

June 2004

Track Laying Party At The Yagers by Beth Yager

The weather on May 16th was great for laying track. Almost a dozen members from the Rose City Garden Railway Society showed up at the Yager home to help lay track. In four years as a member, I had not seen a track laying event. So this was a real learning experience for me. There were others wanting to learn how to prepare for track laying. I don't know if we were very prepared, but I hope they learned from our mistakes.



In my head, I saw an outer loop on the block wall jumping over to a shelf already attached to the fence posts and with a spur continuing on the shelf for future expansion. The spur is a good place to prepare trains. The outer loop has very little change in elevation. This phase went according to plan. Jeff Lange and Gary Lee said the bridge was too good for a dead end spur. Jeff says the result is a 2 percent grade.

The main objective of the day was to lay stainless steel track. Ready made track was much easier to work with. However, I only had 1 box of 8 foot diameter curves, 1 box of 10 foot diameter curves,

and 1 box of 5 foot straight track. That supply was quickly used up. Everything else was custom bent, cut and assembled from eight foot flex rails and ties.



I was expecting a figure 8 inner loop. However, Jeff Lange objected because it would be too steep except for logging trains like a Shay. I estimated 7 percent. Jeff changed grading and moved rocks to use an existing five foot bridge over the river.



We did not expect cutting and bending stainless steel rail to be so difficult. Dave Linn brought an air grinder to cut rail. It was still a lot of work. Jeff brought a rail bender, but Gary preferred the handle on our rail bender. I also observed Jeff bend an as-

sembly of rail across his belly. He commented that brass rail was easier to bend.



Finally, a large doll house, bought last summer to house the power supply was placed on a log section and the back cut out to let a Bridgewater 400-30 power supply fit inside.



Late afternoon, it was time to eat David's home made chili and begin testing with a small power supply. The little yellow locomotive ran!



From the President, Dennis Peoples

What wonderful weather we're having this early. I hope we get to enjoy it for the rest of the summer. Some of you may have heard that we have canceled this year's "Railroads in the Garden" tour. The committee had established a schedule with deadlines to be met so there wouldn't be in a last minute panic. Everything was going smoothly and on schedule. The committee had agreed to have the ticket booklets printed and out for sale by the 15th of June. We met one last time to go over the booklets and then they were to go to the printers the next

day. What was apparent in this booklet was, in previous years we had 10 Gardens open for the public to view and this year we were down to 7 and of those 4 were ones that had been open for the previous two tours. It is understandable that not all the members will be open for this event as we all have lives outside the club which entail work, vacations, and life itself. But the reality was we were lacking in membership support for manning the few railroads we had that were open. Even though the Columbia Gorge Model Railroad Club volunteered to help staff the tour layouts, we just weren't getting help from our own members. So the decision was made by a vote of all the officers to cancel the tour this year due to lack of membership support.

Perhaps part of the problem is my desire through the club to support and grow the hobby, which is actually the club's goal as well. But I think we should spend as much time within the club supporting the hobby. I'm sure that most of you joined this club not just to visit some one else's Garden Railroad, but you had the thought that I'd like to have that in my backyard too. There may be members like me that have never done anything like this before and have become intimidated with just about everything, I was! I asked a few people questions, read books, and Garden Railway magazine like it was the bible. Boy was I scared to have the club come and see what I had done. I couldn't ask for help because I didn't know what I was doing so how could anyone help with that. What took me three years to build, would have been a snap and if I had had help from the membership. Four or five years ago about 10 of us met at Darrel Dunham's house. It was a cold and rainy Saturday. Darrel had purchased all the materials and had everything we needed. Six or so hours later after many laughs including Chuck Murray stepping on the hose nozzle shooting the water jet up the inside of his pant leg (he says I did it) Darrel had a functioning garden railroad. Please don't wait to build your empire. Call me we'll put together a crew and get things rolling.

I have heard from a few of you that there appears to be a clique within the club. I don't agree, granted there are people that seem to hang out together because of friendship, but this friendship was brought

about by the Rose City Garden Railway Society. When there is a club activity or we're planning on building a display or forming a committee these people always rise to the occasion. Everyone knows there will be a meeting or a committee formed or we're gonna build a display because of the newsletter and the fact that I and others are constantly sending out Emails. So if there is a clique, be part of it, show up, be a friend. I like each and everyone of you and think I am fortunate to be associated with you. —Dennis

Lewis & Clark Explorer Train by Allan Warrior



The Lewis & Clark Explorer Train commemorates the bicentennial of the Corps of Discovery's 1805-06 expedition along the Columbia River. The train runs along the river and parallel to Highway 30 on Friday, Saturday, Sunday and Monday from Linnton, OR to Astoria, OR. The conductor on the train is our RCGRS member Jan Zweerts.

The trip is a leisurely 4-hour trip each way and Conductor Jan and the rest of the train crew give some commentaries about points of interest along the way. For a day trip, you will have about 4+ hours to explore some of the historical places in Astoria and Fort Clatsop before returning to Linnton. Astoria welcomes you, and you are encouraged to spend one or two nights or a week in Astoria. **Make sure you have reserved seats on the train for both going and coming.** The train can carry 160 passengers and is "sold out" ahead of time on most days. The train consists of three 1960 vintage Budd

railcars. (For the 2003 season, the train was sold-out for the entire summer and many people have had to wait until 2004 to get a ticket.) The train crew offers many great drink and food enticements and you need to pay attention to how big a tab you are running up. It is collected at the end of each run. It is a pleasant trip to take with friends and there are interesting places to see in the Astoria area. Astoria is the first American settlement west of the Mississippi and dates from April 15, 1811.

Comments from the Burlington Route Historical Society List

How Does A Coupler Work?

The knuckle transmits draft force to the drawhead (coupler body) thru the lock; the guts of the coupler. Once cars are coupled together, that big pin can be removed! It exists to provide a hinge for the knuckle to rotate around, but it is not in shear and will probably die of old age and rust; although sometimes in very dramatic “incidents” it will get bent.

Switchmen working in the yards would sometimes have a knuckle fall to the ground when they made a ‘cut’ because somebody many miles back had ‘borrowed’ the pin. Some farmers found them handy for hitching up equipment to their tractors.

Have You Ever Wondered What All Of Those Hoses Are For On Diesel Locomotives?

Think SIAM from the outside toward the coupler:

S – sand (usually on older units with pneumatic sanders; both sides must be coupled for forward & reverse sanders to work) normally 0 psi in these hoses.

I – independent brake, application and release (this is the engine brake only) 45 psi with engine brake applied.

A – actuating (used to release engine brake during a train brake application [power braking, normally 0 psi.

M – main reservoir equalization (130–140 psi at all times).

Electro–Pneumatic sanding eliminated the need for the two outside MU hoses. Passenger capable units have a second hose under the coupler which was the signal line. E–units used in suburban service had a third hose under the coupler which was for “straight air” train brake applications from a 24RL brake valve.

Amtrak units have a second hose under the coupler which is MR pressure used on the passenger cars for the water raising system (toilets, sinks, showers, diners, lounges).

The SD–70MACs can be entirely MUed thru the 27 point MU cable and not use any of the MU hoses.

Tips And Advice On–Line

I think most of you know about George Shreyer’s excellent web pages “The Large Scale Trains Page” found at <http://www.girr.org/girr/index.html>. This Website also has links to many other great places to look for tips, advice and interesting reading.

In doing some research for a forthcoming article in our newsletter, I found a myriad of other Website dedicated to model railroading. Many of them are quite good. One excellent site I find memorable is the “Saskatoon Railroad Modellers” found at <http://www.members.shaw.ca/sask.rail/> They are a small group doing what seems to be some great things. — Allan Warrior

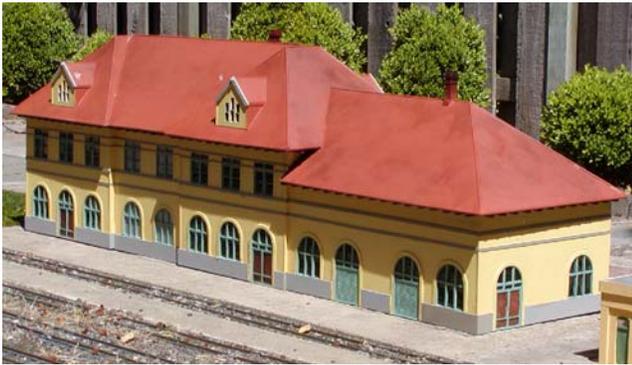
Easy Flexible Roadbed Method – Part 1. (A Website Suggested By Joe Jones)

This is a very, very cool article on an alternate roadbed system, for those of us who want something other than pure concrete or pure ballast roadbeds. With the notification that CCA treated wood will no longer be available to the public through Home Depot, Lowe’s, etc. this is a really good alternative, IMHO. The plastic boards are expensive at ~\$34 each, but go a long way when used like this article shows, with ease of construction unlike another article that I read re: plastic/foam insulation roadbed. This will be my roadbed of choice (so far) when I begin construction. The Website is found at <http://www.btcomm.com/trains/primer/roadbed/ladder1.htm>

Working With Plastic For Buildings

By Allan Warrior

I have spent more than a year (off & on) cutting and shaping hundreds of small parts and assembling a new Creston, Iowa railway station. The earlier station had a wooden core that came apart after two years in our weather. The new station has an Acrolyte™ plastic core with ABS roof and siding. The window frames are either resin or styrene strips. The building is quite large even at 1/32 scale and is actually 64-inches in length and about 19-inches in height.



The Acrolyte comes in sheets of either 3 mm or 6 mm thickness and some colors, although the most readily available is clear, smoked-clear, or white opaque. It has high strength and when used with the cement that is designed for it, the joints are quite strong. It makes great building cores and windows. It will also accept being threaded for machine screws. Its downside is that it is very hard and will dull a carbide saw blade fairly rapidly. It also has a fairly low melting temperature, so if the saw blade becomes too hot, you will have a mess. Do not tarry when sawing this material. I buy large scrap pieces of Acrolyte from the plastic fabricators such as Multi-Craft or TAP. It seems to stand up well from the ultraviolet in the sunlight.

The ABS plastic is more pleasant to work with than Acrolyte. However, a hot saw blade will make a mess of this stuff also. ABS comes in 4 x 8 sheets (or scrap pieces when I can find it) and 1/8 or 1/4-inch thickness. It is available in either white or black. Occasionally, you will see some other colors. The red ABS fades quite rapidly to pink when exposed to the sun. I use the same cement for ABS

that I use for Acrolyte and it works well. The white ABS plastic seems to have some minor deterioration in strong sunlight and painting is recommended. However, the unpainted white ABS will last several years in the sun.

The white styrene shapes available in many hobby shops are easy to work with, but I find that they become very brittle and crack when exposed to direct sunlight after a year or two. I have a few buildings that have thin styrene sheet overlays to represent bricks and shingles. These overlays do not do well on my buildings in the strong sunlight even when painted. These thin overlays seem to blister and crack on my buildings. The Plastruct™ ABS shapes and strips are much superior and long lasting for outdoor use, but there doesn't seem to be as much variety available.

Schedules & Timetables

Be sure to check the RCGRS Website for any updates or changes.

Anyone interested in having an Open House, please contact Darrel Dunham, 503-697-4738
ddunham100@aol.com

June 26 - 27, Saturday & Sunday: Steam up at Mt. Rainier, Elbe, WA 360-569-2351
www.MRSR.com/steamup2.html Send mail to Bob Harbison Train Rides and Dinner Train Excursions, Speeder Rides, Live Steam Models, Engines on display: 3 Truck Shay, 3 Truck Heisler, 3 Truck Climax, Tank Engine

July 4 - 11, Seattle, WA: NMRA National Convention.

July 24, Saturday, Noon to 6 p.m.: Bill Dippert plans to open his layout on the day of our cancelled Summer Tour. **It is a drop-in function without food.** He has over 1,000 feet of track in a point to point track scheme. A couple of pictures from his layout are on the website. He has seven towns, and a large HO layout inside, although that will not be running that day, but worth viewing. His address is 2650 NW Robinia Lane in Cedar Mill. Take the Cedar Hills exit off Sunset Highway (26). Go north. At Cornell Road, Cedar Hills Blvd becomes 113th. Continue north on 113th until it jogs east on Rain-

mont, and becomes 111th. Continue north on 111th until “T” intersection at McDaniel Road. Turn right (east) and turn right on Robinia Lane. Robinia Lane turns left at what looks like the end of the street, and look for the cross bucks.

July 31st, Saturday, 10:00 a.m. to 4:00 p.m.: The OGB RR at Glenda Bockel’s. 16103 Lake Forrest Blvd., Lake Oswego, OR. 503-636-1740. We have added some new industries and now have over 150 structures.

July 31st, Saturday, 5:00 p.m.: Steve and Mimi Cogswell. “We moved to a 4.5 acre ‘farmette’ near Oregon City just before the end of tax season. We’re still getting settled in, but would like to invite you to an Open House starting at 5:00 p.m. Burgers and hot dogs will be provided on the barbie, but feel free to bring along your favorite potluck dish and beverage. Our blender will be at your disposal, as long as we get a taste!” Our new address and phone are: Steve and Mimi Cogswell, 17520 S. Holly Lane, Oregon City, OR 97045
Phone: 503-650-4682

Directions: Get on I-205 and take the Hwy 213 Park Place/Molalla exit (exit 10). Turn east (toward Mt Hood) from the exit. Go a long block in the right lane to just past Home Depot.

Turn right on Redland Road. Go about 1/2 mile and turn right on Holly Lane and cross the bridge over Abernathy Creek. Continue about 1/4 mile.

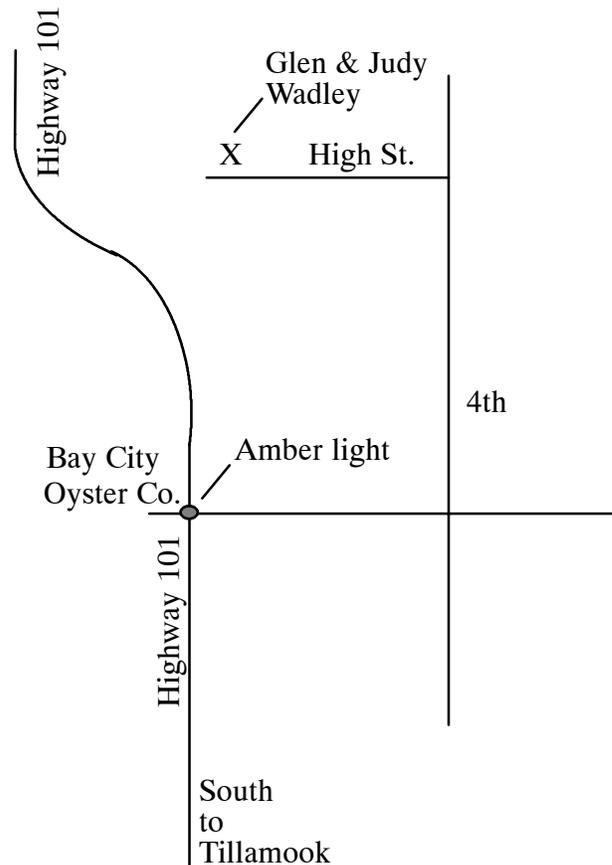
When you pass a sign for Ogden Middle School, count 3 telephone poles on your left to our mail boxes. Our neighbor’s mailbox is marked GATES (yes, his name is Bill Gates!) Follow this driveway to it’s end. We’re the house on the right. **PLEASE R.S.V.P. by Friday the 30th so we know how many burgers and dogs to get.** Looking forward to seeing you! Steve and Mimi

August 12-15, Denver, Colorado: 20th Annual Garden Railway Convention

August 14th, Saturday, 10:00 a.m. to 4:00 p.m.: The Old Homestead Logging RR at Bob & Sharon Yankee’s. 16323 South Windy City Road, Mulino, OR. 503-632-3555. More track work and new structures including the Arrowhead Mill complex.

August 28th, 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. We all had a great time last year. Weather was great. Track power, so bring your electric and steam powered engines. Potluck: Judy is supplying the main dish, A - M bring Salad, N-Z bring Dessert.

See Map. Turn right from Hwy. 101 at the amber light. Turn left on 4th St. (first intersection). Go to top of 4th St. Turn left on High St. (The High St. sign is always missing because the kids like to steal it. If you get to the stop sign at the end of 4th St., you’ve gone too far.) Go to the top of High St. Look for the brown house on the right with the ponds and the railroad. Hope to see everyone there.



RCGRS Officers (2003)

- President, Dennis Peoples 503-452-4469
- VP, David Linn 503-288-7740
- Secretary, Dennis Rose 503-649-4904
- Treasurer, Marion Snyder-Kantor 503-803-9050
- Yardmaster, Gary Lee 503-695-2550