



New Garden Railroad

By Dave Kookan

Saturday, Dec 18, 2004, was “Golden Spike” day for the “Trout Lake & Cumberland RR being built by Dave and Margaret Kookan. Construction was begun in October 2002, and although of continuing interest to them, seldom had the highest priority rating.

This changed as the concurrent motivations of Dave’s 80th birthday, the approach of Christmas with grandchildren, and some good weather all combined to push toward getting the track down. It resulted in the coincidence of having the first train

complete its circuit successfully just minutes before the surprise arrival of 24 people to help celebrate the birthday.

The name, Trout Lake & Cumberland, derives from Margaret having lived her early childhood in Trout Lake, WA and Dave having been born in Cumberland, MD. They think it also stands for Tender Loving Care. Some dubious friends were sure it meant “Too Long Coming.”

It also results in some geographical license with the two watercourses. The White Salmon River flows out of Trout Lake and joins the Potomac, which flows down from an Appalachian mountain.

Right now, the folded dog bone layout consists of 134 feet of single track, all of which was hand formed and there are future plans for sidings and perhaps a logging road.

Much help and encouragement have been given by RCGRS members. Much of the equipment and construction techniques have been supplied by RCGRS member, Dennis Ediger, of The Cobbler's Train Shoppe, in Camas. Dave figured that if Dennis could run such a successful railroad in the Gorge climate, and be featured in Garden Railways Magazine, he must be doing things right. For example, Dennis, Dave, and some others in this area are using aluminum track. It works well for us.

So far, the only club member to see the TLC in action is Chuck Weber. He got to sit in an easy chair, in the sun room, out of the weather, and sample Christmas goodies and coffee, while watching "Clementine" make her reliable rounds. Dave keeps his good equipment on display in the house, and will keep running Bachmann items until he is satisfied the system has all the bugs out.

Happy Valentine's Day CB&Q

Allan Warrior

The Burlington Route (CB&Q) began 150 years ago on Valentine's Day 1855. There were 206 small railroads (not including the subsidiaries FtW&D and C&S) folded into the Burlington Route over the years. The CB&Q was always profitable and it was part of the merger that became the Burlington Northern in 1970.

For many years, the CB&Q ran a main line local train between Red Oak, Iowa and the division point at Creston, Iowa (about 50 miles). Iowa towns are generally spaced 9 to 15 miles apart. This local train collected farmer's cream for the creamery at Creston, dropped off the daily newspapers, and transported light freight, passengers, etc. They used a special waycar on this train in the 1940-50s.

Since this local train was part of my division, I decided to create a model that would resemble this special waycar. I carefully demolished a Bachman caboose into several small pieces using a razor saw.

Like the phoenix bird, it arose again but looking quite different. Freight doors, interior lights and marker lights were added as well as KayDee couplers. I choked at the cost of the LGB ball bearing wheels with electrical pickups, but added them anyway.



Garden Railway Building Maintenance & Other Ramblings

Bill Dippert, MMR#93
NMRA Life #506, PNR Life #16

Now that your garden railway is finished and trains are running, you feel free to sit back and relax, correct? Wrong. Like a house, a garden railway needs constant maintenance. This is from the simple weeding the plants, replacing dead plants, etc., to fixing "that piece of track that everything derails on" as well as building maintenance.

Now by "building maintenance", I don't mean your house, I mean all of those little 1:24 (or 1:29 or 1:32 or 1:22.5 or 1:20.3, don't you love this "scale?") buildings that populate your outdoor garden railway.

Now I normally take in all of my wooden buildings (mostly ex-OG&B from Glenda and Olaf) around the time between Labor Day and Halloween. They then reside in semi-sealed locked cabinets. In the

past I stored some of them in a shelf at the back of the house that only semi-kept the winter rains away from them... this storage turned out to be unsatisfactory. But storing the wooden buildings gives a chance at longer term survival, as most of them will not easily survive the winter winds, rain, snow, etc. The plastic ones stay out all twelve months of the year, along with my one "composite" building. It is the original station at Summit which was a wooden plywood kit of about twenty years ago. The wood platform and roof have long since been replaced with plastic duplicates and the station itself is now due for a rebuild utilizing plastic.

Short of rebuilds, though, most buildings will need periodic repainting, especially those of your railroad's ownership; i.e., stations and other railroad buildings that normally would be kept up by the railroad. Even if you have a "weathered" building that was weathered with paints or stains, it may need to be "re-weathered" occasionally. So this year I dutifully brought in every single station, other related buildings (including the "one-holer's")) and a few of the water towers and repainted them completely or partially. Having finally decided that I could never find the correct colors to match the D&RGW, I compromised and purchased the (new) Polly-S "D&RGW Building Cream" and their "D&RGW Building Brown" paints. While neither seem to resemble the colored pictures I have of the prototype, D&RGW was not noted for keeping their buildings maintained, so most colors in photographs are suspect. Thus, all my "official" D&RGW buildings got their varied yellow colors replaced with the "official" cream color and some of my more outlandish browns were replaced with the "official" brown.

Now comes the hard part. For years I have been trying to maintain the original Boomtown station from Glenda's original OG&B railroad at her first house (her second house back). It now is getting in pretty sad shape. The roof is still pretty good as it was well painted by Olaf and I subsequently repainted it with a fairly good outdoor spray paint that more or less matched the original color. However, the inside of the building is coming apart and so I need to do some minimal re-gluing. The outside is another story. I am able to salvage all of the original gingerbread pieces, but am having to do major re-gluing, including replacing some of the wood siding, and

am very carefully caulking a lot of the areas where siding or windows are separating from the main structure. The object here is to try to maintain the general appearance of the original construction, with no attempt at duplicating it. To that aim the missing wood siding pieces are being replaced by popsicle stick siding. That's correct, one of my best sources of wood for outdoor buildings is popsicle sticks or corn dog sticks (about 2/3's as wide as the popsicle sticks). They are cleaned by running them thru the dishwasher and if they withstand that without any breakage or other damage, then they are stored in a large plastic box for future use when and wherever needed.. Hopefully this will allow the Boomtown station to survive for another ten or so years, before I have to tackle a complete rebuild.

What materials to use for outdoor buildings to minimize maintenance? Plastics that are treated for ultraviolet resistance are the best, but not always available. So I often use the next best thing, ordinary styrene or ABS, and paint it to keep deterioration from ultraviolet to a minimum. Of course my preference is to use a commercial kit such as POLA® or PIKO®, both of which are excellent and easy to build and many are easy to kitbash. Even these buildings are usually painted for better protection, although sometimes I just re-coat them with Testor's Gloss-cote® or Dull-cote®. If the exact color is not a requirement, I usually use commercial spray cans to paint buildings. If exact color match is required I now used the Polly S® paints. Prior to last year, I mostly used Floquil® paints, but the color selection has mostly gone away since Floquil was sold, and with the potential solvent dangers, I have finally stopped using them. While I use to airbrush the Floquil, I brush paint the Polly S as it is somewhat thick for air brushing and somewhat thin for brush painting. For lighter colors, it usually takes two coats for good coverage. And since it takes so long to dry, I get a lot of computer time while waiting for it to dry.

For those of you who don't really know me, I have been modeling in various scales and gauges since about 1948 (when I was nine) when my father starting buying **Model Railroader Magazine** and I built a 4' x 16' layout in the basement. I went from my Lionel 0-27 trains, to high rail, and then to HO when I was in college and started a large HO layout in the attic. After getting married, we built an HOn3

layout and when we had our own home, we built the current HO/HOn3 layout in our basement. About 20 years ago, I was introduced to garden railways by a close friend and have mainly modeled outdoors since then, although the HO railroad still exists and is fully operational (the track does need to be cleaned, however). I welcome visitors at any time, just call first to make sure we are home. Both my wife and I are retired now and we spend a lot of time playing duplicate bridge at bridge clubs and occasionally are visiting the grand kids, friends, etc., so phone first. (We sometimes wonder how we ever had time to go to work each day!)

Secretary's Notes

Columbia Model Railway Club, January 22, 2005, 7:30 p.m.

The meeting was called to order and the last minutes were read. The treasurer reported on our assets and the \$2,425.23 cost of the trailer. Many members felt that the cost of the trailer was well worth it. There were several membership dues still outstanding. The treasurer's report was accepted.

Old Business: None.

New Business: We are registered for the Great American Train Show (GATS) for February 19-20, 2005. Because of the GATS money problems, we may not make any money at the show. Our plans are to set up tables and run trains. Our presence, along with our banner and videos, will expose garden railroading to the public and can introduce our proposed summer tour. We can begin setting up on Friday the 18th at 3:00 p.m. Jeff Lange, Gordon Pisle, and Dennis and Carolyn Rose have volunteered to help set up and would love help from others. We have the use of a drawbridge on the layout.

Darrel Dunham is moving to Tacoma, WA, so we will need someone to help coordinate member's open houses. (See "Schedules & Timetables.")

The summer tour will be July 9th; 10:00 a.m. to 6:00 p.m. Some the members that have expressed interest in participating are the: Dervilles, Langes, Chuck Weber, Clarks, Warriors, Kookens, Edigers, and G. Lees. Carolyn Rose will help in creating the map section of the booklet. Once the booklet is set-up, we will pick places to sell it and give them publicity. Ways to inform the public could be: talk

shows and a sign-up sheet at the GATS. Other ideas discussed were: do the tour every other year Maybe one year in Washington and an alternate year in Oregon. We would like to sell ads for hobby shops and nurseries in the booklet to cover the cost of the booklet and other expenses.

We need a committee to work on the 2005 annual banquet held each November. Karen Shipman volunteered to help, but a coordinator as well as other helpers are needed. Please call Karen at 503-590-5666 and volunteer your help.

Carolyn Rose suggested planning a boat trip to Skagway in September 2006 to ride on the White Pass Railroad. More information later.

Dennis Rose, Secretary

Sign Of The Times??

Subject: [Illinois Central] Detained and threatened by METRA police

"Today, Randy Olson and I were set up on the Morton Grove IL METRA platform waiting to take a picture of an NB train. One of the F40C engines was running today and we hoped to get a good picture of it.

As the NB approached, three Morton Grove police cars appeared. The officers ordered us from the platform and detained us for approximately twenty minutes, until METRA officers arrived. Note that we were NOT in the right of way. We were on the PLATFORM, along with waiting passengers who were NOT ordered from the platform. During the interval when we were being held for METRA, the Morton Grove officers searched my vehicle.

The METRA officers then detained us for a further twenty-thirty minutes while our personal information was transmitted to the Federal Joint Terrorism Task Force. I questioned the officer as to what was happening and he said that the JTTF would either allow us to be released, or would order us detained and transferred into federal custody. He said that if the JTTF so ordered, our film would be confiscated. Randy and I both asserted our fourth amendment right to be secure from illegal search and seizure of our property without due process and our film was NOT confiscated.

After twenty minutes, the voice on the other end of the officer's radio said it was OK to release us, but

that we would both be entered into the JTTF database. Further, the officer warned us that taking ANY train picture, as well as ANY picture of bridges, roads, railroads, aircraft, etc. was now ILLEGAL, even from PUBLIC property and that we were liable to arrest if we were caught doing it again. I asked the officer to clarify his statement, to verify that he meant that even if we were on a public sidewalk or street, that if we took a picture of a train from public property, that it was illegal. He said yes.

Welcome to 2005, y'all! Obviously this incident shows how completely out of control law enforcement has become in regards to supposed national security.

My intention is to contact the ACLU and ask them to ask METRA to clarify their position. I can only believe that these officers or their superiors have grossly misinterpreted the law, since what happened was a clear violation of our First Amendment rights. We were in a public thoroughfare, surrounded by other citizens who were NOT asked to leave or threatened with seizure of their personal property. Never mind the additional statement that taking pictures from the public sidewalk would also mean arrest and federal detention. If necessary, if METRA or any other agency really believes that they can behave in this manner, then my intention is to deliberately provoke arrest by METRA or another agency by taking train pictures from public property. Then it's off to court.

So be warned. Things are not what they used to be."
—Paul Burgess, Homewood IL

In a message dated 1/8/2005 9:05:56 p.m. Central Standard Time, rswebber@concentric.net writes:

"I thought that sort of thing only happened in Jersey... This is food for thought, this happened last spring in May. I was with a couple of my railfan buddies and we were on the Burlington at the Hollywood Station shooting pictures. A Brookfield city police car stopped and asked us what were we doing? I said shooting some pictures of the trains. He told us we had to move on as we weren't waiting for a Dinky [suburban commuter train] that we had no right to be there.

The cop really looked like Barney Fife, although I didn't point that out to him at the time. He also said that it was his right to arrest us, I suppose for "crimes against the state". So we did the easy way out, told him to have a nice day as we got into my truck and left."

A follow-up on the "official" policy was stated as follows. However, most authorities will react in the most conservative manner in their interpretation.

"As long as you are taking photographs of equipment and facilities that are publicly available, METRA is OK with it. That means yards, trains, stations etc.

Inside stations, duct works, access panels, electrical panels, emergency exits and the like are not to be photographed. If you act in a suspicious manner, or you attempt to take photos of those areas, you will be targeted. If you act in an unsafe manner, you will be stopped."

Schedules & Timetables

Anyone interested in having an Open House or sponsoring an event, please contact Donald Golgert at 360-896-1778 or grammabob@wa-net.com.

July 9, 2005, RCGRS Summer Tour: Coordinator is Bill Derville. Help is needed from all members. The first Summer Tour meeting is scheduled for **Wednesday, March 2nd at 6:00 p.m.** General Tool and Supply, 2705 NW Nicolai, Portland Oregon, 503-499-6483, Cell Ph 503-720-5990

July 26-31, 2005, 21st National Garden Railway Convention, Chicago, IL: Info and registration at <http://www.21ngrc.com/>

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