

Open House at the Trout Lake and Cumberland Railroad Photos and article by Jeff Lange, Vice-President

On Sunday, April 15th, from 1 to 5 p.m., our club visited the Trout Lake and Cumberland Railroad, owned by **David and Margaret Kooken** of Vancouver, WA. A delightful time was had by all who attended. The weather was perfect, and the temperature was just right. A wonderful pot-luck luncheon was provided for all who brought their favorite foods for the afternoon meal.

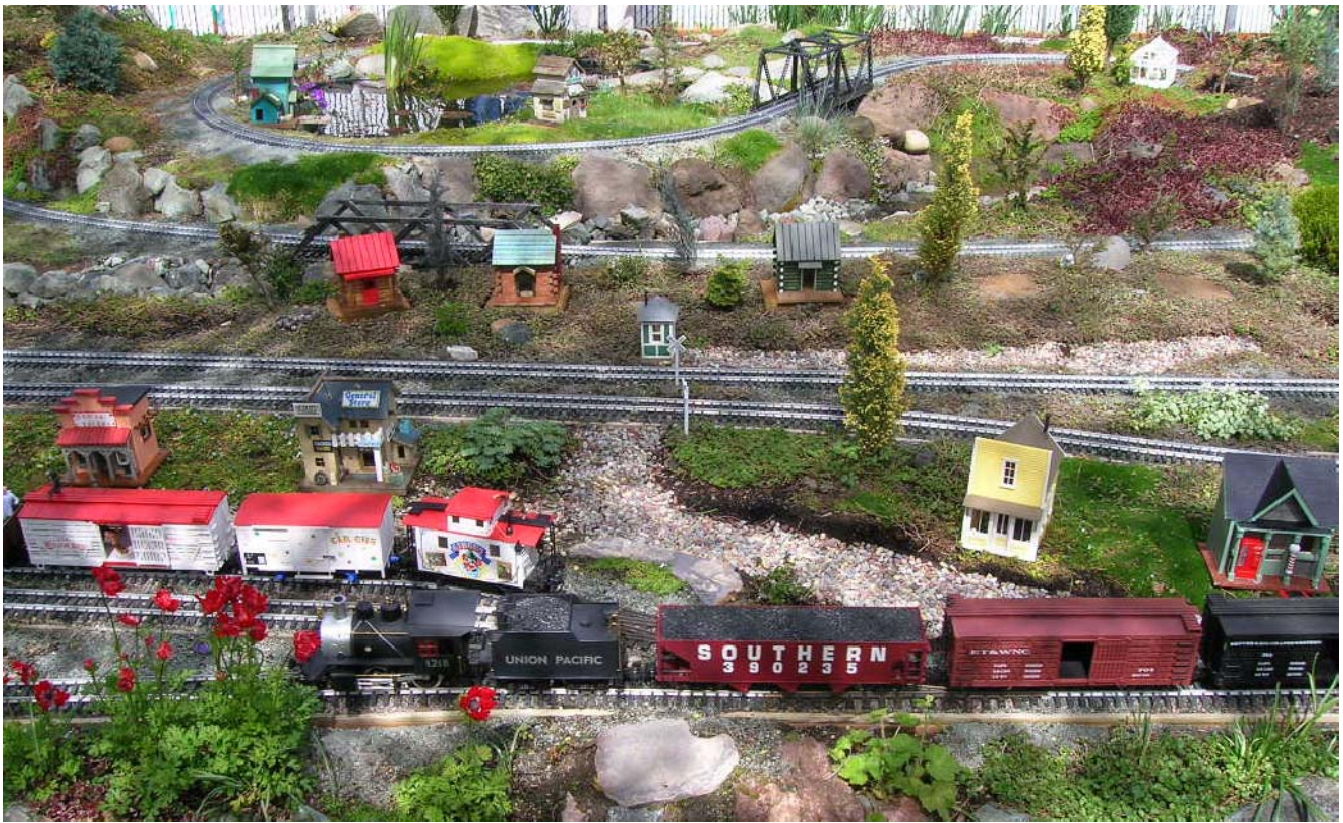
Margaret has certainly been very busy in her garden, as everything was blooming so beautifully that it was impossible to find any place in their yard that

was not bathed in color. Margaret gave several guided tours of her handiwork in the garden, and showed how one could have many plants flowering this early in the spring. Her special greenhouse “hotbox” helps small delicate plants get a healthy start during the colder months, and they are ready for transplanting as soon as the temperature warms up.

Dave’s recent additions to their layout have made the folded dog bone design even larger, with three passing sidings, and a station approach. He has wired up a control panel on his covered patio with a schematic diagram, and operating toggle switches for the yard, with a large, powerful MRC power pack with a realistic hand throttle for ease of operation. It simulates the actual control lever of a modern diesel engine.



Margaret Kooken discusses gardening with Kathryn Warrior and Marlene Bacon



Dave's presentation highlighted the use of the sump-pump system that he currently uses to feed water to two different places on his railroad from a central location, and how his liner was installed and glued together carefully so as not to allow any leaks to develop. His pump has a special floating shut-off switch, to protect the pump if the water level should ever drop below safe operating levels.

Club member attendance was very good at this open house, very reminiscent of what it will be like during the summer tour in June. The layout has a natural flow to it, and you can walk around either side of the entire layout, and get a good feel for the overall size of the layout. Two to three trains were in operation throughout the afternoon. The grand finale came when Mike Greenwood demonstrated Dave's newly wired Bachman 10-Wheeler, with rechargeable batteries and the new AirWire system that Mike installs. The numerous sound features, and ease of operation were evident, as the light-weight hand-held controller was shared by many interested operators.



Mike Greenwood describes the operation of Dave's new AirWire equipped Bachman 10-wheeler.

We look forward to watching this wonderful layout fill in with additional plants, buildings, and special acquisitions in the future. Be sure to include a visit to this true garden railroad layout in June, if you are available to participate in the summer tour in June.



Don Golgert and Janine Jefferson announce their engagement.

Ron Bacon Displays Model At The Pacific Models Logging Congress

On Saturday March 17, 2007 Ron Bacon displayed his Accucraft live steam Shay with log car and caoose on a trestle. The Congress took place at Camp 18 Restaurant on Oregon Hwy 26 near Elsie Ore. There were various logging related models on display which included steam locomotives, diesel locomotives, rail cars and rolling stock, diaramas, structures and logging equipment. The models were to be either scratch built, modified, kit built, or production models.



Ron was honored to find out that his model was awarded 2nd place in the Steam category and 2nd place in show by the peoples choice vote.

This event happens about the same time every year at Camp 18 on Highway 26 toward Seaside. There were various presentations given about the lumber, and logging operations in the Northwest. It included Waerhouser Lumber Co, Sumpter Valley RR, as well as Oregon Lumber Company.

He was glad that he had the opportunity to attend and display his model and he is looking forward to attending next year. He had a great time.

Almost Unknown Today, But He Cast A Giant Shadow Across Our Nation's Transportation



Alexander Winton (1860– 1932):

Like so many auto pioneers of his day, Alexander Winton's roots were in the bicycle business. Winton, a Scottish immigrant, came to New York at the age of nineteen in 1878 and worked for several years as

an engineer on an ocean steamship. Tiring of the maritime life, he moved to Cleveland, Ohio, for no other reason than that his sister lived there with her husband. He immediately found work as a superintendent at a Cleveland iron factory.

Toward the end of the nineteenth century, there was a tremendous interest in and demand for bicycles. The horse and carriage was still the primary mode of travel, but the bicycle was gaining popularity, particularly among the well-to-do, for its convenience and personal freedom.

Winton realized a business opportunity and, in 1891, with the assistance of his brother-in-law, founded the Winton Bicycle Company in Cleveland. Despite the success of his bicycle business, Winton grew more interested in self-propelled vehicles, or horseless carriages. He read everything he could find on the subject, including Scientific American and The Horseless Age magazines, meanwhile perfecting his own engine designs.

In October of 1896, Winton unveiled his first motor wagon to the press. To put this in perspective, this

was just three years after the Duryea brothers, credited as being the first Americans to build a gasoline-powered automobile, unveiled their runabout, and the same year in which Ransom Olds and Henry Ford unveiled their automobiles in Lansing, Michigan, and Detroit respectively.

The very next year, 1897, the Winton Motor Carriage Company was incorporated and the new firm, while only building four vehicles that year, established itself as one of the first automakers to be taken seriously. And as a result, Winton was arguably the first American company to sell an automobile on a retail basis.



Of the early automobiles, the Winton was considered to be the most technologically advanced — and the most powerful. A Winton was the first car to cross America coast to coast. Always the promoter, Alexander Winton entered as many races as he could, winning more often than not.

If you take a look at the early patents, Winton held many of the groundbreakers in automotive development. Winton's legacy includes more than 100 patents instrumental in the early designs of automobiles and diesel engines. He was also generous in passing the technology along to competitors when safety was an issue.

The two most historically significant races for Alexander Winton he did not win, however. The first, on October 10, 1901, was against a relative unknown by the name of Henry Ford. Ford, now 38 years old, was not a young man. His first attempt at building cars, the Detroit Automobile Company, failed after building just 12 cars. Ford devoted his energies to developing a racecar, and now, in front of 8000 people, was facing the great Alexander Winton of Cleveland. Winton dropped out of the 10-mile race at the 8-mile mark, due to mechanical

problems, and Henry Ford passed him to win the race. By winning the race, Ford was able to line up investors for his second attempt at building cars commercially, the Henry Ford Company.

Prior to the Grosse Pointe Race in 1901, Winton gave Henry Ford one of his new complete steering mechanisms with a steering wheel assembly because Winton said somebody would get killed with the steering device Ford was using. Ford went on to win the Grosse Pointe Race, but Winton consoled himself that it was with his steering gear.

The Henry Ford Company also was an unsuccessful venture, and just a year and 15 days later, Henry Ford again found himself racing Alexander Winton for fame and fortune. This time, however, it was Ford who had the superior car, the famous "999", and a soon-to-be-famous driver, Barney Oldfield. Ford beat Winton again, and again Ford was able to line-up investors, this time for the Ford Motor Company, now one of the longest continually operating companies in the world.

As for Alexander Winton, he continued to build automobiles of advanced design, and even recruited Barney Oldfield away from Ford to pilot his racecars. Winton automobiles were much more luxurious, reliable, and expensive than Ford.

He formed a subsidiary company called the Winton Gas Engine & Manufacturing Company to build marine and diesel engines. Winton built automobiles until February of 1924, when production ceased. His Winton Engine Company continued to prosper in building gasoline, distillate, and diesel engines for locomotive and submarine use. In 1930, the company was sold to General Motors where it became the Electro-Motive Division.

(The GM-EMD Diesels and Winton's contributions were described in the May and June 2006 RCGRS Newsletters.)

While often forgotten or even unknown today, Alexander Winton was truly one of the great American mechanical pioneers. Winton's career, from bicycle manufacturer to automotive innovator to diesel-engine developer for locomotives, illustrates the versatility which his prodigious creativity required.

—From Wikipedia and several other sources

Gauge and Scale

by Pete Comley, PSGR

The author, Pete Comley along with his wife Carol, own and operate Sunset Valley Railroad, manufacturing a Gage 1 code 250 track system available in four different metal alloys with four different tie configurations. They are also experts in running live steam locomotives and are retailers of Aster, Accucraft and Roundhouse Locomotives.

It's always good once in a while to have an article in the news letter to explain what is meant by gauge and scale, and to help newcomers to the society with what is surely one of the most confusing aspects of our hobby. In fact, gauge and scale are very simple, but the problem is that manufacturers often get it wrong themselves, and when advertisements proudly display the wrong information in bold print, then it is no wonder that us mere garden railroaders get misled.

Gauge: So, let us start with gauge. Gauge is nothing more than the width between the rails. In real life, mainline trains throughout most of the world run on what is called 'Standard Gauge', 4 ft 8¹/₂ inch. In the USA there were some railroads which ran on 'Narrow Gauge' track, which was usually 3 ft. In Europe, many narrow gauge trains ran on 1 meter gauge. Some other countries ran on a 3 ft 6 in. narrow gauge, while a few railroads, such as the Sandy River and Rugely Lakes, ran on a 2 ft gauge. In our garden railway hobby, the vast majority of us run on what is officially called '1 gauge' track, which for some reason is generally turned around and called 'Gauge One'. This track is 45mm between the rails. Some manufacturers call this G Gauge, but it should really be 1 gauge as G is actually a scale, not a gauge. Some of us run on 'O gauge' track, which is 32 mm between rails. Once again, gauge is only the distance between the rails.

Scale: Now let's discuss scale. Scale is nothing more than the ratio in size between your model and the real thing. For example, if the length on a real widget is 24 feet and you make a model widget in 1:24 scale, then the model will be 1 foot. So what scale should you build your garden railroad to?

Well, it depends whether you are modeling a 'standard gauge' or 'narrow gauge' railroad. Standard gauge is easy. If you divide the 4ft 8¹/₂" of the real track by the 45 mm (~1³/₄") width of the gauge one track it comes out to just about 32. Therefore models of standard gauge trains should be 1:32. Several manufacturers make models to this scale, although others make their trains to 1:29 scale, not quite correct but near enough. If you are modeling US narrow gauge, then divide the 36" of narrow gauge by Gauge 1, the scale turns out to be 1:20.3. This is what most manufacturers make for narrow gauge US trains, and the scale is officially called F scale, although you don't often see that term. Finally, if you model European narrow gauge, divide 1 meter by 45 mm and you get a scale of 1:22.5. This is the famous G scale that LGB created many years ago and started the present interest in garden railways.

Notes from the President

Darrel Dunham

For everyone that went to the Kooken's Open House last weekend, we were treated to some wonderful weather for running trains. It was a great turnout. The Education sessions by our hosts Dave and Margaret were very informative. Read the article Jeff Lange wrote about it elsewhere in this newsletter.

I want to announce that Dennis Peoples has been appointed as our Membership Chairmen. Do not be surprised to get a phone call asking for some help with new members. We will be assigning one of our longtime members to act as a mentor during their first year in the club. More on this as it develops.

We are once again looking for volunteers. Elections are coming in November. A list of candidates needs to be in the October newsletter. All officers; President, Vice President, Secretary, Treasurer, and Yardmaster are all open this year. New officers will be elected in December and take office at our General Meeting in January 2008.

Right now we need members to canvas the membership for candidates to run for these offices. Anyone interested in helping the club by being on the committee, please let me know by email, dwdunham@msn.com or by phone 253-222-8367.

Anyone considering running for one of these offices, please contact me and I will pass your name on to the committee. Thanks for volunteering!

Railroad Stories

Runaway!

Here is a runaway story as published in the August 3, 1906 **Longmont Ledger** (Colorado), about a runaway on the C&S:

“Two cars loaded with coal got away at the Mitchell coal mine, about two miles up the hill from Marshall, eight miles from Boulder. There is a steep descent from the mine to Marshall and by the time the cars got to that place, it is said they were going at the rate of about 40 miles per hour. A mile this side of Marshall is Shanahan Hill.

Roy Johnson, aged 16 years, was driving along the road and just as he was crossing the track, was struck by the runaway cars. The horse was instantly killed and the wagon was demolished. The boy was hurled quite a distance from the scene of the accident and was unable to get up. Shortly after the freight cars passed, a freight engine followed. The engine was stopped, the boy put aboard it and brought to the University Hospital.

The runaway cars kept on gaining momentum and came down University hill into Boulder at a terrific rate. A trolley car laden with women was just returning from the Chatauqua grounds and was barely missed. Some of the passengers on the car were badly frightened. It was a marvel that the cars did not jump the track rounding the curve into Boulder. There is no way of derailing cars in this city on the main line and all that could be done was to send warnings ahead.

Several people barely missed being caught as they were crossing the streets. The young son of H. Russell Thompson, of the “Herald” office, was about to cross the track on a bicycle at 15th Street, when he was warned back just as the cars went whizzing by. There is a continual downgrade from Boulder to the Y and then somewhat of a climb, but the cars went on. Word was sent ahead to Niwot and to Longmont. Before anyone at Niwot, seven miles distant, could get to a switch, the cars had passed that place.

The switch here was finally thrown in time to sidetrack the runaways which crossed Main Street at a terrific gate and they were run on the siding south of the depot. One of Richart’s transfer teams was on the siding loading freight, and the driver barely had time to get off the track when the cars went past. They ran beyond the switch a distance of about 100 yards where they stopped without doing a particle of damage.

The cars arrived here at 5:20 just six minutes before the evening train from the north was due, and a few minutes later that train would have met the cars between Niwot and Longmont. The cars traveled a distance of 24 miles before being stopped.”

Extra 5632 East

Many years ago a trusty engine crew and equally, almost, trusty Road Foreman of Engines (RFE) were asked if they’d be kind enough to bring 5632 back from Savanna, IL light to Clyde, IL. Of course they agreed and took the call.

At the Savanna roundhouse, the ‘32 was waiting for its crew and burning fuel as she waited. The first order of business was to put some fuel on ‘er from the tank car so thoughtfully sent to Savanna by the CB&Q. It should be noted that the weather was typical for Savanna at the time of year this event took place: hot and humid. As the fueling operation progressed the RFE became anxious to depart since he was only going as far as Aurora and was looking forward to a few cool, adult beverages when he got there. He insisted that they had enough fuel on ‘er for a light engine move but the Engineer, “Sport” Becker, suggested they put a little more fuel on since the RR had been nice enough to provide them with a whole car full of the stuff. Well, the RFE won the battle of words and, after a little water was added, they departed.

The trip was uneventful, if not hot, until somewhere east of Shabbona when the Fireman, Honest John S., became aware of the fact that his fire had gone out. After several attempts to re-light it, it was determined that they had run OUT of fuel. “Boy, if we only had that tank car now...”

Well, in an effort to keep from blocking the main line, Honest John suggested to Sport that he “let ‘er drift down Waterman Hill and pinch ‘er up so John could run ahead of the engine, get the unlock and

switch and let 'er roll into the clear on the elevator track at Waterman." This was accomplished and the C&I was open for business again.

After the engine had rolled into the clear John lined the switch back for the main, locked the electric unlock and notified the DS of the current location and condition of extra 5632 east. The response John got from the DS was both surprising and humorous. The DS screamed "my God man, ya 'bout gave me heart failure". Seems the DS had been watchin' the progress of 5632 east on his board. One track light on, two track lights on, one track light off, ALL track lights OFF. He told John all he could picture was the engine layin' on 'er side in the ditch since ALL indications of her presence on the RR had disappeared. After gettin' the "skinny" on conditions, the DS, after recovering his composure, was grateful that his RR was usable again.

After takin' inventory of their situation the crew looked for, and found, a fuel oil dealer in Waterman from whom they purchased approximately 1500 gal. of No. 2 fuel oil. The RFE mentioned to Sport that he should claim the amount of the purchase on his expense account for reimbursement to which Sport mentioned to the RFE that the whole thing should be FORGOTTEN since the CB&Q had been so nice to provide them with a whole tank car of fuel for the sole purpose of avoiding an event like this.

Well, the engine, its crew and the RFE finally made Aurora. The engine and its crew finally made Clyde. The engine remained on the property for future service and the crew was also kept around for use at a later time. The RFE, however, came real

close to ending his career with the CB&Q after submitting his expense account. Shouldda listened to "Sport"!

—Karl Rethwisch

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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.

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.

May 12, 2007, Saturday, 1:00 to 5:00 p.m.: Open house at Ron and Marlene Bacon's, 31262 SW Laurelview Road, Hillsboro, OR 97123; 503-628-2300 or mbacon@centrifigata.com. A Board meeting is scheduled at **noon** before the open house time and a quarterly general meeting is scheduled after the meal. Main meat dish and soft beverages supplied. A-G Desserts; H-M Side Dish; N-T Salad, V-Z snacks.

How to get there: From Beaverton, take Farmington Road (Hwy 10) west about 8 miles to the "T" intersection with Hillsboro Hwy (219). Turn left (south) and then immediately turn right onto Bald Peak Rd (to Laurel). When you come to the "Y" intersection, bear toward the left onto Campbell Rd. Go to the 4-way stop at the Laurel Valley Store. Continue south on Campbell Rd. to the top of the hill and turn right onto Laurelview Rd. continue about 1/2 mile to 31262 Laurelview Rd. Turn left into the drive way. If you need further directions, call the Bacon's number.

Name Tags: The plastic name tags are now available to those members who have ordered them through Ron Bacon. Ron will have them available at the open house.

May 26, 2007, Saturday, 11:00 a.m. to 6:00 p.m.: Open house at Dennis and Carolyn Rose's, 18325 SW Jaylee St., Hillsboro, OR 97007; 503-649-4904. Hot dishes or salads are welcome. Dessert will be supplied.

11:00 a.m. – Alaska Group update
Noon – Lunch and Social time

1:00 to 3:00 p.m. – Workshops
Until 6:00 p.m. – Run Trains.

Carolun will conduct a class on weathering cars, particularly a tank car. Participants are encouraged to bring a car of their own to weather.

Dennis will conduct a class on plants.

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. Driving directions to be in the June Newsletter.

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 June 2007 newsletter is May 25th, 2007.