

### Rose City Garden Railway Society Summer Tour 2010

By Allan Warrior

The tour seemed to start out slowly. Booklet sales seemed much slower than previous years and early Saturday morning looked like rain. But the weather cleared up nicely and it was a great day for touring. I do not want to entirely pre-empt Bill Derville's report on the tour, which will appear later, so I will only print some comments received from some of the hosts of the railroads on the tour.

**Penny Walker:** Wasn't Saturday's tour great!! After my doomsday predictions of low book sales and the bad weather predictions; there were more people at the Bacon's than last year (about 250) and it sprinkled only once. We just kept running and having fun. At one point we had 3 trains running—two battery and one track power.

**Nick Kelsey:** Odell and Hazel Lee were lucky in that the rain stopped before 9 a.m. and held off all day, until dark clouds gathered on the horizon at 5:30... Three battery trains running most of the time. About 300 visitors, and one membership application—a fun day.

**Bill Dippert:** Today's attendance was 220 adults and 99 children. We had visitors from Eugene, OR (3), Arlington, Texas (1), Atlanta, Georgia (1), Auburn, Washington (4), Battleground, WA (2) and Tallmadge, Ohio (2). Quite a spread!

We opened with rain and finished with a nice day. We were running at least 3 trains simultaneously all day long, one track power, and 1 or 2 battery power and/or 1 live steam engine or 3 battery power. (The live steam engine was not for long as Joe's controller did not charge its battery properly.)

Bill & Jean Dippert, Ed Foley, Joe & Jen Eckhardt (plus the 2 girls), Sami Badzik (our eldest daughter), and our three grandchildren from Duvall Wa-

shington. All but Jean, Jen and Sami ran trains during the open house.

**Jeff Lange:** Yes, Saturday's Garden Tour at the Colorado and Southern was great! Greg Martin, John, Bill Derville and I had 3 to 4 trains running at all times on Bill and Brenda's Colorado Southern. Over 450 visitors signed their guest book, and I know that there were many more who did not sign in, but enjoyed the layout immensely. I only had to go "tunnel diving once" to rescue some box cars that had derailed, but the rest of the day went very smoothly. Thomas {the Tank Engine} was one of the best running of ALL of Bill's trains, thanks to Mike's fabulous wiring job for electrical pickup for all of the cars + the engine. We had 4 to 7 year old guests wildly chasing him into and out of tunnel portals, and then trying to predict where Thomas would re-appear next. It was very entertaining and so much fun to watch them all. The weather could not have been more perfect, with just a very light shower, some sun breaks, and not too hot. Brenda's flowers were all blooming so beautifully, the landscape all maturing so nicely, and Bill's layout expanding to the west with a really nice railroad yard, new turn table installed in-ground, and future industrial sidings being mapped out. These will keep us all busy for hours during operating sessions in future years. The body mount couplers had a small problem staying connected together, and I suspect the smaller springs on each one may be weakened from overuse, and need replacement to have them working again as designed. After some trouble shooting, I think there has to be a workable solution. I pulled 20 cars behind the Sumpter Valley engine up and down the mountain grades, and only came apart once or twice. That was one LONG train, with the engine and several cars coming out the exit of a tunnel, and several cars plus the lighted caboose still waiting to enter the other end. I think we may have one or two new members joining us, while talking with them during their visit to layout

#6. Some visitors mentioned that they had started their visits to all of the layouts in the booklet in order, prior to coming to Bill and Brenda's home, some started at the end, at Dave and Margaret's and worked their way backwards to #6, and then were going to try to go to a couple more. I wish I could have come seen all 13 layouts on Saturday, but was happy to help out again at one layout that I know almost "blindfolded", as it were.

**Jonette & Gary Lee:** We had similar results, 292 sign ins, mostly in the morning and early afternoon. I, like you, Penny thought it would be a poor showing but was pleasantly surprised. The weather looked gloomy in the morning but the rain held off and the visitors kept coming! Good to see so many familiar faces and many new ones as well.

Amie Reiterman, Don and Jeannine Golgert, greeted our visitors graciously while Rob Reiterman and Vaughn Lee kept our junior engineers Rob Westhafer, and my grandson Chase Bross busy. John and Carol Westhafer made sure our guests could find a place to park. We are so thankful to all.

**Allan Warrior:** I was a little worried when it began sprinkling as I was finishing setting up my railroad, but the day turned out to be great! We had approximately 223 people who signed the book. My helpers, Jerry and Jan Chapman and Hilaire Hinds were wonderful help and ran the trains without a single incident. I left my railroad set up so I could run trains for myself on Father's Day.

**Thomas Gaps:** I helped out at Shannon Pratts. Obviously, we had no concern over rain. I didn't notice anyone coming in with wet cloths and the two times I stuck my head out the door it was dry.

I didn't get a look at Shannon's guest book, so I don't know the exact number of attendees. However, I would guess it to be around 150 people. I don't know how that compares with past years at Shannon's.

I tried to talk with as many attendees as I could. I asked how they heard about the tour. About 70% were repeats from previous years. The rest all said they happened to notice the display sign at their hobby shop. I also received an email inquiry from

two people during the middle of last week. They had read about the tour in the Northwest Connection. I had never heard of the publication.

When I talked to people I asked which sites they had been to and which ones they planned to visit later in the day. Virtually everyone I talked to had started on the West side of town and they had no plans to go to the east side of town or to Vancouver. I also found that they were planning to attend only 5-7 of the sites because there were just too many to see in one day. The repeat attendees also seemed to be more interested in re-visiting the sites they had visited in previous years vs. going to see one they had never seen before.

As usual, Shannon's layout ran very smoothly, almost totally on auto pilot. For those who have been to Shannon's, he has expanded into the next room to the left as you enter his train room. The expansion is not complete. All of the track is functional but there is no power to the track. He plans to have the power installed before the pre-convention tour.

I noted that a number of people, having watched the trains for a while, were about to leave when the lights went dim for night time. They ended up staying longer because in the dark they found things they had missed when the lights were on. With four trains running at the same time in such a small space and all of the activity in the cities, there is a lot to see.

**Dave & Margaret Kookan:** We had 150, which was more than we expected due to our isolation. Many were repeats from previous years. Some said that Gary Lee's, Odell Lee's and ours were the only ones they had time for. So some obviously stayed on this east side.

Attendance was steady all the time except for a bus load that arrived from Mallard Landing Assisted Living Center in Battle Ground. We had invited them as special guests. Our wheel chair friendly approach was very useful. Probably due to their age, and knowledge of such things, many of them took particular delight in the "Gallopig Goose" that Mike Greenwood created for us.

We had lots of children this year. At one time “Snoopy” was being trailed by four little boys at once as they ran around the path.

We had great help in Barbara and Jerry Clark and Richard and Marilyn Parker. Jerry was a wonderful greeter and a great hamburger griller. Family members kept everyone supplied with great food all day.

## Barbara & Jerry Clark’s Open House

May 31, 2010, a nice day interspersed between the many rainy days of our wet wether. Jerry barbecued hamburgers and brauts and the pot-luck food was plentiful. The flowers and foliage were beautiful.



Hosts Barbara and Jerry Clark talk to guests



Barbara and Jerry work hard to keep the landscaping attractive. The railroad is a single aluminum track that runs around three sides of the house. There is a reverse track loop that runs around the perimeter of the front yard. The second reverse loop is in the far corner of the back/side yard. The back yard is mostly a very large water feature and the railroad crosses the pond on an aluminum bridge fastened to the patio supports. A safety wire helps prevent the trains from becoming submarines. The

## Open House at the Little River Railroad

We are glad to see that Odell is home from the hospital. With the help of family and friends, this beautiful layout was open and running. It was a nice spring day and great for running trains and talking to people who share our hobby. The layout is beautifully detailed and is representative of a mountain

and logging railroad of the 1930's. All of the bridges, trestles and buildings are scratch built. The 35 x 50 ft. layout has 260 ft. of mainline track with 4 ft. radius curves. The layout has two ponds, and a stream with a water fall. The craftsmanship is of the highest standards and was awarded first place photo in the December 2003 Garden Railroad magazine.



Gary Lee sets up a C-16 with Robert Westhafer, Bill Dippert, Bud Quinn & Jan Zweerts supervising.



Joe Chesney, Marilyn Watson, Odell and Hazel Lee, David and Margaret Kookan. Nick Kelsey and Doug Watson are in the background.



Odell Lee



Robert Westhaver gives Jeff Lange a run for the money as the last engineer standing.

### Hughes Water Gardens

In early June our society received the following Email request:

#### Garden Rail Road Tour ~ Waterlily Festival & Invitational Art Show

Hi, I hope your event is a wonderful success and that the weather is fair. I work at Hughes Water Gardens and we are a ticket outlet for your Garden Tour. We have an annual “Waterlily Festival & Art Show” at Hughes Water Gardens and several of Hughes employees have asked that I inquire about the possibility of having a train demonstration at our garden sometime during the festival. The festival is from July 23rd - August 1st for the main festival. If your club has any interest in being part of our festival, could you e-mail me the contact information for the person I should speak with.

Thank you for your consideration,  
Bridget Shaw, Special Projects Manager  
Hughes Water Gardens  
25289 SW Stafford Road  
Tualatin, OR 97062  
503-341-6082  
bridget@hugheswatergardens.com



Nick Kelsey directs the operation of Thomas, Annie and Clarabel.

Members Tom Gaps and Nick Kelsey investigated the grounds and found there were some opportunities to integrate a railroad feature into the water garden displays. Nick Kelsey and Tom Gaps spent several hours at Hughes Water Gardens laying out and connecting track sections to form the proposed track plan for the display. After Hughes personnel

approved the proposed track configuration, the right-of-way was marked on the ground with paint so that Hughes personnel could level and gravel the ground along the proposed right-of-way. The track sections were then numbered for later re-assembly

and then stored in the Hughes storage building. On Saturday, June 26th, the new layout was installed in the water garden area by members Jan Zweerts, Doug Watson, Penny Walker, Nick and Sue Kelsey, Tom Gaps, Larry Blair, Greg Martin.



The work area



Taking a break from installing track on the ground.



Part of the track work was in the shade for Penny Walker



Doug Watson, Ron Bacon, Greg Martin, and Larry Blair watch Jan Zweerts install the “golden spike” completing the loop

### **Schedules & 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.

**Editor's Note: The deadline for the August 2010 newsletter is July 25, 2010.**

**July 11, 2010, Saturday, Noon to 5:00 p.m.: Open House General Membership Meeting.**

Gary and Jonette Lee, 34140 SE Hurlbert Rd  
Corbett, OR 97019, 503-695-2550;  
nanajette@aol.com Corbett, OR

Hosts will provide main dish and drinks. Members bring salads, side dishes, snacks, desserts, and own adult beverages.

Layout info for those who want to run their own trains: Battery Power or live steam only, no track power. Minimum track radius 5 ft or 60 inches. Fn3 90% compatible. Hand-laid track, custom built structures

Directions. Use MapQuest, Google, etc: Cross bucks sign will be out. Call hosts if you need more information about location

**July 23rd - August 1st: Waterlily Festival & Invitational Art Show at Hughes Water Gardens. 25289 SW Stafford Road, Tualatin, OR 97062**  
hugheswatergardens.com

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

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

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

**August 28, 2010, Saturday, 10:00 a.m.:**

Tom Miller 7-1/2 inch gauge and indoor F-scale railroads. He also has a spectacular American Flyer S-gauge layout.

Tom Miller address:  
18055 SW Seiffert Rd,  
Sherwood, OR.

As in the past, host requests **No Children** please. Bring your own lunch or snacks to eat on lawn at the site before the tour.

Tom has a 1-1/2 inch scale railroad featuring 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.

**September 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. are cancelled for this year.

**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.

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