

Lone Pine & Western Railroad

On 11 June 2011, Tom and Betty Gaps had their grand opening of their LP&WR. While the railroad is still “a work in progress,” the 600 feet of track is complete and the trains can run. On entering the backyard, one is stunned by the vision of a monumental landscape and garden that rises to six feet over the base elevation of the yard. Many of the plantings are in place, but buildings and architectural features are still to be added.



Entrance to the back yard



Around the “Lone Pine”

Tom designed the track plan to fit in a space of 80 x 36 feet in the back yard and hired a professional landscaping company, “Landscape East & West,” to create the scene. The fitted rock work that supports the raised layout is spectacular. Added to this base is 18 truck loads of gravel, five truck loads of top soil and 1,200 hours of professional work. The water feature is a major work of the design where the water tumbles over a water fall and then flows parallel to the track at one point on its way to the recirculating pump.

There are seven tunnels, one which is 35 feet in length, and the water feature with three bridge crossings. The large tunnel has access ports every three feet or so in the event of a derailment. The railroad requires battery powered locomotives. There are two large reversing loops in the basic “dog bone” configuration. This design currently requires the operator to “follow the train” in order that the switches must be correctly realigned for the return trip. The track and switches are code 250 brass by Sunset Valley. The more remote switches are operated by compressed air and the more accessible switches are manually operated.



Switch junction of the first large reverse loops



Curved steel truss bridge over the waterfall



Staging area



Bridge between the storage shed and the layout



Back side of the layout. The tunnels are single track, so track negotiations are required when more than one train is operating.



In honor of the occasion, the Roses and the Warriors supplied a special dessert.



Hidden sump in the foreground for the water feature.



Dennis & Carolyn Rose and Kathryn & Allan Warrior celebrated their 50th anniversary in June.

Summer Tour a Huge Wet Success By Bill Derville

We found out that garden railroading is truly an outdoor hobby this year as we had an opportunity to run trains in the rain on Saturday June 18th, as it rained all day. But that did not deter the public from having a great time. This was our 9th year, and we probably had the second biggest attendance ever. Everyone was smiling and no one seemed to mind that rain at all. Several remarked "This is Oregon. What do you expect? It doesn't bother an Oregonian." But it did bother a few of our trains. As the equipment got wetter and wetter at my house, I had several engines that stopped running, and controllers that stopped controlling, and had to be retired. 'Thomas the Tank Engine' quit about 2 p.m., but no harm was done, as he ran fine including the sound system the next day. I hope everyone else had no long term casualties of equipment.

We signed in 525 people at our house, but I know we missed quite a few people as we were busy talking with people about the hobby and club. We estimated we had at least 600. I had to help with the trains this year from Steve Cogswell and Hal Beighley who had not operated on our railroad before. I am very grateful for their help along with John Stiger who returned again this year. We had a

few corn field meets, but none in a tunnel, and nothing had to be retrieved from any tunnel this year! That may have been a first for Summer Tour!

Here is the attendance report in the order as they appeared in the booklet:

Joe Chesney 684
Bill Derville 520
Bill Dippert 475
Shannon Pratt 284
Tom Gaps 450
Odell Lee 490
Jerry Chapman ?
Gary Lee 500
Dave Kookan 278

As usual, whenever we have great coverage in the Oregonian, we have good attendance. It as the Pick of the Week in the garden section of the Oregonian this year with a picture of Gary's beautiful railroad included. Many came because they saw that. I did the Mike Darcy radio interview at 11 a.m. during the tour and was grateful for some time out of the rain. Mike came to my house for about 45 minutes at the end of the day. He came back the next day with a camera man and spent another 45 minutes on Father's Day with me. In a thank you note I received from him, he wants to return with his grandson. So we got to know each other pretty well. I asked him to at least include us next year in his station KXL blog as he did this year.

We also had several people come that got tickets at the train show and National Train Days.

Several retail outlets ran out of books this year. This happened the other year we were the Oregonian Pick of the Week. They will not make us the pick of the week in back to back years, so next year we may not have as many people. But just in case, we should probably increase the number of booklets we print next year.

Next month, we will recap the number of books sold at the business meeting at Warrior's open house on July 9th. Financially, we did very well. My thanks to Penny Walker and John Stiger for de-

livering books to our retail outlets and collecting the money. Thanks to Vaughn Lee for the great job of creating and printing our Summer Tour Booklet. Dave Kookens drove the entire route again this year and created the driving directions. Jonette Lee and Tom Gaps did a fabulous job of publicity this year which of course was the secret to our huge success this year.

I have now collected about 350 Emails of people interested in the tour, and I sent them an Email with all the details. I had quite a bit of Email correspondence about the tour this year. And a special thanks to Joe Eckardt for his timely help in fixing problems to get my NCE DCC system on my railroad operating so trains would run on the day of the tour! He also kept our website up to date on the tour and where to buy books. Thanks to Nick Kelsey's idea to offer reduced cost memberships, we added 16 new members to the club on tour day!

My thanks to everyone who opened their railroads ran trains, and helped make this a huge success. Save June 16, 2012 for our next Summer Tour date!

Express Train to Hell A New Jersey Ghost Story Retold by S.E. Schlosser

A story from the early 20th century railroading:

For days, a ragged old man had hung around the Newark Central Station. The stationmaster kept running him off, but night after night he would return. He kept accosting people, shouting: "It's coming for me! It's coming!" Whenever anyone asked him what was coming for him, he would just clutch his head and cry: "I done wrong! I killed a man that cheated me at cards, and now I'm going to pay!"

The stationmaster finally took the man aside and threatened to call the police if he did not cease and desist. The old man rolled his eyes and replied: "The Express Train for Hell is coming for my soul! You've got to help me." He broke away from the stationmaster and ran for the door. The time was

two minutes to midnight. At that moment, new sound introduced itself. A long whistle blew, once, twice. The stationmaster was startled. The next train wasn't due until 12:05.

The old tramp started screaming when he heard the whistle. The stationmaster could hear the roar and chug of a steam train, approaching fast. Approaching too fast to stop at the station. The old man was standing at the edge of the platform, staring down the tracks in frozen terror. The stationmaster ran forward and grabbed hold of the old tramp to pull him out of harm's way.

The train whistle sounded again. A warm rush of air blew against everyone near the platform and the stationmaster heard the roar of an invisible train passing directly in front of him. He heard the hiss of the steam and the screech of flanges against iron rails; he felt the wind whipping our hair and faces, but he saw nothing.

Beneath his grip, the old tramp gave a terrible wail. Then he vanished, leaving the stationmaster empty-handed. The roar of the invisible train faded into the distance and then ceased. The stationmaster glanced at the station clock. It was midnight.

The stationmaster stared blankly at the tracks. Around him, the waiting passengers and other bystanders were gasping and murmuring in fright. "Good lord, he was right," the stationmaster murmured to himself. "It did come for him." He pulled out a handkerchief and wiped his sweating, bald head with it.

A trembling man standing nearby approached the stationmaster: "Sir, what was that?" he asked. "Son, I believe that was the Express Train to Hell," said the stationmaster. He shook his head and that seemed to bring him to his senses. "Why don't you go back into the station and pour yourself a drink?" he suggested to the trembling man.

He pushed the man through the station door and then turned to address the dazed and frightened passengers. "Nothing to worry about folks," he said. "It was just an express train passing through. The next train will be here in five minutes." The stationmaster's reassuring manner calmed everyone. People turned away from the empty tracks and settled back into their seats, whispering to each other about the strange events that had just taken place.

Then the stationmaster went into his office, closed the door, and poured himself a stiff drink to calm his nerves. "Well, that's one for the books," he muttered aloud. "I wonder if I should put it on the schedule; 12 a.m.-Express Train to Hell."

Shaking his head, he fortified himself with one more brandy and then went back to work.

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Schedules & Timetables for 2011

Make sure you check the calendar on our Website at <http://www.rcgrs.com/> for the most up-to-date schedules and timetables.

It is our Society's policy to attempt to have an event or open house on every second Saturday 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**

July 9, Saturday, Noon to 5:00 p.m.: (quarterly meeting) Open house at Allan and Kathryn Warrior's "Burlington and Missouri River Railroad" (CB&Q). The hosts are assuming it will be a warm day and intend to serve cold-cut sandwiches. Salads and desserts are welcome.

The lunch will be at 1:00 p.m. and the quarterly meeting will be immediately following. Some of the attendees may want to bring chairs.

The railroad is track powered and the rolling stock have Kadee 820 couplers. A large scale railroad operation is planned for all those who want to participate. **Independently operated** guest switch engines (track powered or battery powered) would be welcome and helpful to make the game successful. Although the "official time" is noon until 5:00 p.m., the railroad will be open for operations from 10:00 a.m. until evening.

July 30th & 31st and August 6th & 7th, 2011: "The Great Oregon Steam-Up" at Brooks, Oregon: The Great Oregon Steam-Up is the largest event at Antique Powerland during the year and involves all of the museums and many other participants. One of the unique aspects of the event is that most of the equipment is operating. A parade takes place each day at 1:30 p.m. and includes vintage tractors, trucks, and automobiles. The steam powered sawmill operates twice a day and the trolley tours the site perimeter all four days of the show.

Learn about the early machinery that made Oregon work. Hear about innovators and manufacturers of the past. Machines include farm tractors and implements, early engines, crawlers, fire apparatus, vintage trucks and cars, logging gear, an early Oregon flour mill, and an authentic steam sawmill. Rides include an historic trolley and a miniature railroad (7-1/2 inch gauge).

Scheduled activities: Machinery demos, sawmilling, flour milling, fire apparatus demos, harvesting, kids pedal tractor pulling, traditional tractor pulling, and a Big Parade!

Other Attractions: Blacksmithing, a country store, models, early electricity exhibit, miniature farm display, children's passport program, swap meet and flea market sales, country music, and great food! \$10 for people over 12 years of age.

August 6 - 9: Glacier National Park Trip

August 13, Saturday: Bill and Jean Dippert open house. The hosts will furnish drinks, i.e. coffee, pop, etc. We will let you divide up the main dishes, salads, deserts, etc. by letter. By August I will have my track power supply back in service (we had to clear the deck of everything as we had it refinished last month). Of course, those with battery powered locos, we can accept any number of them. With good operators, we can run four trains simultaneously (only 1 track power, plus 3 others). We have had more trains running then 4, but it gets somewhat hairy.

September 10, Saturday: (quarterly meeting) Jeff and Dianne Lange open house.

October 8, Saturday: Ron and Merlene Bacon open House.

November Weekends 5,6 -12,13 - 19,20 - 26-27 10:00 a.m. to 5:00 p.m.: 2011 Columbia Gorge Model RR Club Model Railroad Show.

November 12, Saturday: Annual RCGRS Luncheon

December Christmas ships?