

Bylaws Revision

At the end of 2007, it became evident that the Rose City Garden Railway had made some changes in size and operations since the Bylaws were written in 1998 and later minor changes. A Bylaws committee was appointed at the annual meeting to recommend any revisions needed to update to the current Society's practice. The recommended revised Bylaws are accompanying the mailing of this newsletter. **You will be asked to vote on adopting these revisions at the July business meeting in which there is a quorum.**

High-lights of the revisions:

Article 1. The definition of the Society's purpose was rewritten to better comply with IRS and standards.

Article 3.4: This article was changed to reflect notification of meetings by Email.

Article 3.5: Voting by proxy is added.

Article 3.6: A quorum is better defined for general meetings. Quorums for other events are defined in Article 7 and Article 8.

Article 3.7: Procedures for general meetings were defined.

Article 5.1: There was some question whether the two year term revision was correctly adopted. This revision simply reflects current practice.

Article 8: Procedure for amendments to these Bylaws are redefined. It is expected that the addition of proxy votes will help in making this procedure more usable.

President's Message

Hello Garden Railway Fans,

I don't know about you, but I sure need a stretch of sunny weather. It seems the only sunny days we have had is on the open house days at the Kooken's and the Bacon's.

Speaking of the Bacons, Ron and Merlene showed club members a grand time at their open house recently. It was a full day of running trains. I understand engineer/operators ran their trains until 8:00 p.m. (Ron told me with a grin). Thank you Ron and Merlene for hosting. After potluck we had our general meeting to conduct club business. It appears progress is being made on modernizing our by-laws. The by-laws revision committee has drafted a proposal, which is included in this newsletter for membership approval. We will address this proposal at the July general business meeting. Thank you Dave Kooken, Allan Warrior, Barbara Clark, and Dennis Peoples for the hours you have spent on this project.

We are striving to see that all members, old and new, receive the "new style" name badge. If you don't have yours, contact Ron and Merlene Bacon. They are distributing the badges.

The membership committee has put together 25 new member binders for those of you who do not have one. Contact Jeff Lange to arrange to receive yours.

RCGRS has recently contacted the Sumpter Valley Railroad to arrange an excursion ride scheduled for Sunday, October 12. This will be an exclusive trip for our club. We will have the whole train to ourselves, and promises to be a great day. More information to follow, but mark your calendar so you don't miss this opportunity.

The Rose City Garden Railway Summer Tour is rapidly approaching (Saturday, June 21), and we

still need volunteers to make it a success. Please contact Joe and Jen Eckardt to see what you can do to help.

Look forward to seeing all of you at Penny and Richard Walker's on June 14.

Happy Rails, Gary Lee
President RCGRS

Ron & Merlene Bacon's Open House

It was a beautiful day for a trip up Bald Peak to the Bacon's open house. The railroad is in a park-like setting with a great view of the valley and the city in the distance.



Hosts Ron & Merlene Bacon



Chow time.
The food was plentiful and delicious

Ron is an expert modeler and the double loop logging railroad is a good testimony to his efforts. Several of the ground covers are varieties of sedums and all of the ground covers were profuse in hailing the nice spring weather. A major extension of the railroad is in process.

Ron annually attends the Pacific Model Logger's Congress and enters one of his models. The May 2008 issue of this Newsletter showed his recent entry. Ron also builds remote control flying models of airplanes. His highly prized models of a Fokker DVII and his P51D Mustang are great examples of his art work.



A jolly green giant aka Jeff Lange watches a log train roll by.



Jan Zweerts prepares his European train for a run.



Enjoying the vista and the the action from a park bench

A Short History of the Rose City Garden Railway Society

The first official meeting of the RCGRS took place back in February of 1991 at the home of the late Chris Todd, and his wife Kathy, who lived in Gladstone, Oregon. Chris mailed out a one-page notice about club meetings, which took place in member's homes almost once a month. The original group of 'founding' members at this first meeting included Glenda Bockel, Dennis and Sharon Ediger, Bob and Sharon Yankee, Warner and Chrissy Swarner, (now it is Warner and Brooke Swarner), Terry Shellenberger, and Chris and Kathy Todd. It was like strangers suddenly discovering long-lost relatives. They talked for hours, and swapped ideas about garden railroading adventures they had all experienced, and noted the many similarities in their own railroads and gardens.

The club was very informal, and originally was based on the need to help one-another through shared experiences and talents. Every get-together had several show-and-tell displays. There was very little available published information, so everything about garden railroading had to be invented or discovered first-hand. It was an exciting

time to share the different ways with which to make small railroads work out-of-doors. Some member would find a source for ballast, and another would show-and-tell how to prune miniature trees. Some would show the latest track-laying technique, and others would share the best way to keep their track connected and the rail-tops cleaned. Some ideas worked, and others were failures. Ideas had to be tried, and tested. There was an incredible amount of talent brought together by the desire to share the details of garden railroading, which was new to previous small-scale model railroaders. Progress was rapid. Hardly an issue of one of the national magazines would hit the newsstands without some mention of one of the Portland area groups in it.

Early members and their families, (alphabetically), included the Andersons, (Ron and Lessie) the Bockels, (Olaf and Glenda) the Brownings, the Cedergreens, the Dennings, the Edigers, (Dennis and Sharon) the Ernests, the Johnsons, the Knights, the Langes, (Jeff and Dianne) the Larsons, the McGaugheys, the late Richard McMahill, the Of-fields, the Petersons, the Polancheks, the Swarners, (Warner and Chrissy, now Warner and Brooke), Terry Shellenberger, the Volls, (Bob and Kathy), the Wilsons, and the Yankees, (Sharon and Bob). This list kept growing by leaps and bounds, and joining us by the end of 1997 there were 93 names on the roster. (At the end of 2007 there were 110 names on the roster.) Such familiar member's names (alphabetically) were Bob and Sharon Beveridge, Don Boulware, Jan and Jerry Chapman, Joe and Linda Chesney, Louis Chiacchere, Steve and Mimi Cogswell, David Lynn, Marion and Jim Snyder, (now Marion and Burt Snyder/Kantor), Neal Tooze, and Allan and Kathryn Warrior. Some members have passed away, some have moved away, but others remain strongly active in the garden railway hobby even today.

By November of 1994, there were approximately 60 addresses of active members on the roster. Today there are over 83 addresses of active members on the roster, and it continues to grow each month. It is important to note that about half of the past and current members were/are couples, or entire families. Today, some of our members have

huge layouts, some very small layouts, and others none at all. All members share the enthusiasm of our new hobby, the fastest growing segment inside of model railroading. Several members have indoor layouts, and our club owns a very large, portable, modular layout, and club trailer to store it in. We have a Modular SIG (Special Interest Group), which organizes the set-up and running of this layout. Some get-togethers are work parties to help new members design, or even build their garden layouts. Other sessions are run days, where many members bring their own rolling stock. At some layouts, which are more advanced, the members operate the host's layout.

The first major club banquet had 29 members attending in 1992. In February of that year, Dr. Warner Swarner took over the job of publishing the club's Newsletter, which grew over the years to 16 pages, on an every-other-month basis. Included were all kinds of articles on trestles, signs, couplers, battery-powered locomotives, hand-made and kit-built structures, and plants for the garden. In 1995, Terry Shellenberger took over the duties as newsletter editor, and we began to have our first color copies of our publication.

In the early days of our club, there were usually contests at a couple of the regular monthly meetings to see how far some piece of railroad equipment could fly off the end of an elevated track. It was all in fun, but modelers wanted to see their engines win, and added wings, and even rocket motors to move their locomotives farther before crash-landing. Tug-of-wars between powerful steam and diesel engines, and a graduated hill climb to see which engine had the best traction, were regular events at some meets, in addition to the more traditional switching contests. There were also quite a bit of fine-detail modeling and weathering workshops. Looking back at the photos Dr. Swarner took during those early years of the RCGRS, the craftsmanship of member's creations was marvelous, without the many ready-made models and accessories that are available today. The early group of 'pioneers' did a magnificent job of demonstrating garden railroading at fairs, malls, and garden shows. We are both very happy that this tradition

continues in the Portland/Vancouver area, helping more families enjoy the adventure of outdoor railroading. Keep up the good work, and enjoy working with your garden railroad!

Respectfully yours;

Warner B. Swarner, Charter Member, and former Newsletter Editor, RCGRS

Jeffrey D. Lange, Charter Member, and current Vice-President, RCGRS

NOTE: To find our club information online, go to www.rcgrs.com

Then, to access member-only information, click on any picture, and go to the member's link.

Members will soon receive notification to let you know what the new log-in will be required. The specific log-in name and password will be sent only to paid-up memberships.

Doodlebugs

Sixth in a Series

By Allan R. Warrior

New York Central RDC3 #M497

The NYC was actively seeking to find a way to draw ridership back to rails back in the 1960s. They invested heavily in three experiments:

- *1. The GM Aerotrain
- *2. The Xplorer
- *3. Testing whether the (then) present-day tracks could handle high-speed passenger traffic.

This is where the M497 comes into play. A B-36H jet pod was installed to provide sufficient thrust to get a rail car moving at or above 180 mph for purposes of the test. This was the least expensive way to accomplish the goal. Wind tunnel tests were conducted at Case Western Reserve in Cleveland and the pair of jet engines were purchased on the surplus market from the USAF.

After the test, the engines were used for snow blower research, so the investment was well made. This was an engineering effort all the way. Some have erroneously labeled it as a PR stunt. The most important thing learned was that the tracks COULD accommodate high-speed travel without special

preparation. So, the test proved just what was hoped.



New York Central modified Budd RDC-3 with jet engine pod.

After its moment of glory the M497 went back to Cleveland, where it was dismantled. The torque converters were reconnected and the seats restored. It returned to its Quotidian life as an NYC commuter car. After the tests, M497 spent it's last years as a pedestrian RDC3 running on the Hudson Line between Poughkeepsie and Harmon for Metro North.

As of a result of the Penn Central Merger (1968) M497 was renumbered No. 97, and renumbered again in 1969 as No. 98. It was maintained in Croton Harmon N. Y. and usually used on upper Harlem and Poughkeepsie runs. It was sold to Conrail in May 1976.

The ex-M497, ex No. 97 actually was signed over to MTA as No. 98 but never ran for MTA. The car was shopped and cannibalized and retired in Dec. 1977. After sitting ignominiously in the deadline surrounded by the weeds of Croton East yard for seven years, it was finally scrapped by Metro-North in 1984.

The New York Central's jet RDC RDC3 M497, set the US speed record at 183.681 mph in 1966, in an experimental run between Butler, IN and Stryker, OH. The September issue of Smithsonian's Invention and Technology magazine has more about the jet tests. The only practical result of this car was the jet snowblower now used in Buffalo.

So, here are the known US rail speed records:

- 183.85 mph jet-RDC July 24, 1966
- 183.681 mph jet-RDC 1966



What a Blast!

New Members Since December

Cooper, Brody & Jill Anderson

Nancy & Mathew North

6730 SW 161st Pl., Beaverton ,OR 97007

503-591-5937 N.North@worldnet.att.net

Ron & Gretchen Hayhurst

Rick Severs

9624 N Portsmouth, Portland ,OR 97203

503-204-2401 severs@up.edu

Richard & Marilyn Parker

18520 NW Sauvie Island Rd., Portland, OR 97231

503-621-3649 strlنگken@aol.com

Patrick & Helen Lewis

405 Central St., Silverton, OR 97381

503-874-1507 patricklewis@charter.net

Delton & Marty Brown

800 E North St, Newberg, OR 97132

503-338-4439 makbrown@verizon.net

Warner & Brooke Swarner

17145 SE Bearspaw St, Portland,OR 97236

503-666-3234, wbswarner@aol.com

Note: Warner Swarner is one of the founding members of RCGRS and the first newsletter editor. His spectacular railroad at the time, the **Glacier Northern Railway**, was featured in the October 1997 issue of the **Garden Railways Magazine**. Warner has been away from the hobby for a decade and has rejoined the RCGRS. He is building a new railway.

RCGRS Officers and Staff

President, Gary Lee

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Vice President, Jeff Lange

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Secretary, Barbara Clark

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Treasurer, Steve Cogswell

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Annual Garden RR Tour Chair, Bill Derville

503-645-1771 bderville@generaltool.com

Club Store Chair, Margaret Kooken

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Webmaster, Allan S. Warrior

warriora@yahoo.com

Immediate Past President: Darrel Dunham

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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.

It is the current 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. Anyone interested in having an Open House or sponsoring an event, please contact **Christina Britain**.

June 21, 2008, Saturday, "Railroads in The Garden", RCGRS summer tour. Bill Derville is chairman for the tour. It is expected that there will be at least eight railroads open to the public tour this summer. The tour books will still be \$10 per family (or carload) and are expected to be available by May 20th at the same hobby shops and garden cen-

ters as last year. In addition to the hosts/hostesses for the garden railroads open for the tour, usually 3 or 4 helpers are needed for each site to help run the trains and for crowd control. You are all needed to help with this event.

July 12 or 13, 2008: Bill & Brenda Derville, 930 NW 170 Place, Portland, OR. 503-645-1771, bderville@generaltool.com

August 9 or 10, 2008: Dr. John Stiger, 15195 SE Thornton Dr., Milwaukie, OR. 503-653-9767, johnstiger@comcast.net

August 24, 2008, Sunday: Open house at Judith Hinnimon's, 4770 SW 98th, Beaverton, OR 503-646-1288

September 13, 2008, Saturday: Open House at Harvey and Arlyn Becker in Bend, Oregon. Details to be sent later. Expect a late afternoon or early evening open house in order that attendees can enjoy some of the other delights in Bend.
bharvey@bendbroadband.com

October 4, 2008, Saturday, 5:00 to 8:30 p.m.: Open house at Shannon Pratt's railroad, 6677 SW Bancroft Way, Portland, OR. The track on Shannon's railroad only permits Marklin equipment to run on it, but both Party Town and Farmdale will be celebrating Halloween in grand style.

October 25, 2008, Saturday: Annual Ghost Train Event. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Make sure your design will pass through a typical bridge or tunnel. The railroad is track powered. Open house at Bill and Jean Dippert's; 2650 NW Robinia Lane, Portland, OR 97229. 503-646-9783, bandjdippert@zcloud.net.

December 2008, Friday: The date will depend on the schedule of the Christmas ship parade. Jan & Rae Zweerts will be hosting an open house on their houseboat at Jantzen Beach, The Christmas ships will be sailing past their house that same evening. Jan's European railroad which is on a floating deck next to the houseboat will be in operation.

Editor's Note: The deadline for the July 2008 newsletter is June 25, 2008.