for 2 hour shifts and are responsible to assure that trains are departing and arriving the yard on time. Departure and Arrivals will be coordinated by the Yardmaster, the Tower (track power Engineer) and all Engineers on the mainline. First shift will power up and ready the yards for first run trains. Last shift will power down and secure yards as necessary for the night. Yardmaster and/or Operations can request that any train be removed for mechanical, safety or off schedule reasons.

Volunteers for Bridge Tender will be scheduled for 2 hour shifts and are responsible to assure that bridge opening/closing is activity is coordinated with trains currently on the mainlines. First shift will power up and make ready the bridge for operation. Last shift will power down and secure bridge for the night.

Volunteers for Kids Display will be scheduled for 2 hour shifts and are responsible to make sure that trains are constantly running and the display is safe from “wandering hands.” First shift will power up and ready the display for the day. Last shift will power down and secure the display for the night.



Schedules will be distributed to the Club as they are updated. See the attached schedule form and track schematic. Hope you will enjoy the road and the show!

Chinese Bullet Train Tests At 500 Km/Hr (310 mph) by devon-ritchie on December 26, 2011

Over the weekend, the largest rail vehicle manufacturer in China, CSR Corp. Ltd, tested its fastest model yet. With speeds reaching 500 km/hour (310 mph), the six-car bullet train easily surpasses the other Chinese trains that are already known for their speed. Although Japan currently holds the Guinness World Record for the fastest train, testing at 581 km/hour, China has the Guinness Record for fastest overall passenger service with trains reaching around 300 km/hour. China's bullet trains routinely travelled at around 300 km/h (186 mph), but the government reduced speeds to approximately 162 mph after the July accident, which involved trains made by CSR. 40 people were killed. Initial reports suggested signalling problems were to blame for the crash, which sparked strong public criticism of China's government, but the results of an official investigation have not yet been released.



This launch test came shortly after announcements that the country will be scaling back on rail construction spending. Because of this decision and continued concerns surrounding the fatal high-speed collision earlier this year, CSR's new bullet train will not actually begin service any time soon. Nonetheless, CSR officials are proud of the innovative design. They claim it is not just another bullet train, and the technology took two years of research

to develop. Besides the impressive speed capacity, the train has an outer shell that is 22.7% stronger than other trains currently running. The needle-nosed design is inspired by a Chinese sword, which pays homage to the country's history and culture.

In 2007, a French train set the locomotive speed record by hitting 360 miles per hour. Given a pair of wings we wouldn't be surprised if that train could take flight. But, while the record was most impressive, the French bullet train was an experimental vehicle carrying no passengers, two power cars and only three rail cars. A new high-speed rail in China that will cut the commute from Beijing to Shanghai from 10 hours to four just set its own record, hitting 302 miles per hour.

So why is 302 mph a record when the French hit 360? Because China's new bullet train was toting 16 cars, some of which were carrying passengers. Perhaps the most exciting part is that the train didn't just crest 302 and then settle back to more pedestrian speeds. Instead, the streamlined super-train was consistently traveling at speeds of 260 mph before cranking up the after-burners past the magic 300 mph number and then finally settling back at a robust 260. Passengers aboard the bullet claim that the ride isn't much different than the 160+mph train they were used to.

What is Your New Year's Resolution?

Here are some ideas from members of other clubs:

- Reduce my RR budget by 50%. I intend to do this by focusing on only items I need, or are at least for railroads that I intend to model and not impulse or bargain buying. (Same as last year - try again)
- Reduce my surplus inventory, by selling off/giving away projects I no longer intend to complete, by completing re-sale projects, selling duplicates, etc.
- Get off my butt and start doing some modelling instead of too much browsing the Internet.

- Get an initial layout design completed. I WILL design and plan the yards and yes darn it, I shall BUILD the yards.
- Rent a dumpster. Throw everything out of the garage that I have been saving because "I might need it some day" (to quote my depression era parents).
- Complete a "Christmas" or "Halloween" train for next year.
- Submit an article before the deadline, so the editor doesn't have to hunt me down.
- Play with trains more and have the time to really enjoy & grow in the hobby!
- NONE! Based on past history my resolutions aren't worth the paper they are written on

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Immediate Past President: Gary Lee

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Ultra Low Emissions Diesel Genset Switcher

Schedules & Timetables

It is our Society's policy to attempt to have an event or open house on every second Saturday or Sunday 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 **Tom Gaps 503-659-8893, tgaps@comcast.net**

January 14, 2012, Saturday, Noon: Annual meeting. Food will be served at 1:00 p.m The Columbia Gorge Model Railroad Club has graciously offered to let us hold our annual meeting at their club house, 2505 N. Vancouver Ave, Portland, OR 97227, 503-288-7246. The business meeting is ex-

pected to start at 2:00 p.m. The biennial election of officers will be held at that meeting. The chair of the nominating committee will submit a slate of proposed officers and nominations from the floor are also accepted.

RCGRS will provide the Main Dish (ham or turkey) and members need to bring: A-H Salads, I-P Side Dish, Q-Z Dessert.

February 25th and 26th, 2012: The Worlds Greatest Hobby is coming to the Oregon Convention Center. RCGRS participation in this show is a major club event.

Membership Dues Are Due!

The dues are \$30 per year for an individual and an additional \$6 per year for a significant other. There is only one class of member and all dues paying members have a vote in the business of the society. All dues are payable in December for the following fiscal year beginning in January.

Name _____
 Spouse _____
 Address _____
 Town _____ State _____ ZIP _____
 Telephone Number _____ Email: _____
 My Interests: _____

Return the bottom section of this page with your dues payment to: RCGRS, 17520 S. Holly Lane; Oregon City, OR 97045 Make checks payable to RCGRS.