

February 2012



RCGRS Officers for two years 2012 and 2013 (left to right): Jeff Lange, Immediate Past President; Jan Zweerts, MODSIG Chairman; Kathryn Warrior, Secretary; Steve Cogswell, Treasurer; Tom Gaps, Yard-Master; Greg Martin, President; Gary Lee, Out-going Past President; Nick Kelsey, Vice President

**RCGRS Annual Meeting**  
**Saturday, January 14, 2012**  
**Columbia Gorge Model Railroad Club**  
**1:35 p.m.**

consensus of the group to start early. Thanks to Ed Foley, Ken Shipman, and Dennis Rose for the use of the Columbia Gorge Facility. Jeff thanked RCGRS club members for their support this past year and for the honor of being club President.

1. Call to order – President Jeff Lange called the annual business meeting to order at 1:35 pm by

2. Nominations and elections of new club officers: Gary Lee, nominating chair, presented the slate of officers. Nominations from the floor for each of the board positions were called for. No nominations from the floor were made so Allan Warrior moved that we accept the nominees by acclamation. Motion seconded and approved.

The officers for 2012–2014 are:

President: Greg Martin

Vice President: Nick Kelsey

Secretary: Kathryn Warrior

Treasurer: Steve Cogswell

Yard Master: Tom Gaps

3. Approval/Amendment of minutes – Kathryn Warrior reported that the minutes from the October meeting were published in the November newsletter and no additions or corrections were received. Nick Kelsey moved and that the minutes be approved as published in the November newsletter. Motion seconded and approved.

4. Treasurer’s Report – Steve Cogswell—change of \$1,456 of banquet expenses so net loss for the banquet was \$889. The club had a \$486 loss for year. Renewals at this point are about half of previous membership. Renewals can be done on website. Motion to accept treasurer’s report as amended was approved.

Steve presented the proposed budget for 2012. He suggested thinking about changing the date of the annual meeting to coincide with annual banquet. Shannon Pratt moved to approve the budget as presented. Motion seconded. Discussion followed regarding the allocation of club money for Modules SIG. Budget approved as submitted.

5. Yardmaster’s Report – Tom Gaps—reported that he received inventory of club property and assets from previous yardmaster. Treasurer maintains title and registration documents for the club trailer.

6. Vice President’s Report – Nick Kelsey: Introduced members: Herb Couperthwaite, Henry and Angela Stewart, Robert and Mitchell Atwood.

7. Committee Reports:

- OPSIG Report – Nick Kelsey reported that it’s winter so no operating sessions are scheduled.

- MODSIG Report – Jan Zweerts and Tom Gaps: Jan showed and described a number of improvements that have been made to module pieces. He passed around a test routed plywood board for the ferry and showed an old warped module that has been replaced by Nick Kelsey with a newly built module. He reported that we now have 2 carts with steel frames for moving stacked modules (\$300). Thanks to John Stiger. He described inexpensive fixes of module legs by Andre Anderson. Merlene Bacon and Jean Dippert have been working on additional skirting for the modules. The next work session is scheduled for January 21<sup>st</sup> at Constructa-vision at 9am. Breakfast at Overlook Café at 8 am. The MODSIG could use a PR Chair. February 18<sup>th</sup> will be pack up day for getting ready of World’s Greatest Hobby Show. He reminded people they need to check the Yahoo calendar for schedule of activities. February 25<sup>th</sup> and 26<sup>th</sup> is the World’s Greatest Hobby Show at the Portland Convention Center. Show hours are Saturday 10–6 and Sunday 10 to 5. Set up is the 24<sup>th</sup>. New members are encouraged to get on the schedule to run club owned equipment at the show.

- Railway Movie night, January 21<sup>st</sup> at 6 pm at Fanno Creek Brew Pub. Jan has 4 movies out for people to indicate what they would like to see. February 18<sup>th</sup>, will be a foreign film and March 24<sup>th</sup> is President’s choice film.

- Summer Tours – Bill Derville reported another successful summer tour providing a net income of \$2,739. The 2012 tour is scheduled for Father’s Day weekend, June 16, 2012. He is expecting people on tour last year to be on tour this year and he will need to add some. He would like to get layouts finalized by end of February. Volunteers will be needed to help with layouts. Members on the tour should recruit helpers for their layout and if

unable to do that contact Darrell Dunham who will help with recruitment of volunteers for the event.

#### 8. Unfinished Business:

- Gary Lee moved that the club reimburse Carolyn Rose for expenses of \$40 paid to a banquet presenter who was not a club member. Motion seconded and approved.

#### 9. New Business

- Carolyn Rose discussed club Colorado Trip “6 railroads in 6 days.” She provided an informational paper with reservation information and discussed the different possibilities for this trip. September 2012 with Ron and Merlene Bacon, July 2013 (probably 3rd Tuesday) or one can do the trip individually on your own schedule.

- Gary Lee 2013 West Coast Tour: Gary provided background for the topic by sharing with the membership that at the 2010 Seattle pre-tour Bay Area Garden Railways Society, Russ Miller, suggested to Gary the idea of RCGRS hosting a regional meeting. This proposal is that RCGRS host a 2 or 3 day regional meeting in 2013. Gary sees this opportunity as being like our summer Garden Tour. The purpose is to showcase our railways. The regional meeting would basically be a layout tour and a social get together. Nick Kelsey moved and it was seconded that RCGRS host the 2013 Regional Meeting. Tom Gaps moved to amend the motion to say: have Gary Lee form a committee to report a specific plan with more details at the April 2012 business meeting. Motion to amend seconded and carried. Vote on amended motion carried. Gary is inviting people to be on the committee. The following volunteered and others are welcome: Gary Lee, Nick Kelsey, Tom Gaps, Darrell Dunham, Bill Derville.

- Gary discussed concerns around current RCGRS club umbrella insurance policy that covers club sanctioned events. He found that it covers second to homeowners. Angela Stewart will review the club umbrella policy and make recommendation.

- Ron Bacon invited members who want to run live steam at February show to contact him by phone.

He reported that live steam has 2 hours each day at the show for running live steam.

- Ed Foley moved and it was seconded that the club make a donation of \$50 to the Columbia Gorge Model Railroad club for the use of the facilities for our meeting.

- Jan brought up idea of contribution to Oregon Rail Heritage Museum by donating a percentage of the sales net proceeds of the books for the Summer Tour. Shannon Pratt moved and it was seconded to donate 5% of book sales to the Oregon Rail Heritage Museum. Discussion followed. Ed Foley moved and it was seconded to table the motion to the next meeting.

- Ed Foley announced Columbia Gorge hosting the NMRA Convention in August of 2015. Doug reported 1500 to 2000 people expected. He reported there is a link on Columbia Gorge Railroad Club website that provides information about the convention.

10. Confirmation date, time and location of the next quarterly business meeting: Dave and Margaret Kooken offered to host April quarterly business meeting on Saturday, April 14, 2012. Members should bring a potluck dish and arrive at 12:30 and eat at 1 pm. There will be no open house associated with this event.

Bill Derville discussed retention of members and suggested outreach to new members by providing mentors for new club members. Tom Gaps volunteered to coordinate matching new members with a mentor from the club.

11. Announcements: Jeff announced he has old Garden Railway magazines that could be given to new members.

Ron Bacon announced that new members should contact Merlene for nametags.

Gary Lee extended an invitation to club members to come down to Constructavision on Monday evenings between 5 and 8 pm to work on projects. If members plan to do that, please let Gary know so that he knows to expect you.

Nick Kelsey presented Jeff Lange with a mug of appreciation for his service as president. Jeff shared his experience of providing a Christmas Train display in his school library with the Christmas Train he won at the annual banquet. He thanked Allan and Kathryn Warrior for donating the Christmas train.

Jan Zweerts reported that the starter set donated to his nephew, Richard, has migrated to Wisconsin to his great nephew, Dekon.

Ken Shipman offered The Columbia Gorge Railroad facility for annual meeting next year.

12. Adjournment Nick Kelsey moved that the meeting adjourn. Motion seconded and carried.

## **Union Pacific Railroad Genset Ultra-Low-Emissions Rail Yard Locomotive Fast Facts**



Ultra Low Emissions Diesel Genset Switcher

Union Pacific began to study and concept-test a design of a Genset switcher locomotive in 2002. Performance testing of a prototype Genset locomotive began on December 5, 2005, at Union Pacific's Proviso rail yard in Chicago, Ill. The prototype locomotive was moved to Los Angeles, Calif., in February 1, 2006, to continue performance testing and it continues to work at Union Pacific's Long Beach rail yard.

The prototype Genset locomotive is powered by two 700-horsepower ultra-low-emissions off-road diesel engines that are connected to electric generators, thus the name "Generator-Set," or "Genset" switcher. The generators supply electricity to four electric motors that turn axles to which the wheels are attached.

Union Pacific has 159 ultra-low-emission locomotives that have diesel engines which are Tier 3-certified by the U. S. Environmental Protection Agency for off-road use. Three of these locomotives are working in California and Texas. Four of the latest version of the Genset switcher locomo-

tives will work at UP's J. R. Davis rail yard in Roseville, Calif. The latest models have six traction motors compared to four on the 159 Genset switchers. The additional traction motors provide increased power to push rail cars over the Davis Yard incline where they are then sorted into different tracks assigned to their next destination.

The Genset yard switcher reduces emissions of nitrous oxides by 80 percent and particulate matter by 90 percent, while using as much as 30 percent less fuel compared to current older switching locomotives. The fuel savings also translates into a 30 percent reduction of greenhouse gas. At low throttle settings, only one of the three ultra-low emissions diesel engines operates; the other two are shut down. When additional power demand is needed, the second and third diesel engines automatically start and quickly go on-line producing the amount of electrical power required to move rail cars.

When the Genset switcher locomotive is not in use, all diesel engines automatically shut down for fuel conservation and emissions reductions. The gly-



col-coolant systems will protect the engines at temperatures of 20 degrees F. Each engine will occasionally, and independently, restart automatically during shut downs to circulate coolant so that the internal engine systems are protected.

The Genset locomotive is able to pull more rail cars at low speeds than other yard locomotives because the electric, or “traction,” motors are independently powered and controlled, giving it superior adhesion compared to a typical locomotive with series-parallel motor connections. Locomotives that operate in rail yards are used to sort rail cars by destination for outbound trains.

**Editor’s Note:** I have been contacted by Mr. Ron Johnson, a retired Forester who was one of the principals involved in developing the “Banks–Vernonia State Trail.” This rail trail and state park runs for 21 miles (34 km), primarily north–south, between the towns of Vernonia and Banks on an abandoned railroad bed. Mr Johnson states that they are missing historical photos, memorabilia, relating to its railroad and logging history. He also suggested he would be interested in RCGRS taking part in the “Heritage Days” in September at LL “Stub” Stewart State Park.” Perhaps a G–Scale logging train display and/or a logging display? If there is any interest, I will try to get more information.

The history of the rail roads in this area are intertwined and quite confused, but I found the following history one of the better ones. The Shay locomotive at Venonia, OR is one of the remnants of the Oregon–American Company. The Oregon–American/Long Bell number 102 is a Lima Shay, 40 ton–2 truck built in 1912. It was originally built for the Astoria Southern Railway as their number 2. In 1922, it went to the Clark County Timber Company. It passed through several hands in Oregon, before being purchased by the Oregon–American in 1928. It retained the number 2, until 1938, when it was renumbered 102. In 1953, when Long Bell purchased the mill and railroad, the locomotive was repainted to reflect the new owners. In 1958, it was retired, after more than 44 years of hard service. It was placed in a Vernonia city park. Recently, it was taken out of the park in hopes that it could be re-

stored and fired back up. But the restoration was beyond the scope of the folks who tried and it was put back together and placed back in the park where it remains today.

This was the smallest locomotive that the O–A employed, but it was a hard worker. One of only 5 geared locomotives that the O–A used in more than 33 years, it saw a lot of action. While several of the O–A rod engines still exist today, number 102 is the only geared O–A locomotive to survive. The rest were scrapped.

## **Overview of the United Railways and Oregon–American Lumber Company**

**By Ed Kamholz**

In 1906, the United Railways was incorporated to build an interurban electric railroad from Portland, Oregon to Hillsboro and down the Willamette Valley, eventually to San Francisco. But, it’s ultimate fate would be entirely different.

Construction began in 1907 in Portland. The intention was to hook up with an existing electric line in Hillsboro and Forest Grove. The Oregon–Electric was already constructing a line between Portland and Forest Grove, via Garden Home and the Tualatin Valley. So, to attract different customers, the United Railways built their line over the Tualatin Hills, via Cornelius Pass. However, this would necessitate several very large and expensive trestles as well as 4105–foot long tunnel at the Cornelius Pass summit.

By 1909, the Northern Pacific and Great Northern Railroads purchased the United Railways via the Spokane, Portland and Seattle. Although the UR retained it’s name and was operated as a separated corporation, it was essentially owned by the SP&S.

The Pacific Railway and Navigation Company (PR&N) started a rail line from the east side of the Coast Range in 1905. The line was finally finished in 1911. The railroad was nicknamed “Punk, Rotten, and Nasty,” because the combined effects of steep grades, hairpin curves, breathtaking trestles,

and smoke from the firebox made passengers queasy. With the coming of the railway, the Oregon coast was finally linked to the interior. By 1910, the Cornelius Pass tunnel construction was begun and finished about a year later. Grand dreams were to drive the line all the way to Tillamook. Never mind that the PR&N was already building a railroad to Tillamook via the Salmonberry Canyon. In 1911, the UR had reached Banks, OR where construction had temporarily ceased. The UR decided not to extend the line to Forest Grove, since the Oregon-Electric already served that city. The parent company had decided that they would wait for major harbor development to be completed, before they continued on to Tillamook and the Oregon Coast. In the end, the line would never attempt to built to Tillamook.

In 1919, The Eccles Interests of Utah, purchased large tracks of timber land near Vernonia, Oregon and incorporated the Portland, Astoria and Pacific Railroad. Plans were to continue where the UR ended at Banks, north to the town of Vernonia, where a sawmill was planned to be built. The plan was for the PA&P to finish the line to Vernonia, then purchase the UR from the SP&S and operate the entire line.

The period between 1919 and 1921 was one of economic hardship for the Portland, Astoria and Pacific and construction was slow. Eccles was unable to finance the line and ended up selling portions of his land. Eventually, most of the land was sold to Charles S Keith and the Central Coal and Coke Company of Kansas City, in 1921. This would begin the birth of the Oregon-American Company and sawmill. By 1922, the line was completed through Vernonia and to Keasey, but control of the PA&P portion of the railroad reverted back the UR, since Keith wanted nothing to do with a railroad. The UR's parent company only agreed to take over the entire line provided that the Keith would build the huge saw mill that he promised.

By 1924, the Oregon-American sawmill opened for business. The Portland Astoria and Pacific name and corporation was dropped and the United Railway operated the entire line from Portland over

Cornelius Pass, through Banks, through Vernonia to the sawmill, to several miles west of Keasey.

By 1930, the Great Depression began to take its toll on the UR and O-A sawmill. The mill closed down and the railroad severely cut back traffic. A few small timber companies operated and continued to ship logs to the Willamette River. But many of the bridges on the UR were in desperate need of repair. In 1935, the O-A mill reorganized and reopened. This allowed the UR to invest money into the line and repair many of the trestles by 1936.

Business really picked up during the late 1930s and World War Two. The O-A began to extend its lines well into the mountains west of Keasey and continued to ship logs back to the mill in Vernonia. The UR would run as far as Keasey as late as the 1940s, to interchange other Logging roads that branched out of there. Otherwise it continued to haul finished lumber from the O-A mill in Vernonia to Portland.

By 1944, the United Railway name was dropped and the parent company, Spokane, Portland and Seattle, was officially adopted. The line had already been using SP&S equipment, so the change-over was barely noticeable.

The Long Bell Company, a subsidiary of International Paper, purchased the Oregon-American mill in 1953 and continued to log in an area based out of Camp Olsen and near Keasey. But, by 1957, timber had run out and so had time for the mill in Vernonia. The mill closed in 1957. The line north of Vernonia to Keasey and beyond was abandoned. The locomotives used by the O-A and later, Long Bell, were sold off or scrapped. Much of the mill was torn down in 1959, and the remains were burnt down in 1960, in the spectacular making of the movie, "Ring of Fire." The same movie in which Georgia Pacific number 9 was filmed crashing off of a bridge in Washington. The remains still exist today.

In 1961, locals attempted to start a steam excursion railroad called the Vernonia South Park and Sunset Steam Railroad. They purchased several of the old O-A/Long Bell locomotives and started operating in 1964 using SP&S crews. The SP&S still had occasional shippers on the line, so they kept it open.

But by 1969, there no shippers left and the SP&S wanted to abandoned the remaining track from Banks to Vernonia. The excursion line closed down and the track was abandoned. By 1973, the rails were pulled up.

Thankfully, some bridges were left in place, including two spectacular high wooden trestles. Today, much of the line between Banks and Vernonia is a hiking trail. Little remains of the line between Vernonia and Keasey. The logging camps and most of the bridges west of Keasey were also destroyed, although I found a few interesting remains. The many logging railroad spurs built by the Oregon-American and later, Long Bell, were actually converted to logging roads and some can still be driven on today. Interestingly, it appears that much of the rail and ties of the last of the logging railroads were not salvaged but in fact were bulldozed to the side where they remain today buried in dirt, to make room for new logging roads that were built over the grades.

The mill site in Vernonia was completely abandoned, eventually the site was donated to the city, and never redeveloped. The massive mill foundations and even the walls of some of the buildings can still be seen. The millpond was never drained and is today part of a local city park and used as a fishing hole.

Part of the original United Railways is still active. In 1970, the SP&S was merged into the Burlington Northern system. The route from Portland to Banks still existed. It largely served a few mills and as an alternate interchange for the Southern Pacific Tillamook branch. By the 1980s, however, The route to Cornelius Pass was abandoned and the tunnel clo-

sed. But not forever. By the early 1990s, the local Portland & Western began to lease the old BN line and proposed reopening the tunnel, which it did. Today, the line between Portland through the tunnel to Banks is fully operational and still referred to today as the "United Branch". Many pictures of the remains can be seen at [http://www.brian894x4.com/UnitedRailway\\_OregonAmerican.html](http://www.brian894x4.com/UnitedRailway_OregonAmerican.html)

## **RCGRS Officers and Staff**

### **President, Greg Martin**

503-848-9091, [granet@frontier.com](mailto:granet@frontier.com)

### **Vice President, Nick Kelsey**

503-266-1110, [kelsey.nick@gmail.com](mailto:kelsey.nick@gmail.com)

### **Secretary, Kathryn Warrior**

503-648-8112, [kathryn.warrior56@gmail.com](mailto:kathryn.warrior56@gmail.com)

### **Treasurer, Steve Cogswell**

503-342-6128, [scogswell@tkw.com](mailto:scogswell@tkw.com)

### **Yardmaster; Tom Gaps**

503-659-8893, [tgaps@comcast.net](mailto:tgaps@comcast.net)

### **Annual Garden RR Tour Chair, Bill Derville**

503-645-1771 [bderville@generaltool.com](mailto:bderville@generaltool.com)

### **Club Store Chair, Margaret Kooken**

360-695-0389, [dmkooken@pacifier.com](mailto:dmkooken@pacifier.com)

### **Open House & Education Chair, Tom Gaps**

503-659-8893, [tgaps@comcast.net](mailto:tgaps@comcast.net)

### **Module SIG Chair, Jan Zweerts**

503-247-7531, [jmzweerts@gmail.com](mailto:jmzweerts@gmail.com)

### **Live Steam SIG Chair: Ron Bacon**

503-628-2300, [mbacon@onlinenw.com](mailto:mbacon@onlinenw.com)

### **Newsletter Editor, Allan R. Warrior**

503-648-8112, [allanr.warrior@gmail.com](mailto:allanr.warrior@gmail.com)

### **Webmaster, Joe Eckardt**

503-466-3963, [joe@eckardt.us](mailto:joe@eckardt.us)

### **Immediate Past President: Jeff Lange**

360-696-0799, [jeffdlang@comcast.net](mailto:jeffdlang@comcast.net)

## Schedules & Timetables

It is our Society's policy to attempt to have an event or open house on every second Saturday or Sunday 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](mailto:tgaps@comcast.net)**

**February 25<sup>th</sup> and 26<sup>th</sup>, 2012:** The Worlds Greatest Hobby is coming to the Oregon Convention Center. Show hours are Saturday 10-6 and Sunday 10 to 5. Set up is the 24<sup>th</sup>. New members are encouraged to get on schedule to run club owned equipment at the show.

**February Mondays:** ary Lee extended an invitation to club members to come down to Constructa-vision on Monday evenings between 5 and 8 pm to work on projects. If members plan to do that, please let Gary know so that he knows to expect you.

**March 2012:** Not Scheduled yet

**April 14, 2012, Saturday, 12:30 - 4:30:** First Quarterly meeting at Dave and Margaret Kooker's House. Trains are not expected to be in operation.

**May 2012:** Not Scheduled yet.

**June 9, 2012, Saturday, Noon - 5:00:** Second Quarterly business meeting and Open house at Bill and Brenda Derville's. 503-499-6483

**June 16, 2012, Saturday, 10:00 a.m. - 5:00 p.m.:** "Railroads In The Garden Summer Tour," Bill Derville, Chairman. Volunteers are needed to help at the railroads open for the tour.

**July 6 - 8, 2012:** West Coast Regional Meet in San Diego, CA. San Diego Garden Railway Society.

**July 14, 2012, Saturday, Noon - 5:00:** Open house at Steve Cogwell's. 17520 S Holly Lane, Oregon City, OR 97045.

**August 11, 2012, Saturday, Noon - 5:00:** Open house at Tom and Betty Gap's. 5922 SE Skyhigh Ct., Milwaukie, OR 97267, 503-659-8893.

**August 15 - 19, 2012:** 28th National Garden Railway Convention in Chicago, Illinois.

**September 11-16: Colorado Trip:** "6 trains in 6 days" For information, contact Carolyn Rose

**September 2012:** Open house not scheduled yet.

**October 2012:** The October Open House will also be a quarterly business meeting and is generally the Halloween decoration event. To encourage maximum attendance at business meetings we would like to see the business meeting held at at some what central location to minimize the average travel distance for attending members.

**November 2012:** Annual Banquet is not scheduled yet.