

October 2011

Open House At The Lake View & Boulder Railroad

By Jeff Lange



Bob Mercer, an 88 year old retired SP&S engineer who was at the throttles of many steam engines during his 55 year career on the railroad, including the famous SP&S 700. He is shown here with host Jeff Lange and Jan Zweerts.

Hostess Dianne Lange

This is my 20th year of membership in the club, and as one of the founding members, I must say I am extremely proud of how this club has grown over the years. We have amazingly talented people in our society, and through the years I have learned quite a bit about the different aspects of outdoor and garden railroading. I visited all of the layouts in our club my first 3 years after joining, before building my first outdoor layout. Many of you may have transitioned from the indoor version of model railroading as a hobby to this larger-scaled outdoor version. I started in HO scale back in the 1960's, and still have some of it today. Inside my shop, you can see two G-scale layouts, one rather long ON30 layout, and one very modest-sized N-scale layout. All four layouts were running for our guests. I also

dabble in Z scale, and have three very small layouts in that scale that are stored at this time, due to lack of table and display space.

My very first open house was September 25th, 1995, and I remember that it was pleasantly warm. Several of our original club members attended this inaugural run of the Lake View and Boulder, and I still have pictures of them enjoying the activities of the day. Joe and Linda Chesney, Jerry and Jan Chapman, and Warner Swarner, to mention a few, attended 16 years ago. The current layout is the 3rd, and "final" installment of our outdoor layout. It has been rebuilt three times for various reasons. A geological disaster required complete removal and rebuilding of the entire 100 feet western wall. Even some my original LGB engines and cars from the early 1990's still perform like they did when they were just new out of the box.

Members and guests who attended our open house found a variety of interests. There was the colorful touches of garden plants that I have been gradually adding. There is the beautiful view of Vancouver Lake to the west. New additions included a 14-ft steel bridge installed over the pond, an elevated mainline track along the southern edge of the property, a real operating crossing lights and bell donated by the BNSF, and the various indoor layouts that I've built over the years. There usually is never a dull moment on the Lake View and Boulder, and when more than 4 trains are running (inside and outside) at one time, it can actually be quite chaotic, but I love it that way.

I can thank my lucky stars that my family went to that first train show at the Expo Center in August 1991. We met Dr. Warner Swarner and several other of the charter members. We joined the society! I hope this society can provide for you what it has for my family, and we are grateful that you all have joined the Rose City Garden Railway Society.



Apprentice engineers: Mitchel Atward, Henry Stewart and Allan Timm's Boys.



Millie Pratt, Jeff Lange, Shannon Pratt



Alex English keeps track of his train



Bob Mercer entertains Marilyn and Doug Watson, Marilyn and Richard Parker with railroad experiences



The town of Lakeview has decreased as is typical of many RR towns of today. The switch yard is still active.

Jeff used to have a two-car garage beneath his house. That space is now filled with multiple rail-

road artifacts and layouts of various scales and gauges.



The former garage is a busy place



HO and G-scale layouts



N-Scale layout

Tom Miller's Rio Grande Railroad Complex

What a treat to be invited again to Tom Miller's estate on September 17th! We are grateful for Tom's invitation. Tom has worked many years to build a grand 7.5-inch gauge railroad. He then removed his barn and built a large new building as a home for a large beautifully detailed world class F-scale

(1:20.3) railroad that captures the flavor and in some cases actual scenes on the Cumbers and Toltek Railroad under steam power. He also found time to acquire and build an extensive American Flyer "tinplate" railroad (S gauge).

Tom's 7.5-inch gauge railroad features 12,000 feet of track, a 30 foot tall by 400 foot long trestle with a Howe truss center span and a long lined tunnel.



Tom Miller's 2-8-2 narrow gauge locomotive pulls a train into the station. This locomotive is a 2.5 inches to 1 foot scale and is coal fired. It operates on a boiler pressure of approximately 110 psi. The "hobo" with a big grin and sitting on a stack of wood behind the engineer is Bill Derville



Pleased Passengers! The man standing in the distance behind Kathryn Warrior is host Tom Miller.



The engineer and Tom Miller add water before the next run.

Most guests never get to see the steps required to prepare a small steam locomotive for storage. After moving the locomotive from the mainline to the transfer table, the fire in the fire box must be dumped into the ash pit.

The steam must be released from the boiler, a rather spectacular sight. The next requirement is to cool the locomotive evenly and gradually so that there is no warpage and cracking of the metal in the fire box and boiler.

A thermal blanket is then put over the locomotive to aid in lowering the temperature evenly. Eventually the remaining water will be drained, and lubrication and repairs will be made. Steam locomotives require a lot of tender loving care whatever their size.



Dumping the fire into the ash pit. Notice the thermal blanket on the other locomotive.



Boiler blow down to release the steam pressure.



Most of the steam is now released.

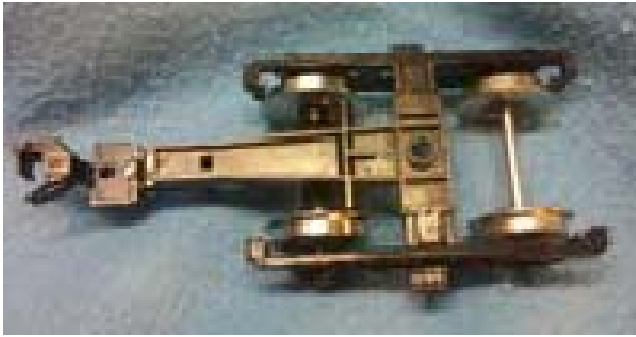
A Quick and Easy Camera Car By Nick Kelsey

We have all seen various cameras set on flat cars and other rolling stock in order to get a video from the passenger's point of view. I decided that this procedure could be improved at very little cost and is a quick and easy project.

Most digital cameras, including the smaller ones, have a threaded hole in the base for attaching a tripod. Most of these holes are threaded to accept a 1/4 inch x 20 threaded bolt.



I dug into my parts bin and found a Bachmann passenger truck and fitted it with a ball bearing wheel set for a smoother ride. Scrounging further, I found some steel plates that were from inside a locomotive that had been converted. I then inserted 1.5 x 1/4 inch x 20 threaded bolt into the king pin hole and used it to fasten some of the plates to the truck. These weights provide some counterbalance to the camera and steady the truck on the track.



On the protruding bolt, I fastened one end of another plate, using a washer and a wing nut so that it can be moved. On the other end of the plate, I inserted a 1 x 1/4 inch bolt to be used as the camera mount.



I made the mounting plate adjustable because the mount holes in different cameras vary in the offset from the lens as can be seen in the first photo above. The adjustable mount plate permits setting the lens centered on the track or panning along side the train for a special effect.



I used the Fujifilm camera shown in the picture to make a video of my layout, being pushed around the track by an Eggliner. The sound pickup was excellent and I can see that I have a lot of track maintenance to do from watching the video.

Editor's Note: Your parts bin may not have the same parts that Nick used in his project, but the concept indicates what might be done with some fabrications and parts from your parts bin.

Asking the Correct Question?

A scheduled freight rear-ended a local freight one night, and the ensuing investigation centered on whether or not the crew of the first train had flagged the second train sufficiently.

"Now, then," said the superintendent to the peddler's rear brakeman, "Were you flagging your train that night?"

"Yes, sir," he said.

"And were you at least a half-mile from your train?" asked the superintendent.

"Yes, sir," said the brakie.

"And did you attempt to flag the express down?" asked the superintendent.

“Yes, sir, and they went right on past me,” the brakie said.

“And did you use a red lantern?” the super asked.

“Yes, sir,” the man said. “Of course.”

Well, the railroad couldn’t decide who was at fault, so the investigation was closed.

“You did just what I asked you to,” said the conductor of the local freight to the rear brakeman after the hearing. “You told the truth. But were you nervous at all?”

“You bet!” replied the brakeman. “I was hopin’ that guy wouldn’t ask me if the lantern was lit!”

In the early 20th century, there were many coal mines in the Canadian Rockies, including some in what is now Banff National Park.

On Saturday nights, many miners would ride into Banff and have a cup of tea or glass of lemonade, or just possibly, something stronger.

One Saturday, an inebriated miner missed the last train home. He wandered across to the yard, found an engine in steam, backed it out onto the main line, and drove it to his mine, stopped it, went to the bunk-house, and fell asleep.

He was charged with “theft of a locomotive” by the Canadian Pacific Railway, but he couldn’t remember a thing about it.

The trial went like this:

Defense counsel: Was the engine on CPR property before my client moved it?

CPR: Yes.

Defense counsel: Was it on CPR tracks when he left it?

CPR: Yes.

Defense counsel: Did it at any time leave CPR tracks?

CPR: No.

Defense counsel: Then where is the theft?

Magistrate: Case dismissed.

Speeding?

At a station stop, the railroad’s president walked up to the locomotive and spoke to the engineer. “You were going 65 mph and the speed limit is only 60 mph, I saw it myself on the speedometer in the business car!” After a heated exchange, the engineer finally said “you couldn’t possibly have been going 65, my speedometer said 60 mph and we never saw you go by us!”

British Announcements?

A couple of announcements that were supposed to have been heard over the Public Address system in a British railway station:

“Will the passengers who took the 3:15 to Ipswich please bring it back? It’s needed.”

“The 4:00 to Brighton is now standing on Platform 9: but we hope, in the due course of time, to have it back on the tracks again.”

“The train now arriving on tracks 3, 4, 5, and 6... is coming in sideways!”

Pass Exchange?

There was the time that the president of the Maryland and Pennsylvania (short-line) Railroad demanded to get a free pass to ride the Pennsylvania Railroad. In exchange, he said, he’d give the president of the Pennsy a pass over the Ma & Pa.

“What good is that?” asked the PRR’s president. “Your railroad is a hundred times shorter than ours!”

“Ah,” said the president of the Ma & Pa, “but it’s just as wide!”

Scream Train Oct. 29 Features 1980 Hit “Terror Train”

Jamie Lee Curtis stars in this shocker film made in Canada in 1979 that will be shown at the Fanno Creek Brew Pub 12562 SW Main Street Tigard, OR. 7 PM Sat. Oct. 29, 2011.

Here are some clips of reviews of Terror Train and production notes about the filming:

The novelty of the killer donning different disguises throughout “Terror Train” elevates the film above others from the period.

The various party costumes are clearly a key to the overall success of this spunky slasher. While the audience primarily knows at any given point which mask the psycho has donned, the main players do not. And it imbues the bloody journey with a built-in suspense that works to its favor.

The confined space of a locomotive speeding through the night — and shots of the snowy landscape are particularly effective.

The direction by Roger Spottiswoode is assured and there’s a rather cold, metallic feel about this one. Cinematographer John Alcott and Spottiswoode perfectly capture a sort of ‘unprotected’ vibe of travelling on an old train through the deep frigid night. Rattling. Alone. Afraid.

Jamie Lee Curtis is at the top of her game. Throw in the self-absorbed college snots, D. D. Winters AKA “Nasty Girl” Prince squeeze Vanity, lovely Sandee Curree (also good in Curtains) —and it all adds up to make this film a Defense counselinite winner.

To create the train for the film, the producers leased an actual Canadian Pacific Railway locomotive from the Steamtown Foundation. The train’s engine was renumbered from its original 1293 to 1881, and, along with five passenger cars, painted black with silver stripes.

Show up in costume if you dare.

RSVP: via email to jmzweerts@gmail.com or call & leave a message at 503-705-3840.

Schedules & Timetables

It is our Society’s policy to attempt to have an event or open house on every second week end 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**

October 8, Saturday, 3:00 p.m. to sometime after dark: Ron and Merlene Bacon open house and third quarterly meeting. Bring Halloween cars and trains, etc. Dinner at 5:00 p.m. Quarterly meeting following dinner. We have track power with train engineer, Battery, or live steam. We will provide main dish and soft drinks with coffee. Please bring salads and desserts.

Directions to the Bacon’s house: From Beaverton get on Farmington road and go West until the very end where it hits Hillsboro Highway (219). Turn left, cross bridge, and immediately turn right onto Bald Peak Rd. Go 1/2 mile and take Y to the left. (Campbell Rd.) Go past front door of the store and continue to the top of the hill and turn right onto Laurelview Rd. Go 1/2 mile to 31262 SW Laurelview Rd. on the left. Crossbucks will be out. We are across the road from a big two story brown house.

October 15, Saturday, Noon to 5 p.m.: Open House at Shannon & Millie Pratt’s home, 6677 SW Bancroft Way, Portland, OR. 503-292-9464, shannon@shannonpratt.com The track on Shannon’s railroad only permits Marklin equipment to run on it, but both Party Town and Farmdale will be celebrating Halloween in grand style. Shannon will provide flat cars and he encourages guests to bring a **flat car load** depicting a Halloween theme.

Host will provide soft drinks, coffee, beer, wine, snacks. A-E main dish F-M desserts, N-Z side dish.

November Weekends 5,6 -12,13 - 19,20 - 26,27 10:00 a.m. to 5:00 p.m.: 2011 Columbia Gorge Model RR Club Model Railroad Show.

November 12, Saturday, 10:00 a.m. to 4:00 p.m.: Annual RCGRS Luncheon/Banquet; Canby Adult Center 1250 S. Ivy St. Canby, OR
Volunteers needed. Same caterer as last year.

December 9th, Friday, 7 p.m.:
Jan and Rae Zweerts open house and viewing of the Christmas ships.

February 25th and 26th, 2012: The Worlds Greatest Hobby is coming to the Oregon Convention Center.