

Gardening Tips For Garden Railroad Beginners by Jonette Lee



I remember when my husband, Gary, decided to build the garden railroad. I actually felt fear. We had never been gardeners and now all I could think of was the huge task ahead of us trying to figure out what plants to use and how to maintain them, and oh yes, the weeds.

As luck would have it, my mother-in-law Hazel Lee, is an avid gardener so she helped by giving us starts from her garden railroad and suggested other plants. Then we read articles in Garden Railway Magazine and got ideas from those who had gone before us. The most important things we learned were to buy perennials so you don't have to replant every year, and to buy to scale. They must be smaller and low growing. I also went to the bookstore and found a wonderful book on perennials. It has photos of each plant, the name, gives width and height at full grown, flowering or not, whether it needs sun or shade, hardiness zone, invasive or not, and symbols that tell you if they are low allergen,

poisonous, or a skin irritant. All this is helpful when planning your garden railroad.

We found herbs such as multiple types of thyme; i.e., Elfin Thyme, Woolly Thyme, Red Creeping Thyme, White Creeping Thyme, Pink Chintz Creeping Thyme, Spicy Orange Thyme, Variegated Lemon Thyme, plus Corsican Mint that spread low and well, and they look and smell great. We found sedums that flower and spread well, and Blue Star Creeper, but these can be and are invasive so only use in places where you don't mind if they spread. Other delightful plants we found for more shaded and moist areas are Miniature Creeping Baby's Breath, Miniature Daisy, and Heron's Bill. All have tiny flowers.



Photo by Jonette Lee

Granddaughter Madeline is intrigued with Red Creeping Thyme, surrounded by Woolly Thyme.



Photo by Jonette Lee

Lemon Thyme



Photo by Jonette Lee

Sedum — Ice Plant



Photo by Jonette Lee

Miniature Daisies



Photo by Jonette Lee

Miniature Baby's Breath

Another thought is color. When your garden is in full bloom, what will it look like? You should think about the color scheme when planting so you don't have all pink in one area. Make sure you use multiple colors so your garden pops. We have found that blues are hard to find and maybe talking to your local garden shop will help you with that problem. Sometimes adding an annual here and there will help, such as Alyssum and Lobelia (blue). What will your garden look like when most of the blooming is over? Use plants that have different color foliage. Fill in with moss such as English Moss and Scottish Moss. Make sure you have a variety of greens. Keep a list of all the plants you use and where they are planted.

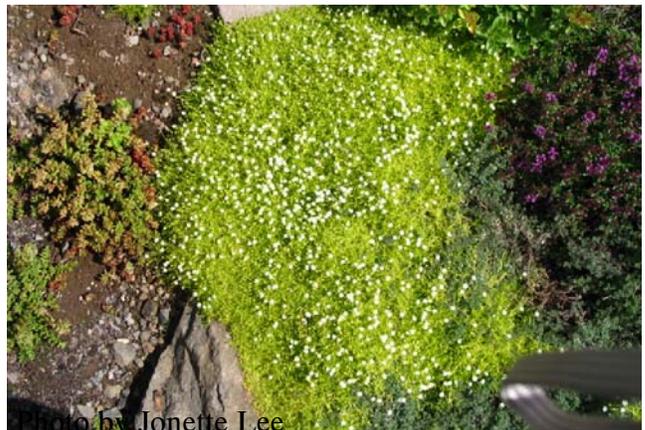


Photo by Jonette Lee

Scotch Moss



Photo by Jonette Lee

Irish Moss

Using trees makes it even more real. We use Dwarf Alberta Spruce, Cham L Nymph (Lawson Cypress) and Cham L Treasure Island (Lawson Cypress). These trees stay relatively small, but the Dwarf Alberta Spruce you will need to Bonsai or trim. They get very bushy, in fact we Bonsai and trim all our trees. We start in late March or first part of April and continue through the middle of June. We have 130 trees, so less will obviously not take as long. Always plant your trees as a single or in groups of three. It looks better to the eye.



Trees in front are done using a Bonsai technique and planted as a single or in a group of three
Photos by Jonette Lee

When building your garden railroad, be sure to plan a sprinkling system within the garden or it can become a major task to do by hand. We have a sprinkling system that is on a timer and we can go on vacation and not worry about our garden drying up.

Once your plants become established you will be amazed at what you have accomplished. The plants eventually spread and grow together, making fewer weeds and the maintenance can lesson depending

on the plants you use. If you don't like where you planted something, move it to another location where it will fit in or grow better. You will learn as you go.

I hope this helps you to get started. If anyone would like a plant list of what we used in our garden, please email us at jonetteandgarylee@gmail.com and we will be happy to send it to you.

Happy Gardening!



Jonette Lee

Photo courtesy of Samantha Irelan Photography



The Baker and Grande Ronde Railroad

Photo by Gary Lee

The End of the Train From On-line sources

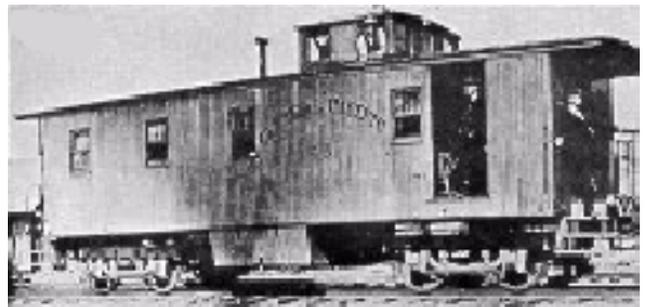
The etymology of the word “caboose” is uncertain but it may come to us from a Dutch word (*kabuis* or *kombuis*) for the cooking compartment on the deck of a sailing ship. That word for the car at the end of the train was not universal among the railroad companies. The term “caboose” was more likely used by railroads in the western United States. Some of the other vernacular names were:

Pennsylvania RR	cabin car
Canadian RRs	van
Boston & Maine, Maine Central	buggies
Chicago Burlington & Quincy	way car

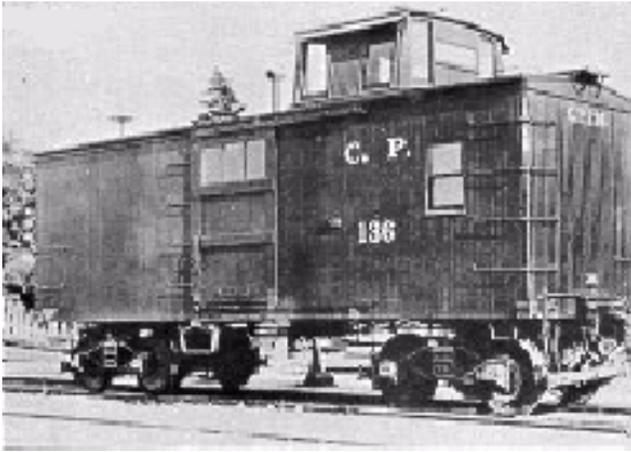
Other slang terms were “hacks”, “crummies”, and a number of rude terms.

Early cabooses were nothing more than flat cars with small cabins erected on them, or modified box

cars. The most generally accepted story of its beginning is that a man named Nat Williams, a freight conductor on the Auburn & Syracuse Railroad during the 1830s, made it his custom to sit in the last car of a freight train on a box or barrel and direct the train’s operation. As trains and runs grew longer, some railroads provided platform cars for their train crews, and eventually converted box cars for crews to use as shelters.



Central Pacific No. 45, built in August 1872 with wood frame trucks, could seat 22.



The 28-foot CP 136 cost \$838 when built as a CP box car in 1885.

The origin of the most distinguishing feature of cabooses; the “lookout” or cupola, has also been the subject of controversy, although a Chicago & North Western freight conductor seems to have settled the question. In 1898, T. B. Watson wrote “During the [18]60’s I was a conductor on the C&NW. One day late in the summer of 1863 I received orders to give my caboose to the conductor of a construction train and take an empty boxcar to use as a caboose. This car happened to have a hole in the roof about two feet square. I stacked the lamp and tool boxes under the perforation end and sat with my head and shoulders above the roof... (Later) I suggested putting a box around the hole with glass in, so I could have a pilot house to sit in and watch the train.”



A bay window caboose, circa 1962, was especially designed for crew comfort and safety

Cupolas were first built into cabooses on the Central Pacific–SP’s railroad ancestor—about 1875, and were permanent fixtures until 1949, when bay windows first made their appearance on SP cabooses. (The Akron, Canton & Youngstown Railroad is

said to have been the first railroad to use the bay window, in 1923.)



Typical caboose with cupola

The standard form of the American caboose had a platform at either end with curved grab rails to facilitate train crew members’ ascent onto a moving train. A caboose was fitted with red lights called markers to enable the rear of the train to be seen at night. This has led to the phrase bringing up the markers to describe the last car on a train (these lights were officially what made a train a “train”).

Originally lit with oil lamps, later caboose versions incorporated an electrical generator driven by belts coupled to one of the axles, which charged a lead–acid storage battery when the train was in motion. Very few cabooses remain in operation today, though they are still used for some local trains where it is convenient to have a brakeman at the end of the train to operate switches.

Cabooses are non–revenue equipment and were often improvised or retained well beyond the normal lifetime of a freight car. Tradition on many lines held that the caboose should be painted shades of red. The shades of red are from ferric oxide which is a less expensive paint. On many lines, it eventually became the practice to paint them in the same corporate colors as locomotives. The Kansas City Southern did something unique: They left their cabooses unpainted, but ordered them with a stainless steel car body. These were the exception to the rule of painting cabooses.

The caboose provided a space for the conductor and the rear–end brakeman to observe the well–being from the end of the train. The conductor had a work space for paperwork such as wheel reports itemiz-

ing cars handled. The cupola and the less common “bay window” provided an observation point for checking on the other cars of the train. Sometimes a good sniff in the wind alongside the train would indicate the odor of a “hot box” before it became a derailment. The crew could exit the train for switching or to protect the rear of the train when stopped. They also inspected the train for problems such as shifting loads, broken or dragging equipment, and hot boxes.

The caboose was also a home away from home—a place to sleep, cook meals, and provide shelter from the weather. Conductors were often assigned a specific caboose which they sometimes decorated; often with pin-ups.

Coal or wood was originally used to fire a cast iron stove for heat and cooking, later giving way to a kerosene heater. Now rare, the old stoves can be identified by several essential features. They were without legs, bolted directly to the floor, and featured a lip on the top surface to keep pans and coffee pots from sliding off. They also had a double-latching door, to prevent accidental discharge of hot coals due to the rocking motion of the caboose.

Cooking on the stove in the caboose was often done by the brakeman. Many of the men were terrible cooks and it was a challenge to cook anything very palatable (beans in various forms were common). If a brakeman got a reputation of being a capable cook, a conductor would often use his seniority to make sure that man was assigned to his crew.

Caboose types

The form of cabooses varied over the years, with changes made both to reflect differences in service and improvements in design. The most commonly seen types are as follows:

Cupola Caboose: The most common caboose form in American railroad practice has a small windowed projection on the roof, called the cupola. The crew sat in elevated seats in order to inspect the train from this perch.



One of the last designs (CB&Q) before the end of the caboose (way car) era.

The position of cupola varied. In most eastern railroad cabooses the cupola was in the center of the car, but most western railroads preferred to put it toward the end of the car. Some conductors preferred to have the cupola toward the front, others liked it toward the rear of the train, and some just didn't care. ATSF conductors could refuse to be assigned to a train if they didn't have their caboose turned to face the way they preferred. However this would be a rare union agreement clause that could be used but not a regular issue.

The classic idea of the ‘little red caboose’ at the end of every train came about when cabooses were painted a reddish-brown; however some railroads (UP, and NKP for example) painted their cabooses yellow or red & white. The most notable was the Santa Fe which in the 1970s started a rebuild program for their cabooses in which the cars were painted bright red with an 8-foot-diameter Santa Fe cross herald emblazoned on each side in yellow.

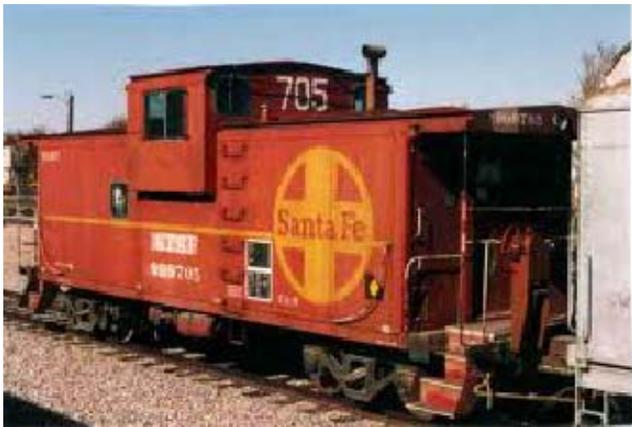


The last bay window caboose built for the Erie Lackawanna RR (1970).

Bay window caboose: In a bay window caboose, the crew monitoring the train sits in the middle of the car in a section of wall that projects from the side of the caboose. The windows set into these extended walls resemble architectural bay windows, so the caboose type is called a bay window caboose. This type afforded a better view of the side of the train and eliminated the falling hazard of the cupola. The bay window gained favor with many railroads also because it eliminated the need for additional clearances in tunnels and overpasses.

The Western Pacific Railroad was an early adopter of the type, building their own bay window cars starting in 1942 and acquiring this style exclusively from then on. Many other roads operated this type, including the Southern Pacific Railroad, St. Louis & San Francisco Railway, Kansas City Southern, the Southern Railway, and the New York Central Railroad.

In the UK, brake vans are usually of this basic design: the bay window is known as a lookout or ducket.



ATSF Extended vision caboose

Extended vision caboose: In the “Extended Vision” or “Wide Vision” caboose, the sides of the cupola project beyond the side of the carbody. Rock Island created some of these by rebuilding some standard cupola cabooses with windowed extensions applied to the sides of the cupola itself, but by far the greatest number have the entire cupola compartment enlarged. This model was introduced by the International Car Company and saw service on most U.S. railroads. The expanded cupola allowed

the crew to see past the top of the taller cars that began to appear after World War II, and also increased the roominess of the cupola area.

Additionally, Monon Railroad had a unique change to the extended vision cabooses. They added a miniature bay to the sides of the cupola to enhance the views further. This created a unique look for their small fleet. Seven of the eight Monon-built cabooses have been saved. One was scrapped after an accident in Kentucky. The surviving cars are at the Indiana Transportation Museum (operational), the French Lick Museum (operational), the Kentucky Railroad Museum (fire damaged), and the Bluegrass Railroad Museum (unrestored but serviceable). The remaining three are in private collections.



Monon extended vision caboose

Transfer caboose: A transfer caboose looks more like a flat car with a shed bolted to the middle of it than it does a standard caboose. It is used in transfer service between rail yards or short switching runs, and as such lacks sleeping, cooking or restroom facilities. The ends of a transfer caboose are often left open, with safety railings surrounding the area between the crew compartment and the end of the car.

The “bobber caboose” was often a transfer caboose used mostly on eastern railroads, although some lumber companies also used a similar design in narrow gauge service. This shorty caboose was called a bobber because of its terrible ride. Some states outlawed their use because of their poor tracking ability.



Transfer caboos (CSX)

A more recent variation on the transfer caboos is the “pushing” or “shoving” platform. It can be any railcar where a brakeman can safely ride for some distance to help the engineer with visibility at the other end of the train. Flatcars and covered hoppers have been used for this purpose, but often the pushing platform is a caboos that has had its windows covered and welded shut and permanently locked doors. CSX uses former Missouri Pacific Railroad “shorty” transfer cabooses and marks them as “pushing platforms.”

Drover’s caboos: Drover’s cabooses looked more like combine cars than standard cabooses. The purpose of a drover’s caboos was much more like a combine as well. On longer livestock trains in the American west, the drover’s caboos is where the livestock’s handlers would ride between the corral and processing plant. The train crew rode in the caboos section while the livestock handlers rode in the coach section. Drover’s cabooses used either cupolas or bay windows in the caboos section for the train crew to monitor the train. The use of drover’s cars on the Northern Pacific Railway, for example, lasted until the Burlington Northern Railroad merger of 1970. They were often found on stock trains originating in Montana.



Drover’s caboos

Train conductors often hated drover’s cabooses because the drovers often stank, drank, and had manure on their boots. Some railroads provided a separate car for drovers ranging from an obsolete passenger car (CB&Q) to a car that resembled a long caboos without a cupola (Great Northern).



Drovers Car

Oregon, Pacific and Eastern Railway

The Oregon, Pacific and Eastern Railway (reporting mark OPE) is a short line railroad that began in 1904 as the Oregon and Southeastern Railroad (O&SE). The line ran 18 miles (29 km) between the towns of Cottage Grove and Wildwood. The Oregon, Pacific & Eastern Railway Company incorporated in 1912, and purchased the physical assets of the O&SE two years later. The OP&E’s operations ran some 16.6 miles (26.7 km) from an interchange with the Southern Pacific Railroad at Cottage Grove, then east to Culp Creek. The last of the track was closed and scrapped in 1994.

The company reorganized in 1940 under the same name, and was purchased by the Booth–Kelly Lumber Company in 1947. Georgia–Pacific subsequently purchased Booth–Kelly (including the OP&E) in 1959, and in turn sold it in 1970 to Willis Kyle, who formed the Row River Investment Company (jointly owned by Kyle Railways and Bohemia, Inc.). The line operated passenger excursions from 1972 until 1987. At that time the train used a self-propelled Budd Rail Diesel Car originally built for Southern Pacific, which had spent most of its life on the Southern Pacific subsidiary Northwestern Pacific. On OP&E it was known as “The Goose”.

The 1973 motion picture *“Emperor of the North Pole,”* starring Lee Marvin, Ernest Borgnine, and Keith Carradine was filmed along the railroad’s right-of-way and using some of the company’s equipment. The film was released on DVD as *“Emperor of the North.”* In 1985, *“Stand By Me,”* a Rob Reiner motion picture of a Stephen King novelette, was filmed along the railroad as well.

In March 1986, the company owned a total of three locomotives, 31 boxcars, and 44 flatcars. All of that fleet is gone except for an old GE 44 ton locomotive.

Bohemia Incorporated bought out the railroad in Cottage Grove from Kyle in 1987. Kyle’s 2-8-2 Mikado Steam Engine #19 was returned to the Yreka Western Railway Company (another Kyle railroad) that same year. In 1994, Bohemia discontinued service along the entire 17 mile OP&E line. The line was then abandoned and taken up as scrap and made into a hiking and bike trail, the Row River National Recreation Trail. The Oregon Pacific & Eastern Railway was dissolved as a corporation on December 19, 1994.

The Oregon Pacific & Eastern came back to life and was incorporated as an Oregon corporation in 2001 by Robert W. Larson. Larson is a long time consultant to Mr. Kyle and a former employee of the OP&E from Roseburg, Oregon. Larson is now the President and CEO of the new OP&E. Currently Larson owns a GE 44 ton locomotive that will have the original OP&E reporting marks added.

In March 2007, the OP&E took over as a concession operator of a narrow gauge railroad operation at Wildlife Safari in Winston, Oregon. Larson also owns the LP&N (Longview, Portland & Northern Railway) in Gardiner, Oregon.

Editor’s Note: I was unable to verify that there is a narrow gauge railroad in operation at Wildlife Safari in Winston, Oregon.



OP&E #100



OP&E #19 2-8-2 locomotive currently in Yreka, California



OP&E #602



OP&E #5 2-8-0 locomotive currently in a museum in Galveston, Texas

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**

April 9, Noon to 5 p.m., Woodland, WA: Quarterly meeting and auction. Darrel Dunham is host. 4845 Old Lewis River Rd, Woodland, WA
Phone: (306) 225-5158
Host will be serving Hamburgers & Hot Dogs.
A-E Side Dish
F-M Salad
N-Z Desert

Parking will need to be at the street. Then walk in about 1/2 block to the house. There are 3 spots in front of the house, but should be left for ones with walkers and wheel- chairs.

The driveway is used by my neighbor that lives down the driveway past me.

Directions: Take I-5 North through Vancouver to Woodland (Exit 21), exit and at the light, turn right and go 5-1/2 miles to Fredrickson, turn right and then left onto Old Lewis River Rd. (do not take any Old Lewis River Roads before getting to Fredrickson as none of them go through). My place on the right is the last one before the stop sign at Lewis River Rd. (My driveway is RAIL Rd.

May 7, Saturday (all day): National Train Day

May 14, Saturday, Noon to 5 p.m.: Robert & Carol Westhafer in The Dalles for a track laying party and get together. Details to be announced.

June 11, Saturday, Noon to 5 p.m.: Tom and Betty Gaps open house. 5922 SE Skyhigh Ct., Milwaukie, OR 97267, 503-659-8893 Details to be announced.

June 18, Saturday, 10 a.m. -5 p.m.: "Railroads In The Garden Summer Tour" Bill Derville, Chairman. Details to be announced.

June 21 - 25:

2011 NGR Convention in Overland Park, Kansas

July: Bill and Brenda Derville open house (quarterly meeting)

August 6 - 9: Glacier National Park Trip

August 13, Saturday: Bill and Jean Dippert open house.

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

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

November 12, Saturday: Annual RCGRS Luncheon

December Christmas ships?

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