

Notes from the President Darrel Dunham

In Memory of Barbara Golgert

One of our members, Barbara Golgert, died late in May. Barbara was really involved in the activities of our club. She worked on the Summer Tours, represented RCGRS in support for the Columbia Gorge HO Club Open Houses, and she had volunteered to chair the Annual Banquet in November. She also helped her husband, Don, in keeping the "Schedules and Timetables" up to date. We will all miss her. Don, we are sorry for your loss.

The club's annual Garden Railroad Tour is coming the weekend of July 22 to 23. We need ALL members to get involved in the tour as this is our main source of funds to run the club and pay the bills. Members are needed to help at the layouts that are open for touring. Each railroad needs 3 to 4 members to assist the hosts. The hosts will be talking to the visitors and the member helpers will be keeping trains running, checking and/or selling tour books, and manning the registration book. If enough people volunteer, we can have two shifts and thereby give everyone a break. Please help! Call Bill Derville at 503-499-6483 or myself at 253-222-8367.

A birthday/track laying party was held at the home of Steve and Mimi Cogswell on June 10th. Check elsewhere in the newsletter for details since I was out of town and unable to be there.

There is no scheduled open house on the 2nd weekend of July as the 22nd National Garden Railway Convention in Santa Clara, California occurs July 3 to 9 and we are also getting ready for our 2006 Tour of Railroads.

Five members who joined just last year have not renewed their membership. I have asked our Membership Chairman, Don Watson, to set up a program

to assign a member to be a mentor for all new members for the first year. Maybe these new members do not have the whatever to reach out and ask for help if they need it. The mentor will contact them and invite them to our functions, answer or get answers for the new member. The object is to get more members involved and by showing some club interest in them, maybe we can reverse this action of losing members.

Over 30 people attended the open house at Dennis and Carolyn Rose's home. It seemed as if there were about 3 to 4 trains running all the time. This layout will be the feature on Garden Time TV Show, 9 a.m. Saturday 7/8/06 on Channel 12. I was at the taping and it really looks good. This is just two weeks before our Public Tour and will give us good exposure.

A short business meeting was held at the Rose's and we reviewed the items the Board had talked about during its last meeting. The board meeting discussed mostly organization appointments. A question of whether the train shows in November would interfere with out annual banquet. I checked into it and the company that put on the shows is no longer in business, so there are no shows in November at this point. Another question was the order of new club shirts. Margaret Kooker will check on the cost. Anyone wanting to purchase club shirts should preorder them from her at 360-695-0389. We want to get a closer estimate as to what sizes to order. —Darrel

Building A Railway By Steve Cogswell

Prelude

Nothing but weeds. That's where it started. When they were killed off with Roundup™ and a rototiller, I had a big patch of bare dirt with over five feet of drop over a sixty foot run and eighty foot maple trees spreading branches out over half the

space. And there it sat for almost two years while I hummed and hawed over what to do next. I measured, drew plans, and threw them away when I got to the yard and looked at those slopes. I brought in twelve yards of soil and hired a couple guys to fill in the lower end of the yard. Now it only dropped four feet. And it sat some more.



Steve Cogswell: In The Beginning

It was in the middle of tax season, I was exhausted and not paying attention. My wife, Mimi, tired of years of hearing about a layout and seeing the collection of engines, cars and buildings growing steadily in the barn said, “How about if I have a train building party for your birthday present this year?” I must have said OK, for the next thing I knew flyers were made up, phone calls were announcing the day and it showed up in the club newsletter under “Schedules and Timetables”.

After tax season and a previously scheduled family vacation, I had a lot to do to get ready for the work party. Then it started raining. I waited in the house for a reasonably dry day while the weeds took advantage of the delay and grew back again. Finally, I was able to bring in another dozen yards of dirt and the neighbor used a Bobcat to move it into place. I even had enough for the beginning of a mountain range.

Saturday June 10, 2006

Bagels, donuts and coffee were spread out for early arrivers. Mimi had spent days planning for the big day, shopping for supplies, and preparing food for

the crew. RCGRS members descended upon the project like locusts on wheat and jumped right in. Allan Warrior was the first to arrive and one of the last to quit work at dinner time. Jeff Lange reworked some of the rail-tie retaining wall I’d built and then almost single handedly dug out a 10’ x 6’ x 2’ pond. Ron Dunham brought over a scratchbuilt passenger platform, then spent all day removing factory rail joiners and cleaning and preparing track for installation. It always seemed that Jerry and Barbara Clark were working on three projects at once.



Ron Dunham pauses to refuel as he spends all day cleaning track

And Jerry Chapman, who couldn’t be there but, though already behind in shipping orders, took a box of rail clamps right out of the trailer headed to Long Beach for the Big Train Show to ship them over at the last minute. It hadn’t been till Jan called the Sunday before and said they couldn’t make it that I realized the 25 or so I had on hand probably weren’t going to be enough.



Penny Walker and Barbara Clark excavate for a track bed.

A 60' creek bed was dug out, liner spread and lined with rocks. Dave and Margaret Kookan arrived, and track started flying down. The high-line along a cliff of rock took shape under Dennis and Caroline Rose's careful hands. Thanks are also due to Richard and Penney Walker, Don Golgert, and Marion Snyder, plus non-members Terrie Rose and Calvin and Susan Bushman, who came over just to help out. If I missed anybody, I sincerely apologize. Thank you, too, to whomever brought the flat of plants.



Jeff Lange excavates for a pond

By the end of the day, almost 250' of track base had been dug out and filled with $\frac{1}{4}$ " minus gravel and over half of it was laid with track. A full Georgetown Loop had been added to the design, dug out and laid in when it became obvious the 3% grades we were working on were not going to be near enough to close the gap between top and bottom of the layout. Then everyone, joined by a few non-

train friends, sat down for Mimi's dinner of lasagna and berry pies on the deck. We were all tired from a hard but productive day, and several people still had a 45-minute or more drive home.



Sculpting mountains, and trenching the Georgetown Loop"

I spent all Sunday afternoon laying down the track we hadn't been able to finish on Saturday. The sun was disappearing below the horizon, clouds were gathering overhead and flashbulbs popped as the golden rail-clamp was finally secured into place. Then the phone rang. It was my dad, calling from California. He had planned to come up a week before to help with preparation and stay for the party. But he came down with a case of shingles and, because we have infants, the Drs. said "no" so he wanted to know how it went. And how are the babies? I am looking forward to meeting in Santa Clara for the convention. The last light settled from the sky before we were done. My test engine waited on the shelf, the transformer ready to go, but the first test run would have to wait till tomorrow. Darkness and hungry babies made me stop.

Epilogue

The layout is beautiful. Mimi raves to friends and family how it looks better than she even thought it would. We owe a huge debt to everybody who came over and helped. It wouldn't be there without you.

Monday, as I write this, the rain has returned. Buildings still wait in the barn. Cars are still in the box. I bought the convention car in advance. The collection is growing. And Mimi is scheduling an open house to make sure I keep making progress.



Track is set in place. Much landscaping in the future.

American Locomotive Company (ALCO)

By Allan R. Warrior

The American Locomotive Company, shortened to ALCO (or Alco, or indeed ALCo) was a builder of railroad locomotives in the United States. Much of the material in this article comes from Wikipedia (the free encyclopedia).

Early History

The company was created in 1901 from the merger of the former Schenectady Locomotive Works and a number of other locomotive builders. The company was headquartered in Schenectady, New York and eventually closed all other locomotive manufacturing plants.

1904 saw the purchase of the Locomotive and Machine Company of Montreal, Canada; this company was eventually renamed the Montreal Locomotive Works and continued to manufacture ALCO designs after the parent company ceased production of locomotives in 1969.

Steam Locomotives

ALCO was the second-largest steam locomotive builder in the United States, producing over 75,000 locomotives. Among these were a large number of well-known locomotives. Railroads that favored ALCO products included the Delaware & Hudson Railroad, the New York Central Railroad, the Union Pacific and the Southern Pacific. ALCO built many of the largest locomotives ever constructed, including the Union Pacific's "Big Boy".

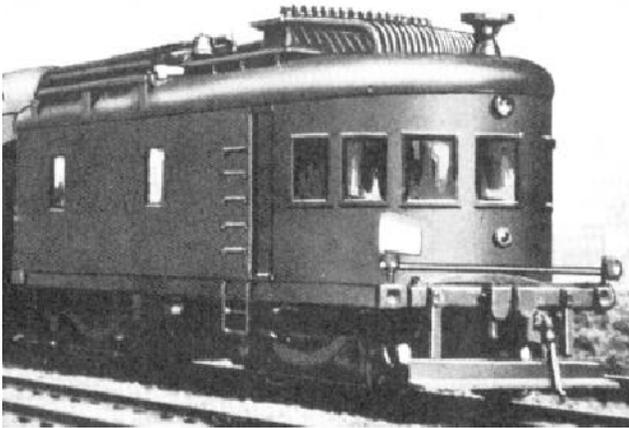
ALCO Automobiles

The company diversified into the automobile business in 1906, producing French Berliet designs under license. Two years later, the Berliet license was abandoned, and the company began to produce its own designs instead. ALCO cars won the Vanderbilt Cup in both 1908 and 1910, but they had less success in sales, abandoning automobile manufacture in 1913. The ALCO automobile story is chiefly notable for starting the automobile career of Walter P. Chrysler, the plant manager, who left for Buick

in 1911 and subsequently founded the Chrysler automobile giant.

Diesel Locomotives

Although it was strongly committed to the steam locomotive, ALCO produced the first commercially successful diesel-electric locomotive in 1924 in a consortium with General Electric (electrical equipment) and Ingersoll-Rand (diesel engine). This locomotive was sold to the Central of New Jersey, and subsequent locomotives were built for a number of railroads including the Long Island Rail Road and the Chicago & North-Western Railroad.

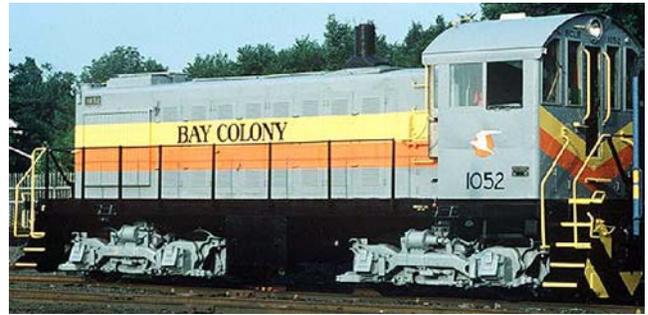


GE/Ingersoll-Rand Oil-Electric of 1924
300 hp.

The company bought an engine manufacturer, McIntosh & Seymour Diesel Engine Company, in 1929 and henceforth produced its own diesel engines, although electrical equipment was always from GE.

The S-1 through S-4 model switchers were ALCO's best selling diesel units (particularly the S-2). They were produced between 1939 and 1954. The S-1 used a non-turbocharged (660 hp) six-cylinder 539 engine. The S-2/S-4 and S-3 used a turbocharged 539 4-stroke engine (1,000 hp). The main difference between the S-2 and the S-4 was that the S-2 used Blunt trucks which are very different in appearance from most power trucks. While the basic design remained the same, many changes were made in the appearances over the years, particularly in the size and number of exhaust stacks, spark arresters, and cooling slats.

Editor's Note: I once stood next to one of these six-cylinder engines and felt it was the most massive single steel casting I had ever seen at the time.



ALCO S-2

The design for road switchers (RS, RSC, RSD series) was begun in 1939 at the request of the Rock Island RR. The design is similar to the S-2 series but has a lengthened frame to accommodate a short hood in case the customer wanted to install a steam generator for passenger service. The RS had four axle freight trucks, The RSC and RSD had six axle trucks. The new V-12 244 diesel engine (1,500 - 1,600 hp) was used in the RSC and RSD series.

When EMD introduced its new E2 passenger locomotives in 1937, ALCO responded with its DL-109 locomotive which had two 539 engines (1,000 hp each) in a single car body. The New Haven RR was the principal customer for these locomotives. They were used as passenger locomotives during the day time and freight locomotive during the night.



ALCO DL-109

In 1945, ALCO introduced a new series of car body locomotives which some rail fans believe are the most graceful and attractive of all the car body designs:

ALCO was for a long while the pre-eminent diesel locomotive builder in the United States, but the General Motors Electro-Motive Division took over that position with aggressive marketing, a ready supply of development capital from its parent company, and the intervention of the war years. During that period, ALCO was prohibited from building diesel locomotives (except for the S-2) and was directed by the War Production Board to concentrate on proven steam locomotive designs. EMD was encouraged to build diesels as fast as it could. This gave EMD a lead that could not be overcome by ALCO. Also a factor, was that ALCO's diesel locomotives were competing with their own steam locomotive products, while EMD had no such problem.

Nevertheless, the company easily held the number 2 position in the market until General Electric, dissatisfied with the results of its partnership with ALCO, entered the road diesel locomotive market itself in 1956. GE Transportation Systems quickly took the number 2 position, and eventually eclipsed even GM in overall production. ALCO announced its "Century Series" of diesel locomotives in 1963 as a leap forward in power and reliability, an attempt to compete more aggressively with GM-EMD in the marketplace.



ALCO Century C424

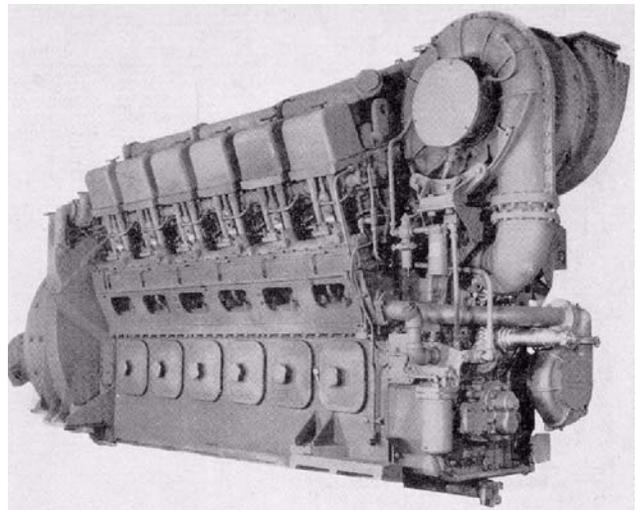
Because the EMD FT locomotives were already in service, ALCO felt it had to rush the V-12 and V-16 244 engines into production. The result was that ALCO had to suffer through some years of

crankshaft failure and turbocharger failure before these problems were corrected.



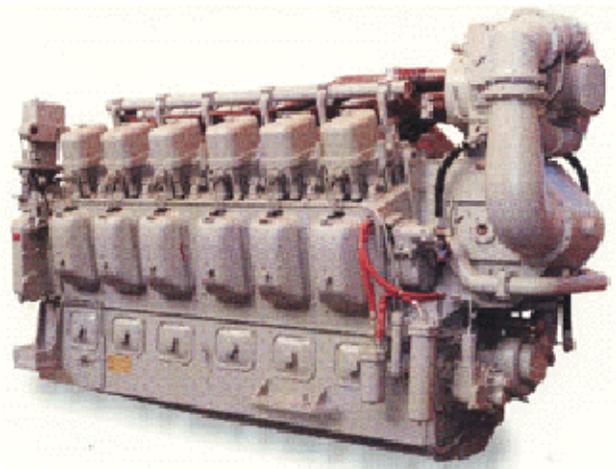
ALCO FA-1

Model FA-1/FB-1 1,500 hp freight locomotives and used the new (and untried) V-12 244 diesel.



ALCO V-12 244 Diesel

A later development was the FPA/FPB series (14 units each) which used the V-12 251 engine.



ALCO V-12 251 Diesel
(Later development of the 244 engine)



ALCO PA and PB Units

Model PA/PB 2,250 – 2,500 hp passenger locomotives and used the new (and untried) V-16 244 diesel. ALCO shared with Fairbanks–Morse the distinction of having the first single engine passenger locomotives of greater than 2,000 hp. These locomotives had larger than normal traction motors and were often later used in freight service.

Third place in the market proved to be an impossible position; ALCO products had neither the market position and utter reliability of GM–EMD's products nor the financing muscle and customer support determination of GE, and profits were not forthcoming. ALCO ceased locomotive production in 1969, closed its Schenectady locomotive plant, and sold its designs to the Montreal Locomotive Works in Canada.

One of ALCO's last commissions was to develop a diesel–hydraulic locomotive. One prototype was built (DH-643). As the diesel engine rotates a large centrifugal pump, oil is forced outwards at high pressure. The oil is forced through the blades of the fixed guide wheel and then through the blades of the turbine wheel, which causes it to rotate and thus turn the axle and the wheels. The oil is then pumped around the circuit again and again. There is a promise of better efficiency (fuel economy) with a diesel–hydraulic design than the diesel–electric design. However, the mechanical complexity has been a major reliability problem. The only successful diesel–hydraulic design to date has been certain German locomotives.

Diversification

Although its fling with automobiles was unsuccessful, ALCO diversified into other areas with greater success. During the Second World War ALCO built tanks, guns and shells for the war effort in addition to locomotive production; this continued for the Korean War. After the war, ALCO entered the oil production equipment and nuclear powerplant

markets, the latter also starting the company's involvement in the heat exchanger business.

1955 saw the company renamed to Alco Products, Inc. because locomotives were no longer its predominant product.

Purchase and Division

The company was purchased in 1964 by the Worthington Corporation, which merged with the Studebaker corporation in 1967 to form Studebaker–Worthington, Inc. (SWI), Alco remaining a wholly–owned subsidiary. Former divisions of Alco became semi–independent subsidiaries in 1968.

After the termination of locomotive production in 1969, the locomotive designs (but not the engine development rights) were sold to the Montreal Locomotive Company, who continued their manufacture. The diesel engine business was sold to White Motor Corporation in 1970, who formed them into White Industrial Power. In 1970, White Industrial Power was sold to the British General Electric Company (GEC) who renamed the unit Alco Power, Inc. The business was subsequently sold to the Fairbanks–Morse corporation, who continue to manufacture Alco–designed engines in addition to their own opposed–piston design.

The heat exchanger business continued as Alco Products, Inc., passing through a number of owners. This portion of the business still survives under that name and is now owned by NITRAM Energy.

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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.

July 22, 2006, Saturday 10:00 p.m. to 5:00 p.m., RCGRS Summer Tour (Portland area): Coordinator is Bill Derville. Help is needed from all members.

July 23, 2006, Sunday, 10:00 p.m. to 5:00 p.m., RCGRS Summer Tour (Vancouver area): Coordinator is Bill Derville. Help is needed from all members.

August 13, 2006, Sunday: Open house at Bill and Brenda Derville's. The annual auction is planned for this date.

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. Details and map will be in a later issue of the Newsletter.

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.

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 August newsletter is July 25, 2006.