

Track Laying Party at the Golgerts

On May 1st, more than a dozen RCGRS members arrived at Don and Jeanine Golgert's home to lay track and prepare a layout for operation. Since Don gets around in a wheelchair, he earlier had an elevated roadbed structure constructed of weather wood. The objectives for the day were to get at least one of the two loops in operation and to construct a gravel wheelchair path around the structure so that Don can have access to the various areas of the layout. It was a cool rainy day, but the rain held off enough that work could be done.



Don Golgert, Barbara Clark and Christina Brittain



Jerry Clark levels and smooths the gravel path



Penny Walker, Bud Quinn, and Sue Kelsey install ground fabric and gravel for the gravel path. Not shown is Larry Blair moving a heroic load of gravel from the dump to the site.



Bud Quinn, Jeanine Golgert, Jeff Lange and Jan Zweerts work at leveling the structure at one of the turn-arounds.



Gary Lee and Nick Kelsey prepare a turn-around roadbed which will be supported by one of the tall trestles.



Gary Lee and Christina Brittain adjust a trestle bent to the roadbed.



Barbara Clark and Sue Kelsey refurbish trestle bents. Jonette Lee not shown.



Jan Zweerts literally climbs into the work as the second trestle is installed



Dave Stratton anchors the roadbed to one of the trestles.



The first loop is completed! The little train makes the first verification run.

Open House at the Blueberry Mountain Railroad

Dennis and Carolyn Rose have extensively revised their garden and railroad from the design of two

years ago. The weather was warm and clear on May 8th and a good time to show the fruits of their labors. The result is a great layout in combination with a spectacular garden.



The Saw Mill



The Town



The Industrial Area



The open house was also in celebration of Dennis Rose's birthday.

National Train Day By Nick Kelsey

An event that almost did not happen. May 8th was National Train Day held at Union Station In Portland, Oregon. About a dozen members represented the RCGRS and set up a small operating railroad.

It seems the folks at Amtrak who organize and fund the National Train Day had difficulty understanding why Portland and SP4449 had 45,000 attendees last year, and mighty Los Angeles 15,000. Hmm, seems obvious to me, how about you? Because of this, the advertising and coordination of this year's event at Union Station left a lot to be desired. (Kinda like our national passenger rail system, huh)

However, because of a desire for the public to share their love of trains, local organizers overcame Amtrak's reticence and the event took place, with

SP4449, an almost clean BNSF diesel, and the new Cascades Talgo trainset on display.

The club had a booth inside Union Station thanks to a lot of work by Mike Greenwood and Ron Bacon. Mike had his portable display, Ron the club sign, and a selection of trains, plus a slide show of layout pictures running on a monitor. The event was well attended, with long lines to see the cab of SP4449 and crowds inside the terminal.

There was quite a bit of interest in the mogul Ron had running on the loop, but the traffic jam started when Thomas the Tank Engine came out.

I ran him for an hour or so, then gave the throttle to another member, while Sue and I went to lunch. When we came back Thomas was sharing the track with Ron's loco. Mike said he tried to take Thomas

off the track but the kids were not having that, and he had to put Thomas back to work.

I would like to introduce you to Duncan. This young fellow was bouncing up and down next to the tables until Thomas came around the corner. He stayed with his chin on the table for over two hours watching Thomas, much of it on tiptoe to get a better view. Mom could not get him to leave; Thomas was better than the promise of ice cream!

Finally Mom got Duncan back into his stroller and headed off to the other booths. She was looking at one display, and found that Duncan had slipped out of the stroller, and was back watching Thomas. Duncan stayed there until we put Thomas away at the end of the show. Thomas managed to get 6 hours of continuous running out of his battery packs.



The operation of the little layout was very popular with the children; particularly with “Duncan” seen here in the foreground (see text).



Nick Kelsey and Mike Greenwood. Thomas the Tank Engine with Annie and Clarabel was very popular with the children.

We handed out over 30 applications to join the club, ran out of flyers about the Summer Tour, sold over 20 Tours books, and had a great time. Plus we got to see 4449 steam out of the station. Thanks to all the club members who made this happen.

We Say Goodby

Mike and Terri Greenwood are leaving Portland and moving to Tennessee. Terri was specifically recruited by her employer for the position she is accepting. A "Goodby Party" was held at the Fanno Creek Brew Pub, Tigard, OR Back Room on Saturday May 22nd. We will miss Mike and Terri's friendship and assets to our Society.



Do You Know?

1. Where and what was the first railroad in the United States?
2. When was the first railroad chartered in the United States?
3. What railroad company has never changed its name since it was chartered?

Shop Safety

By Allan Warrior

Glues and adhesives are very common in anyone's workshop who does modeling or makes repairs. In our hobby, many of the models are resin and other types of plastic. These short notes are about paints and adhesives used for plastics. Excellent articles regarding the applications of various glues, adhesives and plastic cements were published in the April and June 2009 issues of **Garden Railways**.

Many quick drying paints and adhesives contain acetone, the simplest of the class of chemicals called ketones. As a cleaner and solvent, acetone has some great properties. It has low toxicity and not much odor. It is ideal for thinning fiberglass resin, cleaning fiberglass tools and dissolving two-part epoxies and superglue before hardening. It is used as a volatile component of many quick dry paints and varnishes. As a heavy-duty degreaser, it is useful in the preparation of metal prior to painting; it also thins polyester resins, vinyl and adhesives. It is miscible in water which makes it great for cleaning laboratory glassware. The major safety concern for acetone is the very low flash point of -20°C (-4°F) which makes its vapor very explo-

sive. Much good ventilation must be used when handling acetone products because its vapors can flow some distance .

A more complex cousin to acetone is methyl ethyl ketone (MEK) also known as butanone. It has many of the virtues of acetone but has a higher flash point. It has been removed from the highly toxic list of industrial chemicals, but its sharp, sweet odor can be very offensive. Since most of my buildings are resin or plastic, I have used MEK solvents for some time because I find Weldon IPS #16 has better peel strength and is easier to work with than cyanoacrylate (CA). Good ventilation must be provided for paints and adhesives that contain MEK. Its vapor is also flammable with a flash point of -9°C (15.8°F).

Cyanoacrylate (CA) is an almost instant setting adhesive. Its high flash point makes it an unlikely candidate for fire danger. Some CA formulations coming in contact with cotton causes an exothermic reaction that can cause a fire. There are many formulations of cyanoacrylate. About 5% of the population can become sensitized to CA fumes after repeated exposure, resulting in flu-like symptoms and sometimes asthma.

Schedules & 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.

Editor's Note: The deadline for the July 2010 newsletter is June 25, 2010.

Jun 13, 2010, Sunday, 1:00 p.m. to 5:00 p.m.: Open house at Odell and Hazel Lee's home. 619 NE 160th Portland OR 97230, 503-253-3447

Host will provide desserts only. The pot luck and drinks will be provided by the attendees.

June 19, 2010, Saturday, 10:00 a.m. to 5:00 p.m.: Railroads In The Garden Summer Tour 2010. Bill Derville, Chairman

July 11, 2010, Sunday, Noon to 5:00 p.m.: Open House and quarterly business meeting at Gary and Jonette Lee's home.

July 11, 2010, Saturday, Noon to 5:00 p.m.: **Open House General Membership Meeting.**

Gary and Jonette Lee, 34140 SE Hurlbert Rd
Corbett, OR 97019, 503-695-2550;
nanajette@aol.com Corbett, OR

Hosts will provide main dish and drinks. Members bring salads, side dishes, snacks, desserts, and own adult beverages.

Layout info for those who want to run their own trains: Battery Power or live steam only, no track power. Minimum track radius 5 ft or 60 inches. Fn3 90% compatible. Hand-laid track, custom built structures

Directions. Use MapQuest, Google, etc: Cross bucks sign will be out. Call hosts if you need more information about location

July 29 - August 11, 2010:

2010 NGRConvention.in Tacoma, WA. Website and registration information is available at http://www.psgrs.org/2010_NGRC_Schedule.html

Pre-convention Tour: July 20-31 Oregon & SW Washington. Volunteers will be needed to assist the layouts that will be open for the tour.

Convention & tours: August 1-8 Greater Puget Sound area.

Post-convention tours: August 9-11, British Columbia.

August 14, 2010, Saturday: Open house and annual auction at Ron and Merlene Bacon's house.

August 28, 2010, Saturday, 10:00 a.m.:

Tom Miller 7-1/2 inch gauge and indoor F-scale railroads. He also has a spectacular American Flyer S-gauge layout.

Tom Miller address:

18055 SW Seiffert Rd,
Sherwood, OR.

As in the past, host requests **No Children** please. Bring your own lunch or snacks to eat on lawn at the site before the tour.

Tom has a 1-1/2 inch scale railroad featuring 12,000 feet of track, a 30 foot tall by 400 foot long trestle with a Howe truss center span, and a long tunnel. The estate is beautiful. This railroad is not normally open to visitors, so this invitation is a real treat.

Directions to Tom Miller: Take the OR 210/Scholls Ferry Rd. near Washington Square toward the southwest. (approx. 7 miles). At the flashing yellow light where OR 210/Scholls Ferry Rd. meets River Road, turn LEFT toward Scholls.

Go past the store at the intersection of OR 219 and OR 210/Scholls Ferry. Rd. for approx. 0.09 miles. Turn LEFT onto SW Seiffert Rd. (0.70 miles).

September 12, 2010, Sunday, Noon to 5:00 p.m.: Open house at Jeff and Dianne Lange's home at 5220 N.W. Cherry Street; Vancouver, WA 98663.

September 25, 2010, Saturday: Open Houses in Bend, OR. Bob & Colleen Melton 61261 Ladera Rd., Bend OR 97702-4001 541-382-8881 melton.r@bendbroadband.com Harvey & Arlyn Becker 2497 NW Todds Crest Dr. Bend OR 97701 541-383-1864 bharvey@bendbroadband.com

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Answers to "Do You Know?":

Where and when was the first railroad in the United States? It consisted of a short track of wooden rails built in 1795 at Boston, MA and was operated by horsepower.

When was the first railroad chartered in the U.S.? In 1815, Col. John Stevens of Hoboken, NJ obtained a charter from the New Jersey legislature to build and operate a railroad between New Brunswick and Trenton.

However, The Granite Railway Company incorporated in Massachusetts on March 4, 1826, and was the first to actually build and operate a railroad in this country.

The oldest American railroad in continuous existence was the Baltimore and Ohio (B&O), which became a part of the Chessie System. It obtained its charter in 1827. The Chessie System was part of the merger to form the CSX Corporation on November 1, 1980. The B&O was not merged out of existence until 1987.

What railroad company has never changed its name? The Union Pacific Railroad was incorporated on July 1, 1862 in the wake of the Pacific Railroad Act of 1862. The Union Pacific laid its first rail in Omaha, NB in 1865.