

Elections Are Coming!

Elections of Society officers (as well as the national elections) are coming. The following nominees for two-year terms have been recommended by the nominating committee headed by our Past President, Dennis Peoples:

President:	Gary Lee
Vice President:	Jeff Lange
Secretary:	Barbara Clark
Treasurer:	Steve Cogswell
Yard Master:	Dennis Peoples

Nominations from the floor can be made and accepted at the annual meeting. Nominations must have the prior acceptance of the nominee. If mail-in ballots are used, the nominee must be added to the ballot.

Ballots will be mailed with return envelopes, 1 (one) to single memberships and 2 (two) if there is a joint membership. The ballots must be returned in October and prior to the November 10th meeting and banquet.

Salem Garden Railroad Tour and Other Topics

From RCGRS member Rex Ploederer, Salem OR to RCGRS members:

First, thanks to all those from the RCGRS who supported our Salem Club tour. We sold 320 books and had about 750 visitors at our house. We feel it was a great success, especially for the first time. For those that attended, I value your comments good or bad. It will help us for the next time (in 10 years when we all recover).

The forwarded Email is from my friend in Eugene who is in the Emerald Empire GRS (Eugene/Springfield). Darrel Dunham ran his Mallet at the conclusion of the tour. I told him that I was running

30 cars and if he pulled 31 he'd have the record on my RR. He pulled 27 with ease, I'm not sure why we didn't hook up 4 more.

It occurred to me that I was using an A-B-A set of F3 diesels. Honestly, depending upon grades, freight car weights, track conditions, the number of engine traction tires, and the amount of weight I place in an engine, I can pull somewhere around 17 freight cars with a single diesel. I'll only say this once, although steam engines are dirty, filthy, ugly, dinosaurs;

Darrel's Mallet is the king of pulling power on my railroad. We wired his Aristo Craft coupler to my Kadee #1 coupler, turned his sound system off, and his Mallet had no problem with 27 cars on 3% grades. It looked good stepping out on 75 foot straights and 20 foot diameter curves with the smoke system working full bore. See <http://www.youtube.com/watch?v=fcWRZq0zURI>

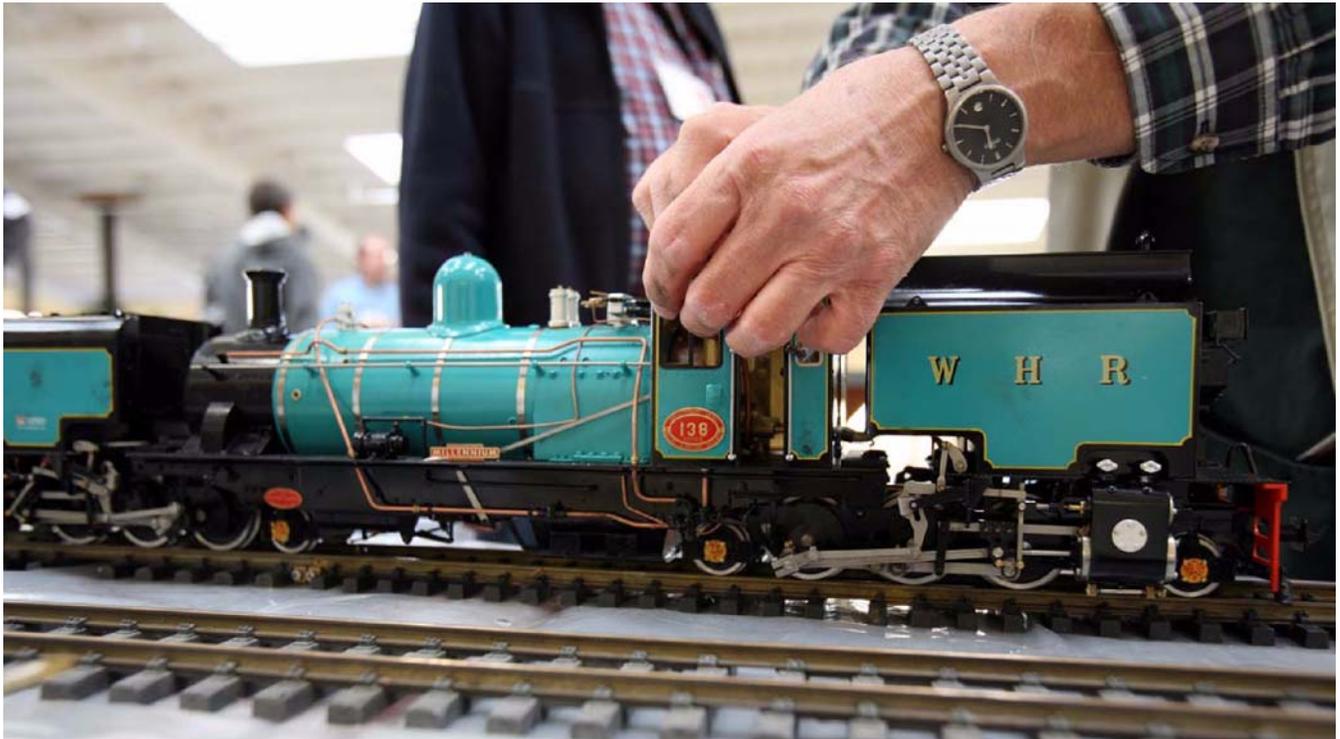
The YouTube website also has a very impressive video clip of Tom Miller's indoor G-scale RR. Check it out. (Editor's Note: I could not find it.)

Rex Ploederer

President, Pacific Crossings Model Railroad Club and a plain old member of RCGRS

Larry Staver's Steam-up by Penny Walker

September 21, 22, & 23rd was RCGRS member Larry Staver's first steam-up. It was a well planned and scheduled event. People from Seattle, Everett, Bay Area and Grants's Pass traveled to Portland to attend. They brought a variety of steam trains and had a lot of fun running them. With the help of John Biglow of Seattle, I spent a couple of hours running my Monmouth, and learned a numbers of tricks to keep it running and how not to over-fill the boiler so that there is space for steam to build up.



The Beyer Garrett articulated locomotive is used in many countries around the world where the tracks are not heavy enough to sustain a locomotive of a more conventional design. This design gives a remarkably low load per axle and still gives a good traction effort to pull a reasonable length of train. It is a rare model and particularly a rare model in G-scale live steam.



The 2-8-2 Mikado was a popular steam locomotive design beginning in 1912. This locomotive was a good compromise of a good tractive effort and capable of a relatively high speed.

On Saturday morning, I stopped by at 8:30 to see what was happening before leaving for the Tour of Garden Railroads in Salem, OR. Dawn, a vivacious lady from the Seattle Steam-up club, proudly told me that she had made two runs already, the first was a hour and fifteen minutes long the second run was forty five minutes long.

The people who stopped were treated to seeing a coal powered engine with a G-scale size scoop shovel used to shovel the coal into the firebox. One of the locomotives had a feed water injector. The tender held the water and after the injector was primed it would feed water from the open tender to the boiler on an as needed basis. A lady from Grants

Pass ran a Mallet that she had put together from a kit and was very happy with the performance. The articulated Garrett, which appeared to be 25 to 30 inches long, was the engine that I found the most interesting to watch steam around.

A person from the staff of “Steam in the Garden,” was in attendance so keep your eye open for a article in that magazine. On Friday as we sat and ate lunch a lively conversation centered around how the various Garden Railroad clubs dealt with club politics.

This was Larry Staver’s first Steam-up and with the help of his staff it was wonderful and I hope that it becomes an annual event. I hope that club members who did not find time this year to attend will put it on their calendar for next year. Even if you do not have or run a steam train it was great to see so many different types of trains running and getting to learn different tricks to running your own train.

Thank you Larry for helping to promote interest in G-scale trains.

Open House at The Greenwood’s

September 9th was a warm sunny day at Mike and Terri’s open house. Mike’s railroad is a loop with turnouts and sidings around the periphery of the back yard. The railroad is an attractive addition to Mike and Terri’s nicely appointed backyard. Battery powered and live steam locomotives are the norm on this railroad since there is no track power. Mike’s business is converting locomotives to RC battery power.

The ballast on the railways looks like regular ballast, but Mike has mixed cement with the ballast and then sprayed the ballast with a fine mist of water after it is spread. As a result, the ballast stays in play during our rainy weather and discourages weeds from growing in it. Mike also uses a concrete base for his villages for the same reasons.



The Greenwood Village



Aerial View of Another Village



Mike Greenwood describes coming advances in RC technology for garden railroads.

My Doodlebug by Allan R. Warrior

When AristoCraft announced that they were going to produce a motor car (doodlebug) a few years ago, I was ecstatic because my CB&Q railroad had 75 of them and many of them ran until the late 1950s. The last survivor was motor car No. 9765 which ended its run in 1967. Many other railroads also used them. AT&SF had a fleet of 45 motor cars. I was so disappointed when I finally saw AristoCraft's model because it didn't look like anything produced by the St. Louis Car Company, Brill, H.K. Porter, Buda-Edwards, nor the Pullman Company.

AristoCraft evidently tried to produce the model more cheaply by putting a motorman's cab on the front of one of their heavy weight car models. Since there didn't appear to be any better model coming along, I decided to see what I could modify to help the situation. I need a doodlebug to serve my branch line. After searching through many pictures, I decided to copy some of the fea-

tures of CB&Q No. 9505 passenger/freight gaso-
line motor car made by Buda-Edwards in 1926.



CB&Q Motor Car No. 9505 manufactured in 1926 by the Buda-Edwards Company

The first major feature that had to be removed was the clerestory roof. As much as I researched, none of the production motor cars were ever built with a clerestory roof. I had planned to mold a new roof, but as I looked at the problem, it appeared that if I was really careful with my razor saw, I could cut out the clerestory section and glue the roof sections back together. This cutting was a little tedious, but I was lucky and got the roof sections glued back together with a minimum of warpage.



Clerestory section removed, roof refitted, new freight doors, and modified motor-generator access door

The rear of the roof section now did not fit with the absence of the clerestory section, so I carefully heated the plastic with my propane torch and remolded it to fit the new contour. Some remains of the plastic bosses caused some variations in thickness of the plastic. I was able to get the con-

tour OK but had to do some plastic fill to remove a couple of ripples.

I made two new freight doors and put them in a more logical place than where the motor-generator is located. I closed part of the original freight

door to the motor-generator with an additional access panel to make the access configuration more probable.

I wanted a fully independently operated track powered car with sound. I tried samples of the various sounds by Phoenix and Sierra and none of them make the sharp exhaust “cackle” that I remember these cars made. I had ordered an early EMD diesel sound card by mistake for another locomotive and decided to use it since it was as close as anything else I have found.

All of my other independently operated locomotive use the 27 MHz Aristocraft “Train Engineer” controller and I decided to use my last one in this project. (AirWire 900 nor the 72 Mhz controllers were not available when I started my railroad.) This is not a happy choice because “Train Engineer” and Sierra Soundtraxx diesel sound cards do not like each other because of the pulse-width voltage control used by Aristocraft controllers.

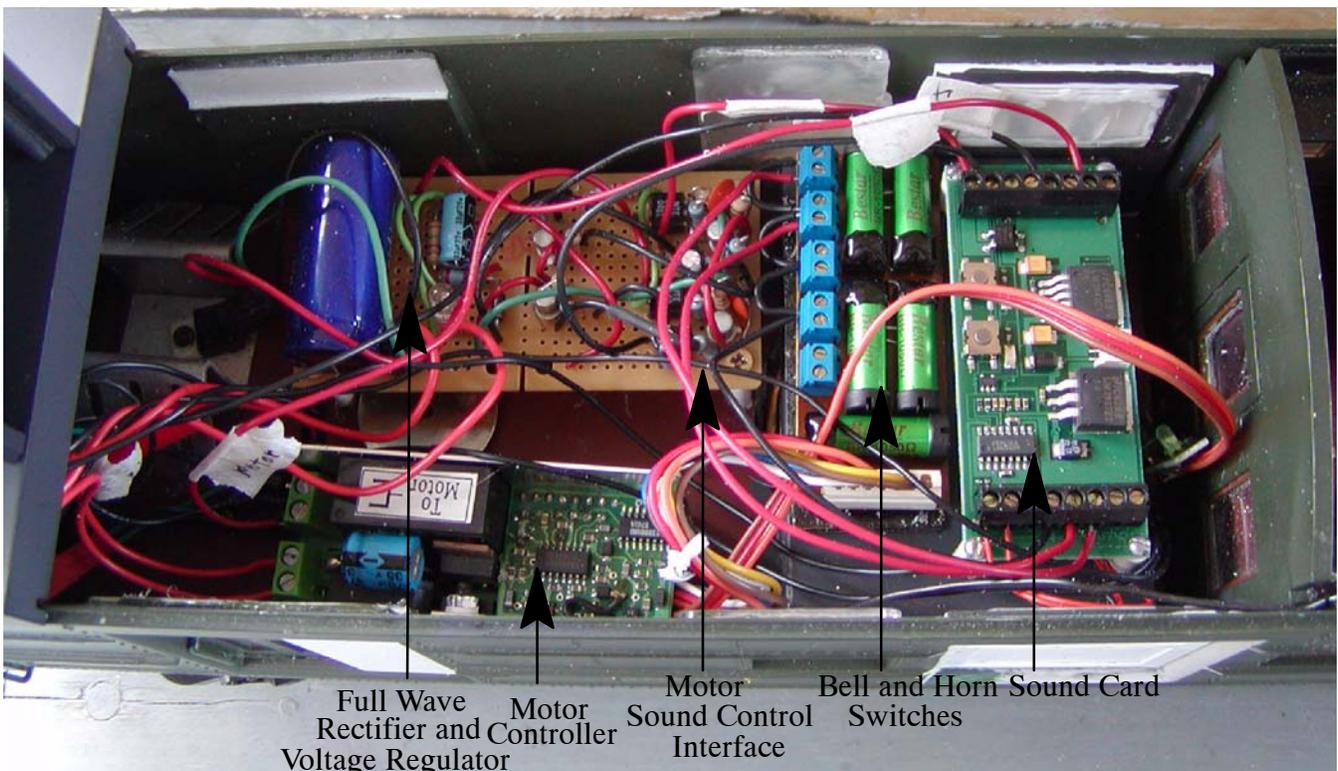
I decided to make one more attempt to construct an interface for the motor sound control between the controller and the sound card (I have had a notable number of failures and have not been able to make this interface work previously). I used George Shreyer’s full blown interface that

he developed over a year’s effort. It is a rather complex circuit and is not easy (for me) to build. Hooray!! This one works!

I decided to use the “Railway Express Agency” compartment for all of the electronics. I drilled and cut holes for the speaker in the floor of the compartment. I mounted the speaker and then built and sealed the speaker enclosure. I mounted the sound card and the switch card for the bell and horn on the speaker enclosure. This switch card is rather underused since I am only using two of the five functions. (Another “fix” between the motor controller and the sound card.)

The lights in the passenger compartment were far too bright and “ugly.” I mounted three grain-of-wheat bulbs in the roof. Since these bulbs are only good for 12–14 volts, I installed a 10 volt voltage regulator in the roof to protect them. The resulting brightness looks correct to me.

The roof ventilators proved to be more trouble that I had imagined. I first tried casting them and had terrible results. I finally constructed a bar stock where I could cut off the cross sections I needed. This was a time I wished I had a milling table.





Motor Car No. 9505 is ready for revenue service.

Another glaring deficiency is that the motor truck is mounted about one inch too far back from the front of the cab. I wanted to change this distance until I found that I would have to redesign the whole underbody of the cab section. The power truck is going to remain about one inch out of the correct position. It is probably a blessing in disguise because with the power truck as it is, the motor car negotiates the sharper radius curves on my branch line than the curves normally recommended for this model.

I mounted Kadee couplers just in case I ever wanted to use this car as a switcher. In real life, these motor cars were often used as lightweight switchers on the branch lines.

The research required for the history and seeing the many variations of the motor cars was one of the most fun parts of this project. It is a large section of railroad operations ignored by modelers. Of course a model manufacturer would have a difficult time finding which prototype to model

since there are so many variations. Maybe I will try and write an article about motor cars in the future. They are really quite a story.

Notes from the President Darrel Dunham

For all of you that missed the events last month, you really missed some good train events. First was the Greenwood Open House. Next was Larry Staver's three day Steam-Up. There was the Tour of Garden Railroads in Salem. Last, but not least is Tom Miller's F-Scale indoor layout. What a way to cap off a busy and fun month of September.

In October we have yet another couple of fun activities. First, we have Jerry and Barbara Clark expanding their layout get together. Next, is our regular event, Steve and Mimi Cogswell's open house. Check elsewhere for details on these events.

This summer I received an email from a garden railroad fan from Hawaii. He has a summer home in Hood River and wanted to down size his holdings. I met with him a couple of months ago in Hood Riv-

er when he was state side and he gave me two boxes and about 10 grocery bags of trains and engines. This makes up two Starter Sets and an engine, tender and 13 cars. These for the most part, have Kadee couplers and metal wheels. One Starter set is an LGB and the other is a Bachmann "Big Hauler." The miscellaneous cars are also Bachmann.

All that he asked was that they go to some young people who have an interest in garden railroading. I think we could find three such people and give them something to get started with. I am not sure how we can go about this and am asking the membership for their ideas. If you have any ideas, contact myself, dwdunham@msn.com or 253-222-8367. Thanks for your help.

Abcht.com

Newsletter editor,

The Rose City Garden Railroad Society link was added to Abcht.com's listing in October. Abcht.com is a website listing modeling links - attempting to make more information for modelers more accessible. To get Abcht.com's information to modelers the site must be promoted. To promote the site, can you add a short paragraph about Abcht to the next newsletter?

Visit Abcht.com

The internet is so large and so participatory it's difficult to find what your looking for. For instance, searching for "Garden Railroad" on Goggle returns 1,870,000 results. Abcht.com's goal is presenting a list of links an enthusiast finds useful. This list includes links to vendors, clubs, events, pictures, forums and more. This list can display links you didn't know exist.

Your help is needed to make a better list. If you have a few good links please add them to the list. Press the "Add Link" button on the top of the page to add the link. The "Add Link" page displays for you to select a Category and Icon. Then add the Title and Url. That's it.

Abcht is an acronym for Airplanes, Boats, Cars, Helicopters and Trains. I hope abcht is easy to remember.

Abcht.com doesn't want your credit card number. But it does want a few good links.

Thanks, Hugh

Unconfirmed Trivia

It was reported in the recent past that a western engineers union during a renegotiation of their contract had a clause requiring hazard pay dropped from the contract. The hazard?: Attacks from Indians while running a train.

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Railroad Stories

On a beautiful sunny day half way between Denrock and Mendota, IL, we encountered a need for the infamous “Dutch Drop.” A feed store dealer had 6 empties to pull and expected 6 loads to replace them. Well, we were headed east and the switch favored westward movements. We dropped the 6 loads by the engine, grabbed them and proceeded to reach in to pull the empties. So far everything was going according to plan. We pulled the empties out, stuck ’em on the main, east of the switch., and went about spotting the loads. So far so good.

After the loads were spotted and the engine returned to the main line, a problem surfaced. The engine was now between the 6 empties and the train. A place to run around the empties wasn’t readily available, so a decision to drop (Dutch Drop) ’em was made. The Conductor called a meeting to be sure everybody knew how this was supposed to be done. We all knew the drill and assignments were handed out. The Conductor, Tom N. was gonna ride the cars, Brakeman “Rickets” was gonna protect a highway crossing. just east of the switch, Brakeman “Rerun” was gonna handle the duties of lining the switch and I was expected to make the engine go in the right direction at the right time. All was in readiness.

Ooops, the highway crossing. Seems that someone, not realizing the potential for problems, put a 10 mph. speed restriction on it. The speed restriction was due to the heaving of the ground in the spring and a bit of cross level deviation in the track. Well, as it might be expected, 10 mph. wasn’t gonna get it. Across the track from the feed store dealer was an elevator. This feature will become important a bit later.

On the first “run” to attempt the feat, it was quite obvious that the speed selected wasn’t gonna get the job done. Run No. 2 was started a little further east than run No. 1 and allowed for a slightly greater speed to be achieved. On this run over the crossing, the engine rode a bit rough and a few pieces of crossing timber and asphalt were displaced. After the engine cleared the west end of

the switch and “Rerun” had me lined in I pulled into the feed store track to wait. This attempt was better than the first but still fell short of the intended goal. OK, we got it figured out now. Back to the main and go a little further east of the crossing this time. Actually we went quite a BIT further east this time so the subsequent “run” produced considerably greater speed. Speed, remember, was vital to success but speed was also supposed to be restricted to 10 mph over the crossing. A little compromise was needed at this point so we started run no. 3. Things looked pretty good this time, with the possible exception of the crossing. This time large amounts of xing timber and asphalt were displaced, “Rickets” began to run for his life and the drivers of the automobiles stopped by the now fleeing brakeman were aghast at the sight of the engine plowing through the crossing AND being CHASED by a bunch a grain cars. After stoppin’ west of the same switch “Rerun” lined me into the feed store track and I ran in the clear and waited, again.

The cars came rollin’ by just like we wanted ’em to. 1, 2, 3, 4, 5, ??? . Remember there were SIX cars to be dealt with. Number six died right on the switch rendering us “frogged”. “Rerun” is furious, the crossing guard had returned from points south and the Conductor was scratchin’ his head. I immediately got off the engine and began to look for suitable “pollin” material. While searchin’ around for said material a most amazing thing began to happen. The cars started rolling west, the direction we had wanted them to go in the first place. Soon, the reason for their sudden and mysterious movement became known. At the elevator, right across from the feed store track, a farmer, sitting on his tractor became aware of our need for a little “help”. He lined his tractor up alongside the reluctant cars and gently shoved ’em outta the way. He told the Conductor “thought you guys might need a little help... but ya really did a he__ of a job”.

On the way outta town we chalked it up as another successful switchin’ operation and headed for Clyde, IL.

—Karl Rethwisch

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**.

October 6, 2007, Saturday, starting at 10:00 a.m.: Track laying party at Barbara and Jerry Clark's house. 4802 NE 32nd Court, Vancouver WA 98663, 360-737-0176

Members can bring salad or desserts - The hosts will provide main course and beverages.

Come to build track and learn about it in the process. Bring track benders, gloves, hand-trowels for digging trench, knee pads, rail clamp tool. Clark's will have rail and ties together with area staked/ marked for the track laying. There will not be track power to the area of track being laid.

How to get there: From I-5 North; go right (East) onto 39th Street Exit; and cross 15th Street (3-way stop) to merge onto SR 500. Go left (North) onto St. Johns, left (West) onto NE 49th Street; left (South) onto Work Street for parking. Parking is very limited, at our home and parking is not allowed on 32nd Court, so if you will park on Work Street (just West of 32nd Court) and walk up to 32nd Court if able. The house is not visible from the street (NE 49th Street).

October 14, 2007, Sunday, 1:00 to 5:00 p.m.: Open house at Steve & Mimi Cogswell's, 17520 S Holly Lane, Oregon City, OR 97045, 503-650-4682 Scogswell@tkw.com

Hosts will provide main dish and soft drinks. Bring the usual side allocations; beer/wine welcome (bring extra for the hosts!)

About the Railroad: The railroad will be DCC track powered only unless someone would like to bring a standard transformer over. All Steve has is the really small one that comes with an LGB starter set. Not enough to run more than the smallest engines with few cars. Steve is getting his first loco set up with DCC by Mike Greenwood. Most of his plants are still at the nursery, his ponds and stream might be running by then, and irrigation may or may not be in. This is truly a "Work in Progress Rail Road" but everyone is welcome to run a train.

Directions:

From I-205 take Exit 10 for Oregon City/Molalla and head East (towards Mt Hood) about 1/4 mile. Just past Home Depot, turn right on Redland Rd. and go about 2 miles. Turn right on Holly Ln and go about 1/2 mile. Our driveway is on the left at the third telephone pole past Donovan Rd (it has signs for Ogden Middle School) At the end of the driveway, we are the house on the right.

November 2, 2007, Saturday, Noon to 4:00 p.m.: **Halloween** open house at Bill & Jean Dippert's. 2650 NW Robinia Lane, Portland OR 97229, 503-646-9783, bandjdippert@zcloud.net

A-E Main Dish,

F-M Side Dish,

N-S Salad,

T-Z Dessert.

Bring your Halloween decorated car or train. The railroad is track powered.

November 10, 2007, Saturday, 11:00 a.m. to 5:00 p.m.: Annual RCGRS Banquet (Luncheon/ Buffet), Beaverton, OR. Seminars, displays, presentations, model contest, raffles.

December 14, 2007, Friday: Jan and Rae Zweerts.

Editor's Note: The deadline for the November 2007 newsletter is October 25th, 2007.