

## **Dedication of the Train in the Children's Section of the Oregon Garden**

**Photos and Information by Dennis  
Peoples**

October 20, 2009 was dedication day for the new G-scale train in the children's section of the Oregon Garden. The Pacific Crossings Model Railroad Club (PCMRC) and the Rose City Garden Railroad Society (RCGRS) donated cash for the supplies and volunteer labor to build this outdoor model railroad. The results speak well for all those people

who worked in the hot days of summer and produced a labor of love. Aristocraft supplied track at a discounted price since this project is for a charitable cause.

The design is intended to be a garden with a railroad feature in it. As a result, the single loop railroad is intended to operate with a minimum of oversight. However, recent experience has shown some supervision is needed because leaves and some vegetation falling on the track can cause derailments. Congratulations to both clubs for creating a nice public display.



A small crowd at the dedication. Note the “golden spike” laying on top of the bridge.





Rex Ploederer (PCMRC), Gary Lee (RCGRS), and Gary Pera (Oregon Gardens)  
Gary Pera said a few words in sharing excitement about the garden railroad and introduced Rex who had a few words about commitment and sponsorship and honor. Gary Lee had encouraging words about youth in support of the family friendly hobby.

## **Rebuilding the “Lake View and Boulder Railroad”**

**Article and Pictures by Jeff Lange**

Back on January 2nd 2009, my backyard railroad that I had been working on, as time allowed, over the previous 14 years had a serious set-back. The old 100 ft long, 6 foot high railroad-tie retaining wall installed back in 1985 that was leveling out our 10,000 sq. ft backyard suddenly gave way. I know it was due to its age, rotting and weakened condition and also the tremendous amount of snow, and rain that we had received during the holidays of '08. (See the back issue of our Feb. '09 newsletter, pgs 3-5 for pictures and more details). So, after the backhoe driver left after 9 hours of digging, and I took stock of what I was now facing to reconstruct my layout, there were times that I thought of “bagging it” altogether, and not starting over. But, come summer-time, and the thought of not having a lay-

out of my own to share with others in the club, and also for the encouragement of a long-time friend of mine in our club, Warner Swarner, I gained inspiration to start again. “This would be the ‘last-time’ I ever re-build a layout at this location,” I kept saying to myself, as the laborious process of cleaning up the debris piles you saw in the pictures lasted me from February to June. Once school was out for the summer however, and I had more time, energy, and serious motivation, the rebuilding process started in earnest.

I realized that the backbone of this entire layout was the west wall of our property, which had been hastily built out of used railroad ties back in the 80's when I was young and in-experienced in such things. The rebuilding project now needed to be re-engineered as if the Army Corps of Engineers was in charge of the construction. So, I spent weeks researching all kinds of wall building materials, books and techniques, receiving several rather ex-



pensive bids from professional landscapers and construction contractors, so I decided to use their advice and suggestions to rebuild the wall myself.



I started with a 100-foot length of 6-inch perforated drain pipe from Home Depot and placed that at the bottom of the new wall. Then, I slowly and carefully laid the 1000 new concrete blocks in place, each weighing in at 65 lbs apiece. I began to realize that the human body has a limit of how much it can lift in one day, and set my goal at no more than 75 to 100 blocks per day, back filling the entire length of the wall with 25 yards of drain rock as I went along.

Eventually, the job was completed in August, (yes, I worked right through the 10 day heat wave, stopping construction around 2:00 p.m. on the hottest of days). I loved Tom Gaps comment to me over at the Watson's open house recently when he said to me, "Your layout may be almost done, but you're finished", in reference to my worn out arms, hands, elbows and back. I never used any machines in the rebuilding process, other than my small lawn tractor and 1/2 yard trailer to haul supplies to and from the loading zone to the wall. I guess I'm cheap that way, but will pay for it in the long run. My chiropractor loves having me help support his thriving business.

Backfilling the new backyard with 60 yards of fill dirt that the city water department gave me was a stroke of good luck. They were digging a new water line in the side street just outside my double-gate and had all kinds of free dirt, along with machines and dump trucks to spread it for me, so it enabled

me to get a new lawn seeded and planted before school started. The new backyard grass is now lush and green, giving my dog, Riley, much pleasure as he rolls, romps, and plays in "his" new playground.



I also added 40 yards of 4-way mix and fine bark from "Yard and Garden Land" for the base of the railroad along with approximately 5 or 6 tons of "one-man" boulders to retain the entire perimeter of the new raised garden layout. By now, I could see the final stages of the landscaping were taking shape, and my wife was very pleased with the visual results that she was seeing. We had just visited Gary and Jonette's layout, and that was the new standard that Dianne wanted me to set for myself, and as you all know from seeing their lovely home and layout, that was aiming extremely high in my book.

I installed 3 in-ground pre-formed ponds, (thank you kindly Nick and Sue Kelsey for the largest of the three) and placed the 14 ft. steel bridge that I purchased from Jerry Chapman in place over all 3 "lakes". This magnificent bridge originally be-

longed to Mike and Linda Wade, Vancouver members of our club during the 1990s.



In the picture you can see the first run-by of my Rio Grande diesel over this new bridge in late October, in-between rainstorms.

The west-wall is complete, the white fence is re-installed, and Vancouver Lake appears in the background, (hence the name **Lake View and Boulder**) and the first loop of track is being installed.



I am still struggling with 3% to 4% grade issues and am attempting to make the layout F-Scale friendly, so that the largest garden-railroad rolling stock can negotiate both the curves and the constantly changing grades that trains have to negotiate in the backyard.

We will be hosting our open house next August, just after the National Convention in Tacoma, and we also will be the site for our annual club auction. Please plan on bringing your longest and biggest

trains along with you so that they can stretch their legs on the more than 1000 feet of mainly straight track with 10 to 12 foot radius curves that will be installed by next summer. Live steam, battery powered and D.C. trains are all welcome. I have all three types myself, and run them all together at different times with great zeal. The largest number of different consists that I've ever had running at one time by myself was 6 trains, but the eventual mishaps and collisions that can and do occur limits that number to fewer than 2 or three these days.

I hope to add many spur sidings and industries in the years to come so that eventually I can join the operating SIG, and have way-bills and standing orders to fill, along with teams of engineers/conductors tripping over each other as they try to complete their dispatched orders from the train-master. We have plenty of parking spots in front of our home, and many areas of the layout are handicapped accessible, so come one, come all to the see the new **Lake View and Boulder Railroad** layout next summer.

## **Modular SIG**

### **From Dennis Peoples**

A big thanks to all the club members that showed in support of the Modular SIG. The Emailed list of tasks was pretty extensive and may have scared off a few, but the number of members that showed was impressive. Dividing into teams and rationing tasks, allowed us to complete many of the major construction tasks. There are some loose ends still to be completed. Yes, the list is getting smaller and the work days will be shorter as well, I promise. Again my thanks to all.

## **A Work Session at the Swiss Flat Ry**

### **By Jan Zweerts**

I hosted a work session at my floating house Friday August 21, 2009. Six members came out to help, Mike Greenwood, Jeff Lange, Rob Reiterman, Larry Blair and Tom Gaps. Most of the work done was converting all the engines and rolling stock back to hook and loop type couplers. This was done in response to members comments after a couple of operating sessions on my Swiss Flats Railway. The

mixture of Kadee couplers, hook and loop couplers, #1200 LGB switches and 2 foot radius curves was not working out very well. Nick Kelsey convinced me to convert back to hook and loop to "Keep It Simple Stupid." Nick and Mike gave me lots of old hook and loop couplers for the conversions.

Other work done was building "garages" from blue insulation foam to cover my Swiss Village structures that are in a slow motion rain of bits and pieces of plastic gutters and roof tiles that endanger the model citizens below. One engine house has lost it's entire roof; perhaps to the river? (Contact me if you have spare parts) The "blue" prints for the garages came from an article in Garden Railways October 2006. I also had someone snipping out G-scale fences from some found wire mesh. At all times a work train was patrolling the tracks of the Swiss Flats Ry.

Meanwhile I fired up the BBQ and grilled bratwurst for supper for everyone. During the meal we visited, told tales and had a good time. After the meal most everyone drifted off but a couple folks stayed and watched a black comedy movie on the DVD called Krontoll. This movie was filmed in Budapest Hungary on the subway system below the city. Groups of rival "kontrollers" go out everyday to check on riders fares. Nobody likes them and much black humor was found in their daily hassles with the public. A tag line from movie: "Inadequate stopping distances happens"

I want to thank everyone for their help and support of the Swiss Flats Railway and look forward to seeing many of you for the Christmas Ships party in December.

## **Pacific & Eastern Railway (Medford to Butte Falls)**

**By Brian Edwards**

**Editor's Note:** There is a great news story on file that describes this historical railroad and the area. I highly recommend that you review it at <http://kdrv.com/news/local/142607>

The Pacific & Eastern (P&E) was incorporated in 1907 to construct a line from a point in California to Crater Lake, as well as operate telephone and telegraph lines. The backers of the line were supposedly Portland business interests. Construction of this line was never started. However, due to the financial problems of the Medford & Crater Lake construction, the company wound up as owners of the M&CL.

The area did have significant timber resources, but a railroad would have to be built to get them to a market. In 1908, business interests with timber land ownership in the Butte Falls area purchased the Pacific & Eastern.

The Spokane Portland & Seattle purchased control of the Pacific & Eastern in 1909.

At the time, the Pacific & Eastern was projected as a key railroad in the Great Northern - Northern Pacific - Spokane Portland & Seattle - Oregon Electric - Oregon Trunk railroad system, as that family of companies did not have a way of getting trains into California. The line was to be extended northeast to Bend and connect with the Oregon Trunk. At the time, the Southern Pacific line between Eugene and Klamath Falls did not exist, and therefore there was no obstruction, other than the Cascade Mountains, to such a line. At the very least, the line was to provide a link to the valuable fruit orchards of the Rogue River Valley in Southern Oregon, as well as valuable timber land around Butte Falls. There were still various proposals for related railroad lines to extend into California, some using the Pacific & Eastern as a stepping stone into that state.

In 1911, the line was completed all the way to Butte Falls, about halfway to Crater Lake.

By 1919, plans for the connection at Bend has fallen through, and the line was determined to be unnecessary for the SP&S system. It was sold to logging operations of the Brownlee-Olds Lumber Company. In 1924, the P&E became the Medford Logging Railroad. It eventually extended some 70 miles into the woods. Several of these lines are now logging roads, but with an old-school map, one can drive on a few pieces of what was once part of the line.



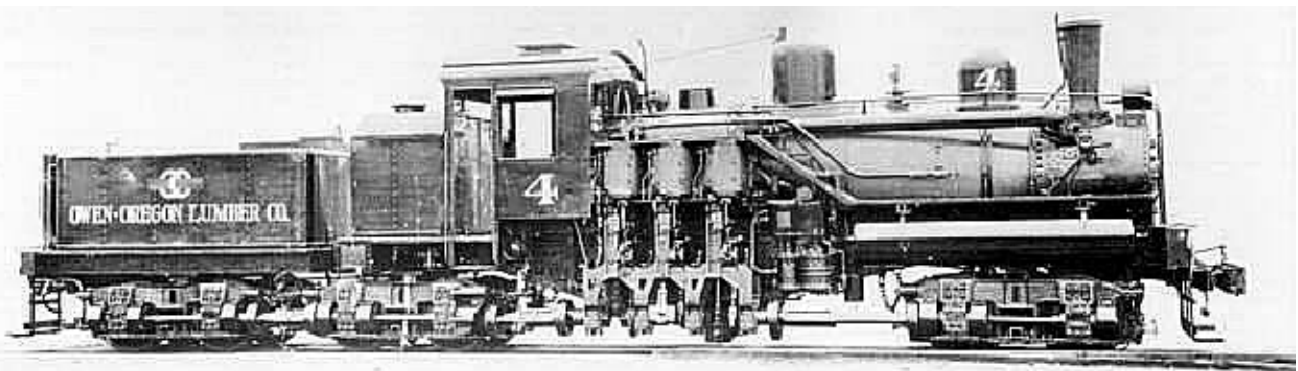
In 1959, the line was cut back again to Butte Falls, and the entire line was abandoned in 1962 due to the development of better trucks and the exhaustion of timber resources in the region. At some point this became part of the Medford Corporation. Towns on the line from Medford were Davis, Agate, White City, Table Rock, Eagle Point, Mountain View, School House Gap, Darby, Edsalls and Butte Falls.

Over the years the Railroad Museum at Butte Falls has acquired several unique pieces of rail rolling stock. These include the Medco No. 4, a Willamette locomotive built in 1925 and the Medco No. 8, a Baldwin S8 diesel–electric switcher built in 1952.

Other prized items include a box car, a flat car, a hopper car, four cabooses, and a flanger. An 1890s Medco caboose is featured. It ran on the lines between Medford and Butte Falls.

### **Medco No. 4**

Medco locomotive No. 4 is a Willamette locomotive (it looks like a Lima shay but it isn't) built originally for the Owen–Oregon Lumber Co. as construction number 18 and delivered on February 13, 1925. This is a rare piece of railroad equipment. Willamette Iron and Steel built only 33 locomotives. Medco No. 4 is one of six Willamette locomotives that have escaped the cutting torch.



**From the collection of Mallory Hope Ferrell**

Medco Locomotive No. 4 (Builder's Picture)



Photo by Herald F. Stewart

Medco Locomotive No. 4 in the Woods

The No. 4 began and ended its career in the forests of the Cascade Mountains around the town of Butte

Falls, east of Medford, Oregon. It became the Medford Corporation (Medco) locomotive No. 4 in

1932 after the financially troubled Owen–Oregon Lumber went into receivership and was reorganized by the creditors as the Medford Corporation.

In 1959 the No. 4 was retired by the Medford Corporation and donated to the City of Medford. It was moved to Jackson Park where it was turned into a piece of playground equipment by Medford City Parks. By 1976 the locomotive had deteriorated considerably. It had settled into the dirt and was in danger of tipping over. The City of Medford considered the locomotive a liability and was prepared to give it to a museum group in Portland. Some local rail fans that were to become the founding members of the Southern Oregon Chapter of N.R.H.S. successfully made an appeal to the city to retain the locomotive in Southern Oregon. The Chapter became custodians of the No. 4. It was rolled off its base which was then leveled and ballasted. After the No. 4 was replaced on its base it was fenced by the city to reduce vandalism and the risk of liability. It was moved to the Medford Railroad Park in 1986 where it remains today.

In September, 1997 the Chapter acquired title to the No. 4 from the City of Medford with intent of restoring it to operating condition. During the time that the locomotive sat unprotected in Jackson Park most of the smaller, removable, and collectable parts were removed by collectors and vandals.

In 1998 a grant was obtained to begin the restoration of this historic locomotive. The \$16,000 grant is to fund the costs of rebuilding the boiler and must be matched with volunteer labor hours and other donated materials and services. Chapter members, led by Jerry Hellinga, began in earnest to dismantle the locomotive for restoration.

## **RCGRS Elections**

The biennial election of RCGRS officers will occur at the end of this year. The term of office is for two

years, effective the first club meeting of the year. The next term begins the day of the election at the annual meeting to be held on January 9, 2010 at a place yet to be determined. The elected officers are the first five positions listed under the title “RCGRS Officers and Staff.” The duties for each position are listed in the By–Laws under Article 5.

Members are needed to stand for election for these elected positions. Contact the chair of the nominating committee, Darrel Dunham, 253–222–8367, [dwdunham.@msn.com](mailto:dwdunham@msn.com).

## **RCGRS Officers and Staff**

**President: Gary Lee**

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**Vice President: Jeff Lange**

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**Secretary: Kathryn Warrior**

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**Treasurer: Steve Cogswell**

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## Schedules & Timetables

**Editor's Note: The deadline for the November 2009 newsletter is October 25, 2009.**

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 **Nick Kelsey**.

**November 14, 2009, Saturday, 11 a.m. until 5 p.m:** Buffet Luncheon, Model Contest, Raffle, Clinics and good company; Canby Adult Center, Canby, Oregon.

**December 5, 2009, Saturday, 4:00 to 9:00 p.m.:** Shannon and Millie Pratt are hosting a Christmas train Open House/Potluck dinner. Other details to be announced. Shannon and Millie Pratt, 6677 SW Bancroft Way, Beaverton, OR 97225; 503-292-9464; shannon@shannonpratt.com

**December 11, 2009, Friday Evening:** Jan and Rae Zweerts open house and viewing of the Christmas ships. Rae will provide vegetarian, regular, and hot chilli. Beverages and finger-foods from guests are welcome.

**What: "The West the Railroads Made";** an exhibit exploring rail's dramatic impact on the region and the world.

### Special Event

**Where:** Oregon History Museum, 1200 SW Park Avenue in Portland, Oregon.

**When:** 10 a.m. to 5 p.m. Tuesday through Saturday and noon to 5 p.m. Sunday, through January 31, 2010 (closed Veteran's Day, Thanksgiving, Christmas, and New Year's Day)

**Cost:** \$5 to \$11; Free to those 5 and under and to members of the museum.

**Information:** 503-306-5198; [www.ohs.org](http://www.ohs.org)

## 2010 open house schedule

First of all, we need people to host the events in 2010, some are taken but we have lots of possibilities, including the RCGRS Annual Meeting in January.

**January 10, 2010: Annual meeting:** Location and time to be announced.

2nd weekend February: Event and Host?

**March 13, 2010:** Construction session at Constructavision. Gary Lee will guide members through construction of a model for their railroad. Subject to be announced.

2nd weekend April: Event and Host?

**2nd weekend May:** Dennis & Carolyn Rose open house.

2nd weekend June: Event and Host?

**June 19, 2010, Saturday:** Railroads In The Garden Summer Tour 2010. Bill Derville, Chairman

2nd weekend July: Event and Host?

**July 29 - August 11, 2010:**

2010 NGRConvention.in Tacoma Washington. Website and registration information is available at [http://www.psgrs.org/2010\\_NGRC\\_Schedule.html](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.

2nd weekend August: Event and Host?

2nd weekend September: Event and Host?

Halloween Trains October: Location and Host?

2nd weekend November: Annual RCGRS Banquet

**December 2010:** Jan and Rae Zweerts open house and viewing of the Christmas ships.