

Transition

Bud Quinn passed away on Friday morning [April 27th] after an extended illness—quietly and peacefully—unusual for Bud.

Our thanks to all of you for the fun times we shared at club events, Constructavision, Expo, and here at Quinn Mountain. The warmth and support of friends is never more special than during times that challenge us.

I will continue to keep Quinn Mountain Railroad running. Don't be surprised, however, if I call for mechanical help from time to time. Gardening is the only part I know how to do well!! In turn, RR maintenance hands are always compensated with a complementary BB stay. Please call if you would like to come out to visit.

With sincerest appreciation for your support and friendship,
Christina Britain

p.s.: At Bud's request, no memorial service will be held. Instead, contributions are welcomed to fund a small picnic area at the Cape Horn Trailhead Parking Lot at WA State Hwy 14 and Salmon Falls Road that will bear his name. Send to Bud Quinn Picnic Area Fund, c/o Lamas Credit Union, 147 SW 1st Street, Stevenson, WA 98648

Thank You, Gary Lee

Last fall, at the October Business meeting, Gary Lee announced that during the winter months, he would be staying late at Constructavision on Monday evenings to work on Garden Railroad projects and anyone who wanted to work on a project on Monday evenings was welcome to join him at ConstructaVision. It would be a chance to complete some unfinished projects from past clinics and/or to start a new project, with Gary present there to help with his expertise. A number of us took advan-

tage of Gary's offer of help on projects. Monday evening at Constructavision became a sort of weekly club meeting time. In addition to the project work, several club meetings were held in the Constructavision lunch room on Monday evening.

Gary also opened his shop area on numerous Saturdays when the MOD SIG met there to work on the display. Again, "Thank You" Gary for your contributions.

News from the RCGRS Rail Yard

Greg Martin – RCGRS President

Our April Open House and Quarterly Meeting were hosted by Dave and Margaret Kooken. As usual they always order the good weather for the event. The landscape at the Kooken Estate is always perfectly groomed with a large inventory of plantings. The Trout Lake and Cumberland RR was also in fine shape and train traffic was consistent. We loaded up on a fine lunch with contributions from everyone that attended. We also had a visitor (Ted Burdge) from the UK that inquired about our Club through our website. Those of you that patiently weathered the long meeting can see that our Club is very active.

Upcoming, we have Summer Tour in June so if you wish to help out, contact the Host of your choice or you can contact Darrel Dunham if you have no preference. Don't hesitate to contact any of the hosts if you wish to help them with preparation prior to the Tour. Otherwise contact Bill Derville for any information on the Tour itself. In September a group of members will be heading to Colorado to take part in a train ride marathon. Since I used up most of my vacation time, I will miss this trip and will look forward to hearing how it all turns out. Contact Carolyn Rose for information on this Club train excursion expedition.

Gary Lee and Committee are currently laying out the foundation for our hosting of the 2012 Regional Convention. This will be a great opportunity to showcase our Club and get acquainted with our fellow west coast garden railway clubs. No doubt there will many upcoming tasks in preparation for this event, so contact Gary if you would like to help. We also want to thank Gary for opening his shop on Monday evenings for members to work on personal projects. The season has now ended and now it's time to move outside.

On April 21st I attended the first OPSIG session of the season. This was well attended and lots of fun for everyone. No accidents or run over brakemen. Nick Kelsey, besides being the founding father of OPSIG, has put in a lot of effort in organizing this activity and is well appreciated by all those that attend. Nick has made many changes to the Worthington and Randolph including a rearranged Sutton yard, and a now integrated phone system. The dispatcher is now just a buzz away. The next session will be at Tom Gaps on the Lone Pine and Western RR. If you haven't been to an OP session, now is the time to start. Also coming up in May will be an Open House hosted by Shannon and Millie Pratt. Their hospitality is always top notch with lots of action on his railroad, so be sure to attend. National Train Day will not have an event in Portland this year so we won't have this opportunity to promote the Club.

Looks like the Bearpaw Southern RR will be laying some track soon. Contact Warner Swarner if you wish to help out. Some more good news, Steve Cogswell has volunteered to take on the Banquet Chair position. If anyone wishes to help out with this activity, especially a person to organize the raffle, please contact Steve or myself. Thanks Steve for taking this on and we're looking forward to a fun event. That's all the news for now. Check the RCGRS calendar regularly for details of our upcoming activities. Contact Tom Gaps with any additional events or changes in existing information. Thanks Tom for keeping the calendar organized. At this writing I'm looking forward to joining the Live Steam SIG at the Staver Locomotive Steam Up this next weekend. Next month's news

I'll let you know how much fun I had. That should be it for now, but I would like to wish Happy May Birthdays to Brice Lee, Gary Lee, Tony Connor, Dennis Rose, Steve Cogswell, and Dianne Lange.

Correspondence

From: Nick Kelsey [mailto:yeslekn@gmail.com]
Sent: Tuesday, March 27, 2012 9:44 PM
To: bonitagardentrains@cox.net
Subject: 2012 West Coat Regional Meet

Dear SDGRS;

We have a monthly newsletter that goes out to our club members. We would be interested in putting in an article about the 2012 Meet for our readers. The deadline for the newsletter is the 25th of each month and it is published on the 1st of the month. Any materials can be sent to my attention and I will forward to our newsletter editor. Thanks.

I must admit we have an ulterior motive, we hope to reciprocate with an article for the 2013 meet we will probably be hosting.

Sincerely,
Nick Kelsey VP
Rose City Garden Railway Society,
Portland, OR

Hello Nick,

I want to thank you for this offer, we have just finished our Registration Form and I have included it and an article explaining the daily events, as attachments to this reply. Let me know if you had any trouble receiving them. I hope your newsletter editor can use them for this next newsletter. Early registration, saving \$5.00 ends April 30th, in case you need to spread the word.

Thank you for helping to spread the word,
Gene Cook

Note: The registration form is a second attachment to this newsletter.

C&S SD9 828

The C&S Diesel No. 828 was built and accepted by the railroad in January 1958 and became the most

famous locomotive in the system because of its many resurrections in 44 years of service. It had a 1750-horsepower 16-567C engine and was equipped with dynamic brakes and no steam generator.

It was wrecked and badly damaged in a collision at Chugwater, Wyoming on September 16, 1958. The wreck was moved back to Electro Motive Division (EMD) where it was rebuilt and became the first locomotive in the Burlington Route system to be painted in the new Chinese red scheme in March 1959.

For several years after the remainder of the C&S ran only diesels with the arrival of EMD SD9s numbers 831 through 842 in 1959, the railroad resisted any attempts to run diesels on the isolated Leadville to Climax branch high in the mountains of Colorado. The elevation ranged from 10,000 feet at Leadville to over 11,300 feet at the Climax molybdenum mine/mill 14 miles distant. The conventional wisdom of the steam era veterans said that the diesels would starve for air and operate inefficiently, if at all, in the rarified atmosphere.



Model of EMD demonstrator 5579

EMD convinced the C&S in the summer of 1962 to run the still unsold SD24 demonstrator #5579 on a siding at the Leadville engine terminal – not moving nor pulling a load – to prove the diesel engine would run. When it was found that the engine operated in a perfectly normal fashion, even without the turbocharger engaged, the last days of steam power on the C&S had arrived.

In the fall of 1962, C&S SD9 828 was sent to the FW&D shops where it received renewed Chinese red paint, a large snowplow, and flangers on the front truck to scrape ice along the track. It was then

sent to Leadville to replace C&S Engine 641. So successful was the SD9 828 in this service, that it operated for 24 years until the mine shut down at Climax.



C&S SD9 828 in new paint and snow plow

In 1972, in the final anticipation of the mergers that created the Burlington Northern, No. 828 now had the same C&S reporting number, but wearing the standard green of the BN.



No. 828 photographed at the Climax Molybdenum mine in March 1978.



Back in the Denver roundhouse in October 1979, C&S 828 becomes BN 6223



The entire crew at Leadville took great pride in being C&S, not BN, employees and their locomotive reflected that pride. They stencilled the old C&S entwined monogram herald above the number boards and the circular "button" herald on the rear of the long hood. The Denver painter was instructed to cover the unauthorized display of loyalty, the monograms and herald would quickly reappear once the 6223 was back in Leadville.



The spring runoff June 27, 1980 weakened the track on the Climax branch of French Gulch and 6223 went over the embankment and down into the gulch. Much heavy equipment and several days were required to get the locomotive back on the rails. The worst damage was caused by dragging the locomotive up the slope.



Once 6223 was “safely” back in Leadville, the locomotive was accidentally run off the end of the wye which unfortunately is located on a fill where she rests on July 6, 1980. Back to the Denver shops she would go for new repairs and modifications.



The damaged short high hood was replaced with a chopped short hood and the bell was moved to the top of the locomotive so that it did not fill with ice and snow and become inoperable. By 1994, the C&S no longer existed, and the Climax branch became a tourist line operated by a new company, Leadville Colorado & Southern. The 6223 was reassigned to the Pacific Northwest. It was photographed at Pasco, WA in May 1994 and McCook, NB. It had lost its snow plow.



In January 1999 it became BNSF 6111, Class SD-9 where it served until its retirement in November 2002 after 44 years of service. In January 2006, BNSF 6111, Class SD-9 nee C&S Diesel No. 828 was sold to the National Railway Equipment (NRE) and scrapped.

The last trip on its way to the scrapper.

Operations Special Interest Group Begins New Season

The Worthington and Randolph RR was the site of the first operating session on Saturday, April 21st. The OPSIG has traditionally ran an operating session on Friday evenings about every two weeks at various member's railroads. This year some Saturday sessions have been planned so that other interested members can participate.



Dispatcher, Nick Kelsey, has a rather “open office” but managed to keep the three or more trains on the correct tracks.



Jonathon Edelman was an enthusiastic engineer who worked two shifts. He likely “died on the road.”



Allan Warrior acts as the conductor for engineer Jonathon on locomotive No. 10.



Conductor Ken Shipman and Engineer Dean Mead get clearance from the dispatcher for their next train move.



Spectator Sue Kelsey attempts to duck out of the picture while Conductor Penny Walker calls the dispatcher for track clearance while Engineer Greg Martin operates the train.

Help Wanted

Webmaster. Presently we have one webmaster, which would not be good if something happens to him... Therefore looking for a second Webmaster to administer the club website. Basic computer skills needed and internet access. We use WEB Plus software for building and maintaining the site. This is a "What you see is what you get" program and no knowledge of HTML or FTP is required. Now the site is established, the time requirement is about 1-2 hours a month on average. Contact Greg Martin or Nick Kelsey

Yahoo Group Administrator. We have one Administrator/Owner and we need backup. Basic computer skills needed. Each Board member is a Moderator of the Yahoo Group, but we need a second Administrator. Work load is heaviest during membership renewals and Summer Tour. Average is 2-4 hours a month. Contact Greg Martin or Nick Kelsey

Banquet. Steve Cogswell has volunteered for Banquet Chair. We do need someone to organize the Banquet raffle. Also some members that are willing to help on the banquet committee. If the venue and caterer remain the same, it is a fairly simple function to coordinate. Banquet is in November, planning should start by August. Contact Greg Martin or Steve Cogswell to volunteer.

Wanted

I am looking for two models of cyclonic dust separators. I purchased two of them as part of a ventilators kit about three years ago. I need two more. They are about 3 inches tall and about 1 inch in diameter at the largest point. They are white plastic and must be assembled from about four/five parts. Any close approximation would be acceptable. So far, multiple searches on the internet have been unrewarding.

Regards, Allan Warrior
allanr.warrior@gmail.com



RCGRS Officers and Staff

President, Greg Martin

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Vice President, Nick Kelsey

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Secretary, Kathryn Warrior

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Treasurer, Steve Cogswell

503-342-6128, scogswell@tkw.com

Yardmaster; Tom Gaps

503-659-8893, tgaps@comcast.net

Annual Garden RR Tour Chair, Bill Derville

503-645-1771 bderville@generaltool.com

Club Store Chair, Margaret Kooken

360-695-0389, dmkkooken@pacifier.com

Open House & Education Chair, Tom Gaps

503-659-8893, tgaps@comcast.net

Module SIG Chair, Jan Zweerts

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Live Steam SIG Chair: Ron Bacon

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Newsletter Editor, Allan R. Warrior

503-648-8112, allanr.warrior@gmail.com

Webmaster, Nick Kelsey

503-266-1110, kelsey.nick@gmail.com

Immediate Past President: Jeff Lange

360-696-0799, jeffdlange@comcast.net

Schedules & Timetables

It is our Society's policy to attempt to have an event or open house on every second Saturday or Sunday 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 **Tom Gaps 503-659-8893**, tgaps@comcast.net

May 5, 2012, Saturday, Noon to 5:00 pm: Open House at Shannon & Millie Pratt's home, 6677 SW Bancroft Way, Portland, OR 97225, 503-292-9464. The host will provide liquid refreshments, utensils, cups, chairs and tables. Additional folding chairs could be used as well. Club members will supply the following

A-E Side Dish and Salads

F-M Deserts

N-Z Main Dish

Railroad:

The zoo has come to Vineyard Village, and the carnival to Partytown. Farmdale, Partytown, and Vineyard Village are all having classic car parades.

OPSIG May 4th Friday 4:00 pm to Dark
Lone Pine and Western RR (Tom Gaps)
Location: Lone Pine and Western RR
Street: 5922 SE Skyhigh Ct.
City/State/Zip:Milwaukie, OR 97267
Phone: 503-659-8893

Operations Session. Come and be the Engineer or Conductor running a freight and getting the train through on time. Please call the host and request an invite to attend. Bring your own dinner/lunch.

May 12, 2012, Saturday: National Train Day. Amtrak will not be funding any activities in the Portland area for this year's National Train day.

OPSIG May 18th Friday 4 pm to Dark
Baker and Grande Ronde RR (Gary Lee)
Street: 34140 SE Hurlburt
City/State/Zip:Corbett, OR 97015
Phone: 503-696-2550

May 19, 2012, Saturday, 10:00 am - 4:00 pm:
Location: Home of Warner and Brooke Swarner

Street: 17145 SE Bears paw St.
City/State/Zip:Portland, OR 97236
Phone: 503-666-3234

Bring your own lunch. Warner and Brooke will provide soft drinks and desert. "AFTER" the work is completed, there is the prospect of a wine tasting from the Chateau Bears paw Wine Cellar, but not until "after" all the work is completed.

Bring track laying tools and battery powered hand tools. We could use a rail bender or two, preferably a double rail bender.

OPSIG June 1st., Friday 4 pm to Dark
Worthington and Randolph RR (Nick Kelsey)
Location: Worthington and Randolph RR
Street: 1369 SE 12th Loop
City/State/Zip:Canby, OR 97013
Phone: 503-266-1110

Operations Session. Come and be the Engineer or Conductor running a freight and getting the train through on time. Please call the host and request an invite to attend. Bring your own dinner/lunch.

June 9, 2012, Saturday, Noon - 5:00 p.m.: Open house at Bill & Brenda Derville's Colorado & Southern RR.

930 NW 170th Place, Beaverton, OR 97006
Phone: 503-645-1771
Details TBA

June 16, 2012, Saturday, 10:00 a.m. - 5:00 p.m.: "Railroads In The Garden Summer Tour," Bill Derville, Chairman. Volunteers are needed to help at the railroads open for the tour.

OPSIG June 23rd Saturday Noon to 5pm
Baker and Grande Ronde RR (Gary Lee)
Location: 34140 SE Hurlburt
City/State/Zip:Corbett, OR 97015
Phone: 503-696-2550

Operations Session. Come and be the Engineer or Conductor running a freight and getting the train through on time. Please call the host and request an invite to attend. Bring your own dinner/lunch.

July 6 - 8, 2012: West Coast Regional Meet in San Diego, CA. San Diego Garden Railway Society.

July 14, 2012, Saturday, Noon - 5:00: Second quarterly business meeting and Open house at Steve Cogswell's. 17520 S Holly Lane, Oregon City, OR 97045. Phone: 503-501-8630
Details TBA

August 11, 2012, Saturday, Noon - 5:00: Open house at Tom and Betty Gap's Lone Pine & Western RR. 5922 SE Skyhigh Ct., Milwaukie, OR 97267, 503-659-8893.
Details TBA

August 15 - 19, 2012: 28th National Garden Railway Convention in Chicago, Illinois.

September 8, 2012, Saturday, Noon to 5:00 p.m.: Open House at Dennis & Carolyn Rose's Blueberry Mountain RR. 18325 SE Jaylee St.,

Beaverton, OR 97007
Phone: 503-649-4904
Details TBA

September 11-16: Colorado Trip: "6 trains in 6 days" For information, contact Carolyn Rose

October 2012: The October Open House will also be a quarterly business meeting and is generally the Halloween decoration event. To encourage maximum attendance at business meetings we would like to see the business meeting held at a somewhat central location to minimize the average travel distance for attending members.

November 2012: Annual Banquet is not scheduled yet.

December 2012: Not scheduled yet.