

G-Scale At The Nevada Railway Museum By Rex Ploederer

This summer Carla and I traveled the west and while in Reno, took a short trip to Carson City, the capitol of Nevada. Carson City is also the home of the Nevada State Railroad Museum. This is a very fine railroad museum and worth seeing. Unexpectedly, we found a real treasure, 16 scratch built G-scale locomotives of prototypes that ran on the Virginia and Truckee. The locomotives are located in the main building and mounted in individual cases recessed along the back wall.

The story is best told by the builder himself in this letter displayed with the exhibit:

December 1972

I have always been interested in railroading and particularly the steam locomotive.

In 1937, while I was on vacation I came through Carson City [and] ... came upon the V&T station, yards and engine house. They were like stepping back into the 1870s and to me very fascinating.

When I returned home I began a search for information on the V&T and the history of the Carson-Virginia Cities area. From then on I have visited your area every two or three years.

In 1956-57, I spent an evening in the Carson City home of my very good friend, the late Grahame Hardy. While looking over some of his V&T photographs I got the idea I would like to build a model or two of its engines...

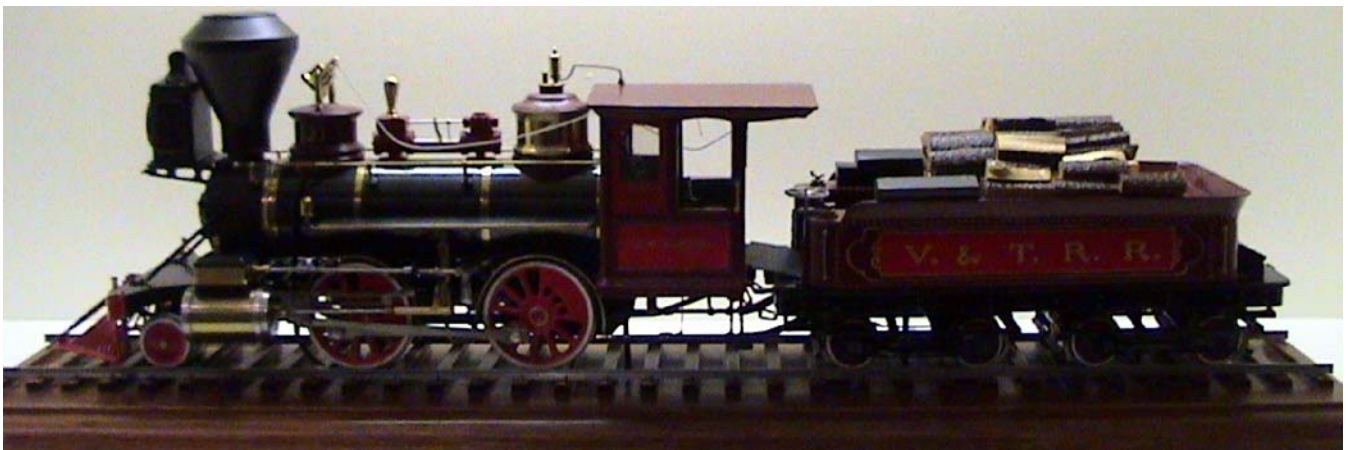
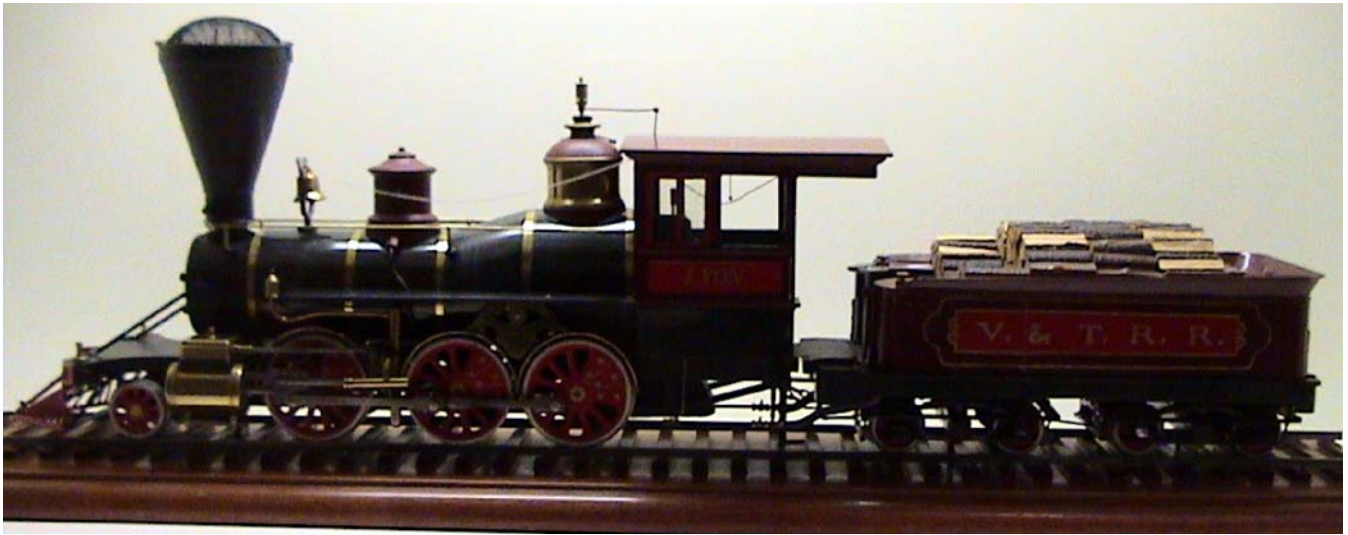
For the next three years until my retirement in 1960 I spent most of my spare time making patterns and having the necessary castings made.

After retirement I started construction on what had now grown to a three engine project. I gradually began to think of expanding the hobby to include one of each type of engine used by the V&T and to give them to your museum. Now sixteen years later the project is complete.

I estimate the engines have taken about 600 hours apiece for a total of 9,600 hours or 1200 working days. There is not a single piece in any of the engines that was not made by myself.

Gerald L. Richardson

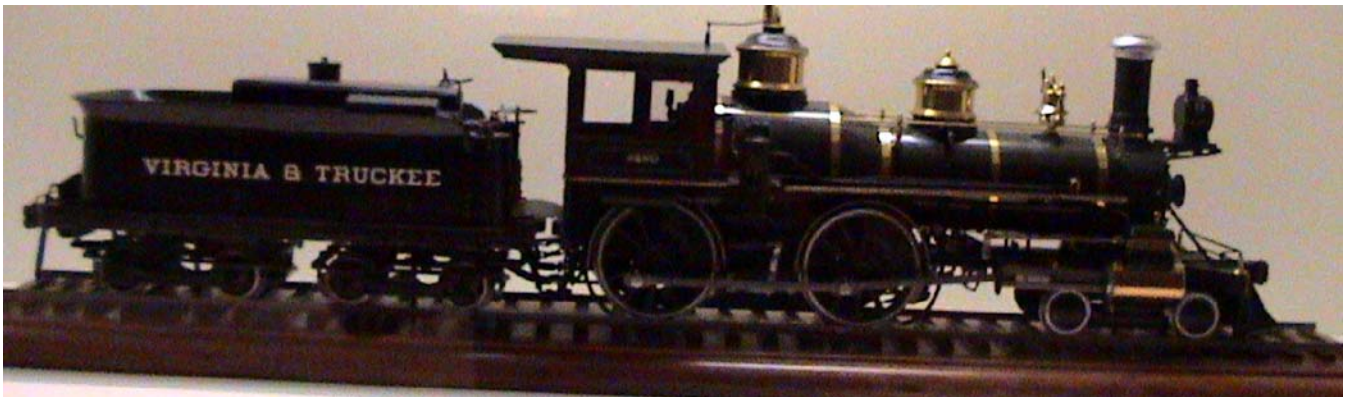




Take a moment to think about the time involved. 1200 working days is equal to over 4.6 years working 8 hours per day, 5 days per week and 52 weeks per year. Amazing!

I didn't ask if the engines were powered because it

really didn't even cross my mind, although I suspect they are not. The craftsmanship had me spellbound. Each engine is different with pictures of the actual engine surrounding the display case. Here are a few of the models. The pictures speak for themselves.



Module SIG

By David Kookan

Much was accomplished when the Modular Committee met on January 20th at Gary Lee's workshop. Hopefully, all the work will be appreciated by those who set up for the February show, since set-ups and take-downs should require far less time and energy than has been the case at previous shows.

After much discussion of the the pros and cons of the older style modules, agreement was reached that the legs and attendant diagonal braces were to be replaced with folding legs. Assembling them, and taking them apart, has been very time intensive, involving a variety of sizes of nuts and bolts.

The new configuration will allow one person to set up an old style module in a matter of minutes. The newer style will still require at least two persons per module because they are heavier and wider.

To make the folding legs fit, Dennis Peoples and Dave Linn modified the wooden frameworks, Ron Bacon and John Stiger adjusted the leg lengths to make the modules uniform in height, and Bill Dipert and Dave Kookan attached the legs.

Don Golgert sorted and labeled all of the old hardware. Just one specific length bolt will be utilized in joining the table ends.

Jeff Lange modified the oldest modules by installing folding legs, and those, also, will go up and down much faster than before.

Dennis Peoples and Gary Lee replaced the solar dome in the trailer. The old one destructed in a storm, and now, once again, our equipment is protected from the elements.

Committee members, during unscheduled waiting periods, such as when the band saw got very balky, assisted other members with their tasks, which made the work flow well. When alterations to the old modules were discussed, every member joined in proposing solutions.

An unplanned, but very welcome project, involved the counter-weighted bridge that John Stiger has allowed our club to use in the past. Committee members designed and built bridge abutments that will allow us to incorporate the bridge into one module space. If all goes well, we will no longer have to crawl under the tables at the show in order to get inside our display.

General Minutes of the Rose City Garden Railway Society Board Meeting

January 13, 2007

Location: Columbia Gorge Railroad Club

Meeting called to order at 2:45p.m.

Old Business

11/11/06 General Meeting held however no minutes were taken as no business was conducted (Banquet).

Darrel announced that during 2006 that at each meeting you wore your name tag to a meeting a ticket was put in the hopper for a drawing. Ron Bacon won a \$25.00 to Tammies and a one-year membership.

The 12/13/06 Board Meeting minutes were read and approved by the Board of Directors as read and written.

Treasurer's Report - The Treasurer's report is available from the Treasurer. The Society is solvent.

\$25.00 donation was given to Columbia Gorge Railroad Club.

Newsletters: Black and white copies are being mailed only to members without e-mail which is a substantial savings. Allan Warrior needs committee reports sent to him.

Module SIG Group: David Kooken announced a meeting next Saturday 1/20/07 at 8:00a.m. working meeting at Constructavision. He is asking general membership to consider joining the SIG group. Work at this meeting will include working on the Society's trailer and repair broken modules. Constructavision is located at 4025 North Williams Ave., Portland 97227, on the NW corner of NW Shaver St. & Williams Ave. The SIG builds and/or repairs any equipment for shows and not responsible for Show set-up.

If the Society does not have at least 20 people at each train show set-up the Board can decide not to participate in Shows. It takes volunteers. A decision was made to recruit more members to participate in the show via e-mail. Christina will send e-

mail to all members and non-members. E-mail has been sent and as of 1/17 - 22 volunteers have signed-up for the February 16/17 Show at the Expo Center.

Club Store - David & Margaret Kooken announced the original source for the shirts moved to Texas and 2 other vendors, one in Lake Oswego and one in Orchards, have been contacted. Recommendation of vendor in Orchards. The shirt logo disk was received from Dennis Peoples and if no changes to logo there should be no costs for logo. A catalog was shown at the meeting to show various styles and sizes (sizes comparable to J. C. Penny) of potential new Society shirts. The catalog price is Society's price. Treasurer to write check for entire order - 50% at time of order and 50% at time of pick-up; 2 weeks from time of order. The Society's preference of color is white and the shirt cost is \$27.95 for the "Rapid Dry".

1/22 - 6:00 p.m. Summer Tour Meeting at General Tool 2705 NW Nicolai, Portland 97210. If you are going to participate please be at the first meeting as it is important.

Need Membership Chairman - we want a volunteer

Communications are now by e-mail but would like to get the calling tree back in place. Currently have 6 members that do not have e-mail which are contacted by an e-mail member assigned by Christina. Allan will make certain in March a Membership Roster will be sent as part of the Newsletter.

Carolyn Rose announced for the Alaska Trip a new itinerary will come out this week. May '07 there will be meeting before Open House to fine tune. Final payment to RCGRS in February.

Rex has two flats of trees for \$4.00 and \$6.00 to be sold at the meeting.

Meeting adjourned 4:00p.m.

Submitted by: Barbara Clark, Secretary

Railroad Stories

What Cars Can Take

Unfortunately the cars really don't take it. In the field you can't see the damage that was done by that overspeed impact. The draft gears may be blown,

the sills bowed, follower blocks knocked out of position, draft gear keys and wedges bent, shear plates bowed and on tank cars the tank bottom buckled under the jacket that you can see on the outside or most likely the stub sill is cracked. and the crack silently grows each year.

All this damage is found during a shop inspection and the car owner files a claim with the handling carrier for Rule 95 damage and the battle rages on. Of course sometimes the car doesn't go to shop for years and then one day the car sill fails dramatically in the field and the car owner gets blamed for putting this piece of #?@* on my railroad. In Canada, the rule making body (Transport Canada—their version of the FRA) has a regulation that requires the carrier to notify the tank car owner anytime they couple his car above 4 mph. The car must be shopped and inspected before being loaded again. That's why there is that clause in the special instructions of all RR operating departments about not coupling cars above 4 mph.

What does it mean “Working Under A Flag”?

It means working under an assumed name when a man was “persona non-grata” to railroad management. In the days prior to Social Security numbers and any other reliable means to check on a person's true identity, a railroad employee would assume a name other than his own. That employee had to be careful when he met someone in his new place of employment that he had known in his “past” so that they didn't call him by his real, or previous “flag” name.

The Service Letter. This was a letter given to a “rail” when he left employment with a carrier. It would be known as a “letter of reference” today.

A favorite trick of an enterprising “boomer” would be to make up or “purchase” a service letter giving him a favorable reference. It was best to have one from some obscure “pike” far far away from where the boomer was seeking employment. By the time the new employer had checked the reference, said

boomer would probably be ready to move on. There were entrepreneurs even in those days who made a business of providing fake service letters from obscure or non-existent railroads.

Here's a little quiz question: Suppose a boomer brakeman applied to the local trainmaster of the ABC railroad with a service letter from a legitimate railroad giving him favorable reference, but after looking at the letter the TM would find some “reason” to turn down the potential “new hire”. He could tell that the letter said “do not hire this man”. even though the letter seemed legit and spoke favorably of its owner. How could he tell????

A “symbol” of a crane with a broken neck was embossed in the paper as a “watermark”. No matter how “glowing” the references were in the written portion of the letter, the broken necked crane was the “kiss of death” as far as employment was concerned.

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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**. The following events so far for 2007 are listed below.

February 17–18, 2007: “World’s Greatest Hobby Train Show” at the Portland Exposition Center. Many members are needed to help. **See the Email post for February 1, 2007 for more details.**

Show Coordinator For RCGRS Participation:

Jeff Lange is our RCGRS Vice-president and this year’s Show Coordinator. He will be at show during all hours. As needed, he will show members how to safely operate the club power pack and the remote control handheld Train Engineers, if available. These units will allow all members the freedom to walk beside their trains around the perimeter of the layout, and stop their train at anytime to show visitors, or reposition loads which may have shifted, etc.

SHOW HOURS:

Friday Setup: Noon First volunteers should begin arriving at 12 p.m.. End at 8:00 p.m.

Saturday: 10:00 a.m. to 6:00 p.m.

Sunday: 10:00 a.m. to 5:00 p.m.

Run times for member trains will be in 1 hour increments – 8 hours Saturday; 7 hours Sunday

Sunday Takedown: All members are encouraged to help after 5:00 p.m.

March 10, 2007, Saturday, 11:00 a.m.: Tour 700 Steam Engine. The Roundhouse is located behind Tri-Met office at 17th & Holgate in Portland. See the February 1, 2007 Email post for this event.

Lunch RSVP required by Tuesday, February 20, 2007. Notify Christina Brittain 360-837-3711 or quinnmountain@aol.com for RSVP response.

March 25, 2007, Sunday, 1:00 to 5:00 p.m.: Open House at the Larry Staver large indoor layout. Member Penny Walker is coordinating this event and will confirm details in mid-February. Not a potluck; beverages and light snacks provided. Penny can be reached at 503-646-6671 or pennelifer@hotmail.com

April 15, 2007, Sunday: Open house at Dave and Margaret Kooker’s, 7542 Carolina Lane, Vancouver, WA 98664; 360-695-0389 or dmkooker@pacifier.com. More details later.

May 12, 2007, Saturday: Open house at Ron and Marlene Bacon’s, 31262 SW Laurelview Road, Hillsboro, OR 97123; 503-628-2300 or mbacon@centrifigata.com. A Board meeting is scheduled before the open house time and a quarterly meeting is scheduled after the meal.

May 26, 2007, Saturday: Open house at Dennis and Carolyn Rose’s, 18325 SW Jaylee St., Hillsboro, OR 97007; 503-649-4904. Hot dishes or salads are welcome. Dessert will be supplied.

11:00 a.m. – Alaska Group update

Noon – Social time

1:00 p.m. – Lunch

June 16–17, 2007: “Railroads In The Garden” RCGRS Summer Tours.

July 15, 2007, Sunday: Open house at Gary & Jonette Lee’s. 34140 SE Hurlburt Road; Corbett, OR 97019; 503-695-2550 or gary@constructavision.com.

August 4, 2007, Saturday, 1:00 to 6:00 p.m.: Open house at Ron Dunham, 5044 NE Alberta Court, Portland, OR 97218, 503-287-9803. Hamburgers and hotdogs supplied. Beverages and side dishes appreciated.

August 12, 2007, Sunday: Open house at Quinn Mountain (Bud Quinn & Christina Brittain), 812 Canyon Creek Road, Washougal, WA 98671; 360-837-3711. Main meat dish and beverages supplied. A–C Bread; D–H Side Dish; I–O Salad, P–Z Dessert. A Board meeting is scheduled before the open house time and a quarterly meeting is scheduled after the meal.

September 8, 2007, Saturday: Open house at Mike and Terri Greenwood’s. 7007 N. Borthwick; Portland, OR 97219; 503-225-9373.

October 2007: Open (Halloween theme)

November 2007: Annual RCGRS Banquet

December 2007: Tentatively Jan and Rae Zweerts.

Editor’s Note: The deadline for the February 2007 newsletter is February 25th, 2007.