

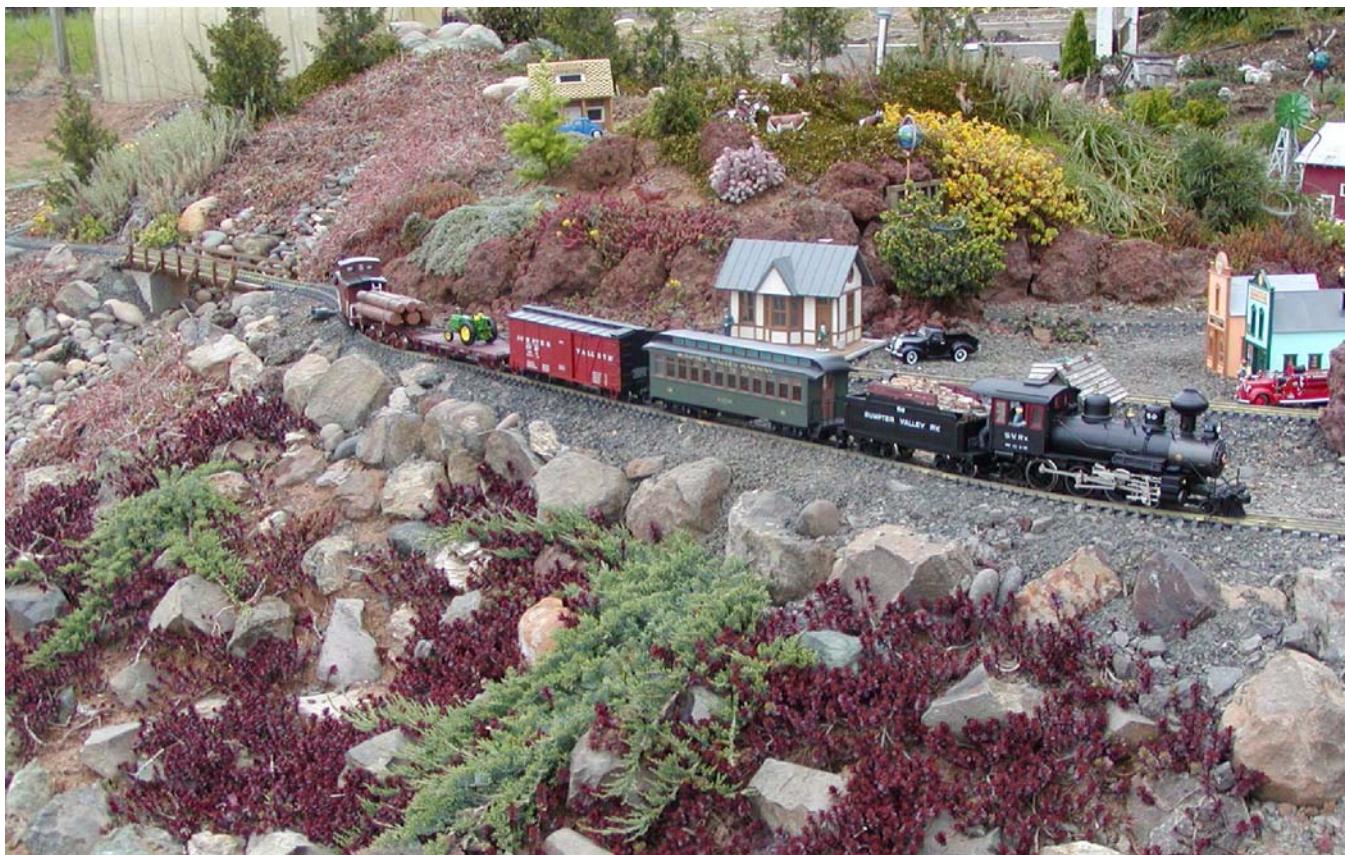
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June 2007

Open House at The Sumpter Valley Railroad

It was a cool cloudy day for the first open house at Ron and Marlene Bacon's mountain logging railroad.. Although it was a chilly blustery afternoon, attendance was good and club members enjoyed a delicious potluck and had a delightful time. The

plants, particularly the sedums, in the garden around the railroad had responded profusely to the weather and presented a visually pleasing and colorful setting for this mountain logging railroad. There are two interconnecting loops of track. The structures, track, and vegetation are nicely blended to give a pleasing view of a mountain railroad.



A mixed train negotiates one of the loops on the logging railroad.



A train with empty logging skeleton cars begins the loop over the truss bridge and water feature



Entrance to the tunnel and the mountain farm in the background

Open House at The Blueberry Mountain Railroad

The May 26th open house at Carolyn and Dennis Rose's garden railroad had several items on the agenda. The meeting beginning at 11:00 a.m. was to give our members final plans for those who are going on the Alaska trip June 19 to June 28.



Carolyn Rose discusses final plans for the Alaska trip.

After a fine lunch with special ice cream desserts provided by the Rose's, Carolyn conducted a class for members who had brought tank cars to be weathered. Carolyn and Dennis maintain a beautiful garden in which the Blueberry Mountain Railroad is a prominent feature. Dennis led a tour through the garden describing many of the various plants growing there.

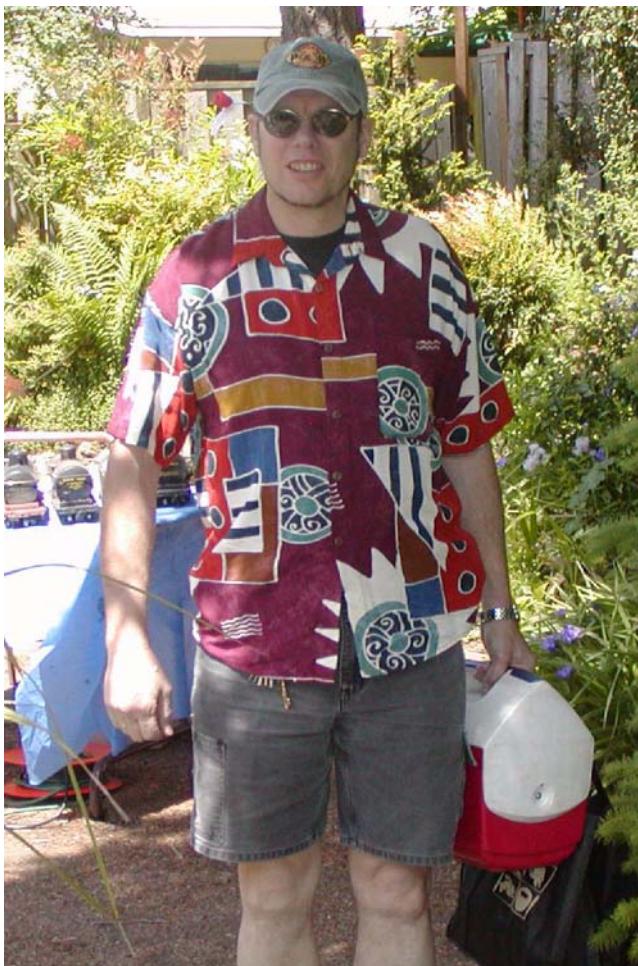


Carolyn built a new building using "Jig Stones". Molds for the various styles of Jig Stones are available for rent to Society members so they can build their own unique creations.

A number of new buildings have made their appearance on the railroad. A beautiful new ice house is now part of the mainline. A new saw mill, storage building, and support buildings have been added to the mountain logging branch of the railroad.



Weathering class for tank cars. Later there was a parade of the finished tank cars.



Jan Zweerts adds quite a bit of color as he arrives to weather one of his tank cars.

Additional Comments on “G” Scale

By Allan Warrior

Gauge is the distance between the inner edges of the rails. The “standard gauge” most widely used by American and European railroads is 1435 mm (four feet, eight and one half inches). Why this distance is the “standard” is a fascinating (perhaps apocryphal) story that relates back in time to the Roman chariots being wide enough to fit behind the rumps of two horses (some standards never die). G gauge usually refers to track that is 45 mm between the rails. G scale is something entirely different. Scale is always a ratio between the size of the model and the prototype. For example, a scale of 1:32 means that one linear foot on a model is equal to 32 linear feet on the prototype.

G scale is not a single scale, but encompasses several scales. In model railroading, many scales have been popular in the history of the hobby and quite a few are long forgotten except for collectors who pay great sums for those old scale models when in good condition. Two of those old scales are still with us as Gauge 1 and Gauge 2, although confusion begins to reign at this point.

Gauge 1 also infers a scale of 1:32 and this means that the 1435 mm standard gauge is reduced by a factor of 32 resulting in 45 mm model gauge for track. This gauge and scale has been the most used size in English garden railroads for many years. Märklin of Germany was once one of the largest producers of Gauge 1 models, but in the United States they have in recent years concentrated more on HO scale equipment. (Shannon Pratt has one of the largest collections of Märklin Gauge 1 trains and equipment in our area.)

Model Diecasting (MDC) makes a few models of Gauge 1 equipment, but it is a very minor part of their business. MTH is another company that has recently entered the Gauge 1 market with a large number of new products. For those persons with deep pockets, there are several model makers that

produce beautiful finescale models in Gauge 1. Finescale models are usually purchased by collectors and are almost never run (display only).

Gauge 2 means the 1435 mm standard gauge is reduced by a factor of 22.5 resulting in 63 mm model gauge for track. However, no one makes 63 mm track or wheels gauged to run on this track. The scale for Gauge 2 is 1:22.5. Manufacturers of this scale of models build them to run on 45 mm track. They don’t call it Gauge 2n (narrow gauge), but simply indicate the scale.

LGB is a German firm that has done much to promote garden railroading. They make reliable trains designed to run indoors or outdoors. Many of their first products were modeled after German prototypes that run on 1000 mm narrow gauge and scaled to 45 mm model gauge for track. As their product line increased and they began making models for the American market, they have opted to continue with a scale of 1:22.5 and 1:24 for models of standard gauge railroad equipment, but still running on 45 mm track. This practice makes their models as much as 40% larger than a true Gauge 1 model that also runs on 45 mm track. Their models are really closer to Gauge 2n (narrow gauge), but no one designates them that way.

Bachman is a well-known manufacturer of HO trains who also makes some G scale model trains in a scale of 1:22.5 that run on 45 mm track. Their special 45 mm steel track can not be used outdoors, but their trains will run on the track of other manufacturers. Bachman also makes high quality and detailed “Spectrum” G scale logging locomotives in 1:20.5. These locomotives run on 45 mm track as narrow gauge.

Hartland Locomotive Works and Accucraft both produce pre-1900 era quality narrow gauge locomotives and equipment in scales of 1:22.5 to 1:20.5. Berlyn indicates a scale of 1:20.3 on some of their models.

It gets more confusing. A few years ago, someone wrote to Lewis Polk asking him why Aristo-

Craft chose 1:29 as the scale for their products rather than the 1:32 scale that is the correct scale for 45 mm track. His reply follows:

"Dear All,

It's very simple. My father was a Lionel fanatic and lived in Irvington, NJ, where Lionel's factory was. He was a major distributor of their product and loved Standard Gauge. Lionel's standard gauge was 1:29 and did not run on Gauge 1 track, so it too was out of scale for the track size.

My father, Nat, had sold LGB for many years too and knew it was out of scale for U.S. sizes being sized to meter gauge, not 3'. Therefore, like OO in England he concluded that the track size was not the most important thing in Large Scale and requested 1/29. We made models in 1/32, 1/24 and 1/29, which was the one with the WOW! factor just as Lionel's Standard Gauge was in its time.

The fact that there was millions of miles of Gauge 1 track laid already meant that we needed to make our trains run on Gauge 1 tracks in order to be commercially viable in Large Scale. The common factor in Large Scale today is the we all run on Gauge 1 track in spite of many scale philosophies.

When we started there was only LGB and Kalama-zoo and neither were in 1/32 scale or 1/20.3. We made a commercial decision based on the WOW of outdoor train size that had side benefits. It was 3x's HO, it matched LGB more or less and they had 99% of the market at the time. It also matched Lionel's Standard Gauge, so with a change of trucks [our products] could run with Lionel Standard Gauge layouts.

That's it in a nutshell. 13 years later it's still working.

*All the best,
Lewis Polk"*

Aristocraft purchased Delton Models awhile ago and continues to make their "Delton" classic models in a scale of 1:24. The Delton models are intended to be narrow gauge models.

USA Trains also has chosen a scale of 1:29 for their models. Many of their earlier rolling stock

models scale out at slightly smaller than 1:29, but all of their recent "as good as it gets" models are accurately scaled at 1:29.

To add to the confusion, modelers have also introduced other narrow gauge scales that run on 45 mm track.

Many garden railroaders do not worry about consistency of scale and operate equipment from various manufacturers on their layouts. This practice is entirely proper because the object of the hobby is to have fun and be relaxing. Those wishing to explore the outer limits can join the A.W.N.U.T.S. (Always Whimsical Not Usually To Scale) group of modelers at one end of the spectrum or Finescale Railroading at the other end of the spectrum. It is your railroad; operate what suits you.

RCGRS Officers and Staff

President, Darrel Dunham.

503-697-4738, dwdunham@msn.com

Vice President, Jeff Lange

360-696-0799, jeffdlange@comcast.net

Secretary, Barbara Clark

360-737-0176, clarkdani@comcast.net

Treasurer, Steve Cogswell

503-650-4682, scogswell@tkw.com

Yardmaster, Gary Lee

503-695-2550, garylee@constructavision.com

Annual Garden RR Tour Chair, Bill Derville

503-645-1771 bderville@generaltool.com

Membership Chair, Dennis Peoples

503-997-7049, dpeople517@aol.com

Club Store Chair, Margaret Kooken

360-695-0389, dmkooken@pacifier.com

Open House and Education Chair,

Christina Brittain

360-837-3711, quinnmountain@aol.com

Module SIG Chair, David Kooken

360-695-0389, dmkooken@pacifier.com

Newsletter Editor, Allan R. Warrior

503-648-8112 awarrior@comcast.net

Webmaster, Allan S. Warrior

warriorra@yahoo.com

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 **Christina Britain**. The following events so far for 2007 are listed below.

June 16, 2007, Saturday, 10:00 a.m. to 5:00 p.m.: "Railroads In The Garden" RCGRS Summer Tour.

July 7-8, 2007: Open

July 15, 2007, Sunday: Open house at Gary & Jonette Lee's. 34140 SE Hurlburt Road; Corbett, OR 97019; 503-695-2550 or gary@constructavision.com.

Main Course Provided & Soft Drinks

A-G Side dish

H-M Dessert

N-T Salad

V-Z Breads/Snacks

workshop: "Demonstrating tree trimming"

How to get there: From I-84 going east, take exit #18 and turn left and go under the railroad bridge to the stop sign at the Troutdale Bridge. Turn left onto the Columbia River Scenic Highway. Continue 5 miles and bear right onto Hurlburt Road. Continue on Hurlburt Road for one mile. Turn right onto one lane driveway at 34140.

August 4, 2007, Saturday, 1:00 to 6:00 p.m.: Open house at Ron Dunham, 5044 NE Alberta Court, Portland, OR 97218, 503-287-9803. Hamburgers and hotdogs supplied. Beverages and side dishes appreciated.

August 12, 2007, Sunday: Open house at Quinn Mountain (Bud Quinn & Christina Brittain), 812 Canyon Creek Road, Washougal, WA 98671; 360-837-3711. Main meat dish and soft beverages supplied. A-C Bread; D-H Side Dish; I-O Salad,

P-Z Dessert. A Board meeting is scheduled before the open house time and a quarterly meeting is scheduled after the meal.

September 8, 2007, Saturday: Open house at Mike and Terri Greenwood's. 7007 N. Borthwick; Portland, OR 97219; 503-225-9373.

October 2007: Open (Halloween theme)

November 2007: Annual RCGRS Banquet

December 2007: Tentatively; Jan and Rae Zweerts.

Editor's Note: The deadline for the July 2007 newsletter is June 25th, 2007.

Picture Album

Kathryn Warrior is hoping that there will be pictures taken at each railroad that is open during "The Summer Tour." She wants to create a story book of this year's tour. The pictures are normally better quality for a book if they are put on a CD instead of E-mailed. A short narrative about each railroad is needed for each page of pictures.

