ROSE CITY GARDEN RAILWAY SOCIETY

NEWSLETTER

See our Web page at http://www.rcgrs.com/

October 2009

Open House at the B&MRR

By Allan Warrior

Traffic on the Burlington and Missouri River Railroad was intense on August 29th as the management granted temporary trackage rights to several "foreign" railroad companies.

The new half G–scale (S–Gauge) railroad was operable in the front yard.. The new plants for the rock garden have only begun to fill in their spaces. A problem was where to put the power supply for the railroad. A "loading dock" was built next to the FooBar factory, but operation was not satisfactory because the operator had to work at ground level; which becomes more difficult as we get older. A "machinery penthouse" was added to the FooBar factory which makes operating the power supply much easier. Still to be solved is some shade for the operator when the sun is hot.

Member Dave Kooken loaned two American Flyer 4–6–2 locomotives and 17 cars to operate on this project. I also have a 4–6–2 and a 4–8–4 locomotives and 17 cars. However, the "drop and hook" couplers are completely incompatible with the quasi–knuckle couplers on Dave's train set which was manufactured a few years later. The first difficulty in attempting to get 60+ year old equipment to work was that none of the locomotives would operate. The lubricant that American Flyer had used on the driver axles of two of the locomotives had congealed and froze the axles. The drivers had to be pried off and the axle holes had to be cleaned out; a rather tedious business. I also had to learn how to time the rods and eccentrics of a steam engine.

The two older locomotives had problems with the relays and the commutators. I cleaned to commutators and finally put a DC rectifier in the tender. The problem with this solution is that the locomotives will only operate in the forward direction. The new American Flyer trains made by Lionel use an electronic "switch" in the tender which does away with balky relays.

I found that my 4–6–2 would not climb any grade, but both of Dave's locomotives do OK because they have "friction" tires on two of the drivers. I am still trying to solve this problem for my two older locomotives. Suggestions are welcome.

I used code 148 brass track in construction because it is the smallest "oversize" track that will accommodate the large flanges on AF equipment. I regret not using even larger code 190 or better because the clearances are so tight that the smallest "pebble" on the inside of the track can cause a derailment or uncoupling. The trackway must be very clean. This same problem often occurs in G–Scale which is why most of us use non–scale code 332 rather than code 250 or code 190 track when crushed rock ballast is used..

FooBar Industries seems to be out of compliance with DEQ standards with its smoking chimney and out of compliance with OSHA standards as the EMTs load a patient into the ambulance.

The 1/64th scale microgarden (S–Gauge)

The Altoona Playland has been developed in the past two years and has only been seen previously by those persons doing the “Summer Tour Of The Garden Railways.” There really is an “Altoona Adventureland” near Des Moines, Iowa, but it is much more extensive than this one. Still needed are musicians for the Gazebo and beer drinkers for the Beer Garden.

Open House at The Cedar Grove Railway

Doug and Marilyn Watson carefully prepared a welcoming time for their open house on September 13th. The railroad is artfully located under large cedar trees. The town is well designed and makes an attractive backdrop for the operation of trains. There is just under 500 feet of stainless steel track arranged in a folded loop with over/under tracks. Track power is applied to separately controlled blocks. The railroad was started in 2004.

The control center

Doug Watson and some of the guests

Oregon Garden Progress

By Rex Ploederer

The track was completed on September 1st and the train (engine and 5 cars) ran successfully around a dozen or so loops without a failure. It was late, after 5:00 p.m. and the Garden was closed so the golden spike was driven and only the 6 of us who had been working on it all day viewed the first running.

Notice in neither the title to this article nor opening paragraph, did I say the garden railroad at the Oregon Garden is done. We all know that a garden railroad is never done. Having said that, I believe the RCGRS and Pacific Crossings Model Railroad Club's commitment to the Oregon Garden for the project have been completed. To our credit, both Clubs went well beyond the initial agreement.

Financially, both clubs basically funded the project. The original $1000 from RCGRS was added to with a vote at the Lee's open house by $700 to purchase the track. Thanks to Dennis Peoples, Aristo Craft provided stainless steel flex track at their cost. After that it was easy to get PCMRC to add $300 to their initial $500 in order to complete the fence.

I must admit that my initial estimates of work were way off (on the low side). In my defense, I did not plan on constructing the fence or hauling the soil. The Garden is short on volunteers and both tasks had to be done for the railroad to function properly. So more than a few hours and a few dollars were unexpectedly spent here.

Although the train was designed to operate reliably without supervision, the Garden is looking for volunteers to run the train. They tried to run it without an operator and on the first day two kids threw a giant plant leaf over the fence and derailed the train. The little devils! Contact Jeff Para at 503 874–8278 or jpera@oregongarden.org to volunteer.

The Oregon Garden is planning a grand opening of the railroad on Tuesday October 20th. Details will be sent in a later email. The pictures that follow show some of the construction that took place since the article written for the July newsletter. More on track laying, plantings, train running next issue.

Check the grades

Concrete posts to support the sub–roadbed

First ballast of sub–roadbed

Constructing the bridge abutments

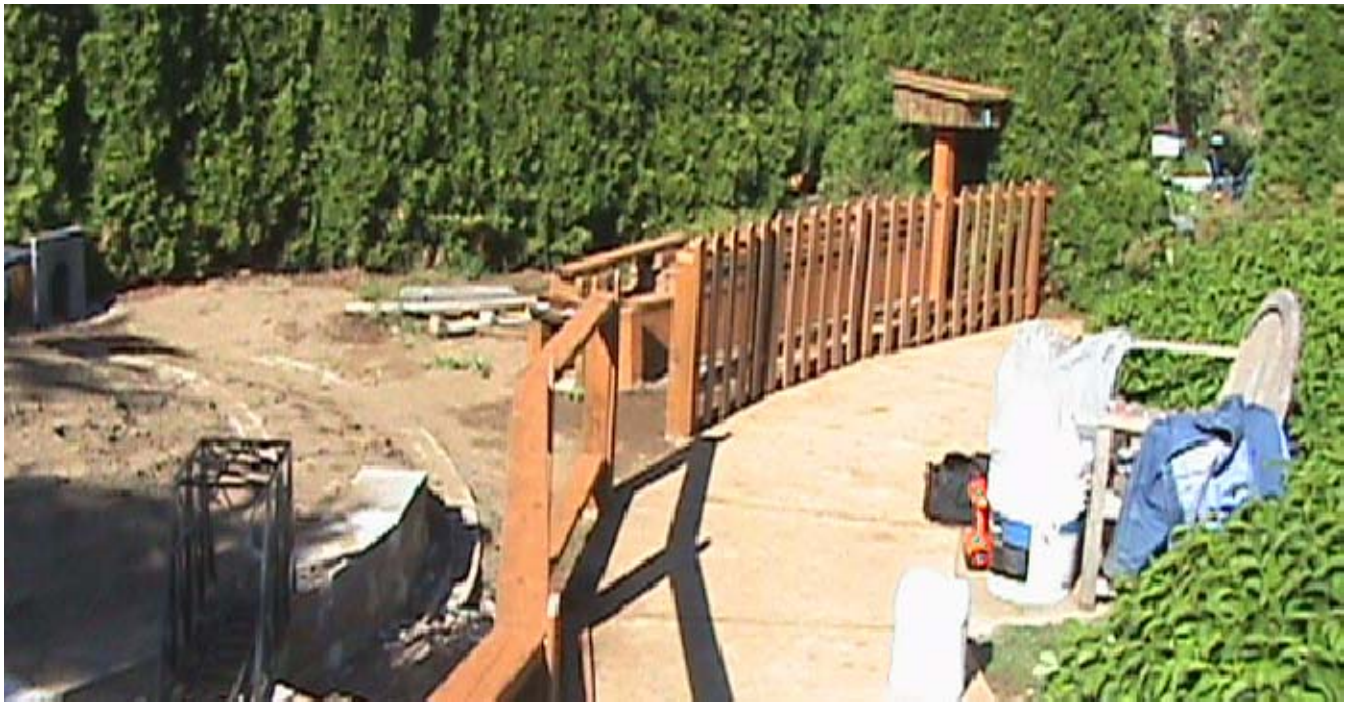
Richard and Penny Walker dig for fence posts

Bridge Installed

Plenty of concrete holds the fence posts

Constructing the fence railings after soil is in

The fence railings are installed. Notice the several yards of soil that have been installed



Installation of the Fence Pickets

Oregon & Northwestern Railroad, Part 2

(Edward Hines Lumber Company)

Editor's Note: This text is from the Web–site. You are encouraged to visit the Web–site at http://www.trainweb.org/highdesertrails/onw.html The photographs are wonderful!

When the Bear Valley Timber Sale came up for bidding in June 1928, the Edward Hines Lumber Company was the only bidder after the previous holder of the contract was disqualified by the U.S. Forest Service. Like so many other lumber concerns that came west, The Edward Hines Lumber Company had its origins in the forests of the upper Midwest and had expanded into the deep south before coming west. Ephriam W. Barnes (see the Malheur Railroad page for a full history of his involvement with the Bear Valley sale) got the Hines company interested in the Bear Valley sale. Hines was ready for a move, as both of its existing mills in Minnesota and Mississippi were quickly running out of timber. Shortly after winning the Bear Valley sale Ed-

ward Hines purchased the partially completed sawmill and railroad started by the Fred Herrick Lumber Company for $400,000. Hines immediately pumped $7 million dollars into finishing the sawmill and railroad. The company also built a company town next to the sawmill, which was named Hines.

The Bear Valley sale was the first venture of the Edward Hines company into the western pine markets, and Barnes was more than happy to sign on with the company as a key advisor. However, in spite of all the man had done to promote the Bear Valley sale, he proved to be the wrong man to actually manage or advise the operation. Hines brought in a logging superintendent recommended by Barnes from western Oregon to supervise the woods end of the operation. This man proved to be a disaster, as the changes that he made to the logging plans created by the Fred Herrick Lumber Company wasted a lot of money in poor railroad location. Both Barnes and his superintendent were quickly forced out of the company once their shortcomings became clear.

Hines picked the worst possible time to launch the venture, as the Great Depression was on and the bottom fell out of the lumber market. Within a couple years of the start of operations the Edward Hines company was on the verge of going under. However, the company slowly got things turned around, and the Hines properties turned its first profit in 1934. The property was finally placed on a firm financial footing around 1949.

Edward Hines completed the railroad to Seneca by the end of 1929. The stipulation that the Burns–Seneca railroad be operated as a common carrier was still in place, but the Hines company ran the railroad as a private carrier for the first few years of operation. Edward Hines finally got around to incorporating a common carrier, the Oregon & Northwestern Railroad Company, on 16 January 1934. The O&NW took over operations of the 51 miles of track from Hines through Burns to Seneca; the Edward Hines company continued to operate the private logging railroads that brought the raw logs out of the Bear Valley sale area.

The south end of the Oregon & Northwestern Railroad was at the Edward Hines mill in Hines, where the company maintained a small yard and a shop building adjacent to the parent company's sawmill. The O&NW rails paralleled those of the UP Burns branch north to and through the community of Burns. Once the tracks were clear of Burns they cut across the farmlands on the northeast edge of the basin to the mouth of Poison Creek Canyon. The railroad and Highway 395 ran north through the canyon for a few miles until the highway left the canyon. The railroad continued on up Poison Creek Canyon on a short and steep grade to the very headwaters of the creek. A short tunnel took the railroad under the watershed divide. The railroad then dropped down a tributary to Trout Creek, where the railroad rejoined Highway 395. The railroad and the highway then paralleled each other down to the confluence of Trout Creek and the Silvies River. The railroad and the highway then ran up the broad Silvies River Valley. The Silvies River then entered a short narrow canyon for a few miles, which it shared with the railroad and the highway. After a few miles the canyon opens up into the broad expanse of Bear Valley. The town of Seneca is located right at the southern end of this valley, and that point marked the northern terminus of the O&NW. Edward Hines built a large shop building in Seneca to maintain railroad and logging equipment. A modest yard was located in the town, and it served as the interchange point between the private logging railroad and the common carrier. Seneca was also home to a small planing mill. Edward Hines built a network of private logging railroads into the woods around Seneca through the years, with a primary mainline developed to the east of town. This line eventually extended over 40 miles east to the Summit Prairie area.

Despite the status of the railroad as a common carrier, the company's primary mission in life was the movement of raw logs from Seneca to the Hines mill. The railroad did move some commercial traffic, mostly livestock traffic and shipments from the Seneca planing mill. To start operations, Edward Hines moved in two small 2–8–0 locomotives from their Alabama operations. A pair of new mikado–type locomotives were purchased from the American Locomotive Company about the time that operations got underway. Late steam power used on the road consisted of three large mikado–type locomotives. Edward Hines used a number of small geared and rod locomotives on their private railroads. The first diesel came to the railroad in 1955, and steam was put to rest a year or two later.

The private logging railroads lasted until 1958, when the rails were removed and the roadbed turned into a truck road. Edward Hines built a new log reload at Seneca, where logs brought in on trucks were placed on rail cars for final delivery to the sawmill in Hines. Typical operations on the O&NW during this period saw a long train leaving Burns for Seneca in the late afternoon. The train would be pulled by two or three locomotives and would consist of empty boxcars and woodchip hoppers destined for the planing mill in Seneca and a long string of empty log flats. The train would reach Seneca in late evening, and the crew would set about switching the mill and the reload. The return trip to Burns ran almost always after dark. In addition to the mainline run to Seneca the railroad also had a daytime switcher that worked the Hines mill and the interchange with the Union Pacific in Burns.

The pulse of the O&NW started slowing around 1978 when the Seneca reload was closed and trucks took over the movement of logs to the mill. The railroad continued operations to Seneca, but the only traffic handled was an average of six loads a week shipped by the planing mill. The railroad ran

one round trip a week, usually on Thursdays, to handle this traffic. The company still remained active in the Burns–Hines area, and around 1982 the O&NW expanded its operations at the south end of the line when Union Pacific contracted with the short line to handle all switching and weighing of cars in the area.

Edward Hines decided to pull out of the Oregon lumber scene in the early 1980's, primarily due to a general lack of timber and increasing environmental pressures. In 1983 a new owner, Snow Mountain Pine, took over the entire Hines operation, including the Oregon & Northwestern Railroad. The new owners ran the property on a smaller scale than the Hines company did, but otherwise the ownership change had very little impact on the day–to–day operations of the railroad.

The O&NW intended to maintain operations indefinitely, but time finally caught up with the railroad in 1984. The rising waters of Malheur Lake threatened to inundate the UP's Burns Branch, which provided the only connection to the outside world. The O&NW round trip to Seneca on 6 March 1984 proved to be the last train, as the UP suspended service to Burns on 8 March 1984. A good many cars, mostly the O&NW's fleet of 50–foot, double door boxcars, were trapped in Burns by the end of service. The cars left in Burns were later trucked out to Crane, where they were placed back on the rails and shipped out. The O&NW's locomotives and caboose were later rolled inside one of the drying sheds, and operations ground to a halt.

Union Pacific announced intentions to re–build the flooded trackage and resume service to Burns as soon as the flood waters receded, but as the lake levels dropped in 1986 and 1987 no efforts were made to do the promised work. Snow Mountain Pine finally decided to salvage the O&NW in 1988, and approval to abandon the line came quickly. There was some talk of converting the roadbed into a trail, but never more than talk. The equipment continued to languish in the drying shed in Hines. The locomotives were available for sale, but their remote location and a lack of available rail transportation to move the locomotives made purchasing the units a difficult proposition at best.

The situation changed with the Oregon Eastern Division of the Wyoming/Colorado Railroad resumed service to Burns in 1990. Snow Mountain Pine stepped up efforts to sell the old diesels, and those efforts led to an offer from a scrapping company interested in stripping the units for parts. The Feather River Rail Society, a railroad preservation organization based in Portola, CA, became interested in preserving the diesels, but the scrapper got there first. However, the scrapper was dragging his feet on the deal, and Snow Mountain Pine got fed up. The final straw came when a SMP executive flew out to Burns to have an on the ground meeting with the scrapper. The scrapper failed to show up, but Feather River Rail Society just happened to have a couple representatives sitting on the front lawn of the SMP offices at the time, and after waiting a reasonable amount of time for the scrapper to show up the SMP officials finally turned to the FRRS representatives saying, "let's talk." The Feather River Rail Society eventually purchased two of the diesels, and a FRRS member purchased the caboose. The organization contacted every rail preservation organization up and down the west coast and was eventually successful in finding homes for the other two diesels. Wyoming/Colorado moved the four units out to their new homes through 1991.

Remnants of the O&NW are still found. The four diesels and caboose are in the custody of rail preservation organizations, hopefully ensuring them long lives yet to come. Some of the railroad's fleet of 125 double–door boxcars are still in service, but are carrying reporting marks and numbers of new owners. In Harney County, only the empty roadbed remains. A sharp eye can occasionally pick out spikes or other scrap left behind by the scrappers, the tunnel was collapsed by the Forest Service a few years back due to safety concerns, and all but a few of the bridges have been removed. Except for the sounds of cars rushing by on Highway 395 the Silvies and Poison Creek canyons are now silent.

Schedules & Timetables

Editor's Note: The deadline for the November 2009 newsletter is October 25, 2009.

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 **Nick Kelsey.**

October 10, 2009, Saturday, 8:30 a.m.: Modular SIG meeting at ConstructAvision. Breakfast at 7:30 a.m. at the Overlook Restaurant. Contact Dennis Peoples for further details and questions.

October 20, 2009, Tuesday: A Grand opening of the railroad is planned at the Oregon Garden. The time will be announced in a separate Email.

October 31, 2009, Saturday 3:00 p.m. until ghosts run everyone off: Annual Ghost Train Event. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Don't forget to bring this scary train as we will be running into the evening (after dark). The creepier the better! Mike & Teri Greenwood, 7007 N. Borthwick; Portland, OR 97219; 503-255-9373, greenwood.mike@gmail.com

Hosts will provide hamburgers, hot dogs, brauts, gardenburgers. Members bring salads, side dishes, snacks, desserts, and own beverages.

November 14, 2009, Saturday, 11 a.m. until 5 p.m: Buffet Luncheon, Model Contest, Raffle, Clinics and good company; Canby Adult Center, Canby, Oregon. Invitations and Model Contest info will come out in October.

December 5, 2009, Saturday, 4:00 to 9:00 p.m.: Shannon and Millie Pratt are hosting a Christmas train Open House/Potluck dinner. Other details to be announced. Shannon and Millie Pratt, 6677 SW Bancroft Way, Beaverton, OR 97225; 503-292-9464; shannon@shannonpratt.com

December Friday Evening: Jan and Rae Zweerts

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