



Photo by Darrel Dunham

Message From Our President

Hi Gang,

A few weeks ago Union Pacific's Challenger 3985 was in town and I'm sure a lot of you had the opportunity to visit. The day it left, Darrel Dunham and I decided to watch and photograph her. So with batteries and camera in hand we took off for Multnomah Falls knowing the engine was scheduled to be in the Dalles at 10 a.m. It is 66 miles from Multnomah Falls to The Dalles, so we thought it should be there around 9 a.m. since it was leaving Portland at 8 a.m. We got there around 8:30 after driving by hundreds of people waiting to see her pass and joined a crowd of 30 or so. We found our spot, figuring she'd be passing us at about 60 mph; so not much time in the 300-ft. clearing. 9 a.m. came, 9:30 came and went, starting to sound like another railfan adventure I had been on and never did see the 4449. At 10 a.m. we hear the whistle echoing up the gorge. The sun hadn't crowned the cliffs of the gorge yet, and it's colder than the dickens as we've

been there for almost 2 hours. I tell you that this was one of the most spectacular sights I have ever seen. Her smoke and steam rising above her stack and wisping through the fir trees leaving a foggy path not seen in the gorge for years. But wait she isn't going 60 mph, by God, she's going to stop! What?? No card in my camera!

As 2005's garden railroad adventure starts pulling into the roundhouse for the winter I am reminded that it's **this year that we hold club elections**. Many of you may know that I am not planning on running for office for the next 2-year term and wish to hand the throttle to another one of you. **A couple of us will be calling all the members to see who would be interested in running for office. The Society needs your service in order to benefit all of us.** During the business meeting at the banquet we will have formal nominations. The elected offices are President, Vice President, Secretary, Treasurer, and Yard Master. I would like to make a suggestion for the coming years that we either appoint a membership chairman or modify the by-laws. That responsibility of that position would be

to take care of the roster and new member applications as well as the new member folder handout that contains a club roster, by-laws, etc. As we grow, it has become increasingly necessary for more members to help the club function. Please be open to volunteering 10 or more hours a year. Those that are gifted with prose may want to help Allan Warrior with the newsletter by writing articles about the last open house visited. It is nice to have someone else's perspective. I have to say Frank Filz photos are really great.

Last month I was contacted by the President of the 4449 Club wanting to know if we would be interested in building a display for the Christmas months down at OMSI. OMSI is featuring the *Polar Express* at Christmas. It would be great if we were to participate and had some of our club member's 4449s running around.

I received word from the Puget Sound Garden Railway Society that the 2010 National Garden Railway Convention will be held August 4 through the 8 in the Seattle area. We will again be asked to have our railroad open for pre-convention showing for those drive to Seattle.

As November approaches, I am reminded that the **Columbia Gorge Model RR Club will be having the annual weekend open house for the public.** We have again been asked to help put on this event. I must say that our support last year was wonderful. We logged in 95 hours and it was a blast! Most of us ran trains after a few days of training, which will be going on this month. **Please call Ken Shipman, 503-590-5666, or myself and volunteer yourself for a fun time.**

I want to thank everyone for their support these last four years. It has been a lot of fun and I look forward to supporting my successor.

See you all at the banquet, we've ordered all sorts of items to be raffled and our local hobby shops have made wonderful donations. Karen Shipman and Crew have done a wonderful job of setting-up this year's event bigger and better than ever.
Dennis Peoples, President

Rex And Carla Ploederer Open House By Allan Warrior

It was a cool day for visiting a new house and a new garden railroad in Salem Oregon September 10th. The rain held off until the end of the day. Carla and Rex provided the guests with a wonderful feast and we also met several members of the Salem Garden Railway Society. We thank our host and hostess for a grand open house.

Rex's railroad has two separate loops of 300-350 feet each that circle the house. The equipment includes Sunset Valley nickel silver rail, track power with Bridgewater 15 & 25 amp. power packs (one per loop), 20-24 foot diameter curves, and some 3% grades. Kadee #1 couplers are the norm, but there are conversion cars for Kadee G, USA Trains, Aristo-Craft and Bachman couplers.

While the landscaping is not complete, the whole property around the house has been planned as a garden railroad. Even the two trackways across the driveway were molded in when the concrete was poured.



There are several water features in both front and back yards.



Photo by Doug Vorwaller

Part of the front yard as seen from the street.



Photo by K. Warrior

Oops!! Since the tracks circle the house, much of the railroad can not be seen from the power supplies. Rex's trains are controller equipped and the "engineer" for those trains can follow along enough to see that the right-of-way is clear. Not all of the guest trains were equipped with controllers and evidently some track warrants were needed for the day to keep all of the trains out of trouble.

Big Sky Garden Railway **By David Kookan**

Visiting garden railroads created by other people gives us new insights into problem solving, lets us

see plantings grown in a variety of conditions, and causes us to say, "So that's how to do it!"

How we wish we had visited Nanton, Alberta before we built our own railroad. We have a serious storage problem for five small trains. They have no storage problem for 22 long trains, and they must endure the harsh prairie winters at their location; about one hour travel time south of Calgary.

In late August, we were returning home from a great trout fishing trip in northern BC. From Prince George, BC, we headed for Calgary, Alberta, then south to Glacier Park to complete a trip we had tried two years ago when we were snowed out of the park.

Garden Railways Magazine carries an ad in each issue for Big Sky Garden Railway, in Nanton, which we had noticed was on our planned route. Since Nanton is about the size of Kalama, WA, we were skeptical of Big Sky's claim to be the largest garden railway in Canada.

Here is what we saw. There were eight trains operating at once, over 3,500 feet of track, in a 7,000 square foot area. There was no one in the glassed in

control booth, but while we were there we observed no derailments or operational problems of any kind. They have a separate, enclosed "Thomas" play area for children. Summers there are hot and winters bitterly cold, so the enclosed areas are necessary.

Entrance to the garden is through the store, which, though not very large, seems to have in stock every LGB item you have ever heard about. Emphasis is on Canadian items, but they have US roads as well.

The garden itself has one half devoted to purely European trains and the other half to USA/Canadian, but as you view it while walking along the public access, the transition from one to the other is not readily apparent.

The European side has operating cable cars on an aerial tramway, and an incredibly long, steep and curving cog railway. The USA/Canadian side emphasizes the rugged terrain of western mountain operation.



Photo by
David Kookan



But how we wished we had visited there five years ago. Our mountain would be like theirs—hollow!

All of their trains, in some way, make use of the large mountain. They climb it, tunnel under it, and cross the streams on a variety of bridges.

When adverse weather conditions arrive, the operator can go inside the hollow mountain, bring in all the trains, and switch them onto storage tracks.

Viewed from outside, the mountain is very deceiving, with its large rocks, earth, plants, buildings, streams, and railroads covering it.

Formed, contoured and framed with structural timber, covered with waterproof plywood, which in turn is covered with waterproof fabric, and then covered with earth, the resulting scenery is as realistic as though nothing but soil had been used. We certainly could have constructed something similar, though on a much smaller scale.

Even if you never plan to go there, it is worth your time to look at their web site
www.ultimatetrains.com Make sure you visit their

on-line picture albums where you will see more of this garden railroad in all of its glory and you can see how the storage area under the “mountain” is constructed.

One other big surprise is viewable in tiny Nanton. It has a large, excellent WWII aircraft museum. Their emphasis, or course, is on British and Canadian aircraft. Among other airplanes, they have a Lancaster bomber on display, and replicas of items that were used in the breaching of German dams.

Who Would of Thought?

A Column of Clever Ideas for the Modeler By Rex Ploederer

Leonard Merritt and I have been so impressed with some of the things we’ve seen from us silly railroad modelers that we’ve decided to make it a regular column. So we are asking members for ingenious tips or witty thoughts that might help any of us in our modeling pursuits that you’d like to pass on. If you have something or could point us to someone who you think does, drop us a note with a picture

if possible. Until we get a few ideas, I'll start with the first story.

What to do with dead trees and plants?

A friend in the Emerald Empire Garden Railroad Society stated that nature has dead trees therefore a few make your mini-railroad scene look more like the real thing. However, due to my not so green thumb, an unusually dry and hot January and February, and failure to plant my nursery stock quick enough, I had an entire area with about one out of three trees that had died; too many to look very natural.

I consolidated the corpses into a yet unplanted area and took out the propane torch. After planting the trees in an arrangement that looked natural, my daughter helped me burn them (see photo). (Two people may be necessary here because, depending on how dry your dead trees are, one person can be on standby with the garden hose to put out the fire after a few seconds lest you be left with a pile of ashes.) I felt it was necessary to blacken the trunks, especially close to the ground where the underbrush would have burned. I used a few dwarf Alberta Spruce trees obtained from Wal-Mart for \$1.00 each when they closed out their garden center

at the end of summer. These provided some bigger trees and because they were alive, resulted in a few half burned trees (just like a real forest fire).



The fire is along the tracks. “Not unusual for a railroad to start a fire” stated one member. It was also bounded by the limits of our yard, a wash, and a rock cliff. These boundaries served to provide natural limits to the fire.

This photo shows the area as it appears now and as seen by those who attended our recent open house. Some of the ground cover is just starting to fill in and the Wal-Mart trees are still hanging in there.



Although I wouldn't suggest killing live trees to create a forest fire area, it is a better use of the ones that died than popping them into the recycle yard debris can. My friend from Emerald Empire also says he gets dead trees from nurseries for free. I'm sure they think he's nuts when he goes in and asks for any dead trees they have.

Jeff & Dianne Lange's Open House, Saturday, September 24th, 2005

The Lake View and Boulder Railway, was established September 24, 1995.

Dianne and I want to thank each and every one of you who attended our open house on Saturday, the 24th, our 10th anniversary of the 'Golden Spike' driven on 09/24/95. The weather was absolutely gorgeous, and we had trains running from 10:30 a.m. until just after 6:00 p.m. that evening. Darrel Dunham's newest train, the UP inter-model, was especially eye catching as the long consist of beautiful container cars made it's way up the steep grade, and across the rail crossing in front of my open double gate. We were able to triple head briefly, but found that two SD-45s pulled just as nicely as three, so double-headed the rest of the afternoon.

Dennis and Carolyn Rose brought along a very nice new Bachman Shay, with Phoenix Sound installed, and it pulled a long set of Bachman log cars around the inside loop for an hour or so. The only problem encountered was the large size of the engine, so the tunnel portal had to be removed to allow the engine through.



Jesse Merritt pays close attention to the operation of his log train

Leonard and Jesse Merritt brought their battery powered Heisler, and logging train/passenger train

combination, and ran all afternoon. They were both quite busy dodging Darrel's Union Pacific revenue train, my Santa Fe Silver Passenger Train, and the numerous Rio Grande freights that ran almost continuously on track number two.

Bill Dippert brought along a fabulous double-headed LGB Mogul passenger set. Bill has a very special talent of kitbashing LGB Moguls to make them even nicer looking, more realistic sounding, smoother running and better smoking than the expensive store-bought out-of-the-box kind. He entertained the lunch crowd who gathered around the 4 foot high ledge on the West side, and everyone put plates and cups on the makeshift shelf to watch the engines huffing and puffing as they made their way past the lunch spectators.



Don and Barbara Golgert brought 'Chloe' and her three tiny passenger cars, and also the Aristocraft Eggliner. The 'Egg' moved nicely around the 2nd loop for about 25 to 30 laps, and everyone admired her beautiful decorated artistry that Barbara has created. You really need to see her Eggliner in person to appreciate the colors. I think hummingbirds would try to feed off of it were it parked near their feeders.



Frank Fitz brought his Climax and logging train. He has just started his first run around the outer loop when his last log car was attacked by “Scottie”, a friend and neighbor’s Scottish Terrier. Apparently, 3-month old Scottie had not been told about trains, and their delicate nature, so he thought he was supposed to ‘fetch the stick’ and return it to his owners. The whole train became separated from the engine, and the the rest of the train sailed down the hill and ultimately turned over at the bottom curve. I hear it was really quite amusing to watch in person, but I missed seeing it, as I was running back to the controls to stop the power when someone yelled “Train Wreck!” I’m used to that on my layout, and it is a long way back to the control panel from out on the outer loop. Thanks Frank, for being such a good sport about the whole incident. I promise to make sure Scottie is leashed next time!

Dave Linn came and was kind enough to give Ron Dunham a ride too. Dave’s new dog Max was very well behaved around the trains. He has had a good trainer. We were glad to see Dave make it to my special event.

Richard and Penny Walker came and brought me a small 10 year anniversary present to mark the occasion. It was a key chain with a small black steam engine on it, that makes all the sounds of the real thing. Thank you folks! And thank you Penny for helping with serving the luncheon. Your helpfulness is very much appreciated by this engineer! The food was great!

Jerry and Barbara Clark came by and enjoyed the festivities, as did Glen and Judy Wadley, who always win the ‘who drove the furthest’ contest. They came all the way in from Tillamook to see the layout that day. Thanks for bringing the beautiful weather with you from the coast.

In our ‘GRAVITY CAR’ contest, there were four entries this year. Shannon Pratt brought a very nicely decorated European design with 20 or so passengers. Dennis Rose brought two cars, a nice new red flat car, with roller-bearing wheels, and his G-clean/camera car. I put together a two passenger ‘gandy dancer’ special, on the chassis of my Fortuna Flyer car.

In the first round, Dennis’s car took the early lead, with the furthest roll right out of the gate. Shannon’s car came in second, and then, I set my car on the track third, and it passed Shannon’s but not Dennis’ mark. Last, the camera car rolled a bit, but couldn’t match the roll of the other three. So the final results were:

Dennis Rose	1st Place
Jeff Lange	2nd Place
Shannon Pratt	3rd Place
Dennis Rose:	4th Place



Thank you, gentlemen, for participating in my contest I thought up out of the blue.

Ken and Karen Shipman came later in the day and brought their Accucraft Union Pacific Little Critter train, and ran for a bit on the middle loop around the juniper. It was nice to see you both again, and it was easy to see where Ken was standing from the far side of the hedge. His cigar smoke resembled the smoking engines that Bill had been running earlier. Remember my bumper sticker on my trainroom door Ken, ‘No Smoking – unless you are an engine’.

Dave and Margaret Kookan came by and enjoyed the sunshine, trains, food, music and friends. It is always so nice to see you both over at our home. Living as close together as we do helps, and I look forward to seeing the “Trout Lake and Cumberland” again next Spring, ok?

Joe Chesney came by to say hi, and enjoy the moment. He was one of those who has seen the changes since 1995, when he attended my first open house.

Bert and Marion Kantor attended, and Marion remembers how hot it was 10 years ago on that same day. We both commented on how blessed we were to have such a nice, cool, but sunny day as it turned out.

I didn't have a sign-in chart at my open house, so please forgive me if I forgot to mention your name(s). I would say we had between 50 and 60 people come by during the day. Thanks for attending, all of you. The video of my layout 10 years ago was playing inside, trains were running all over the place, and everyone seemed to be enjoying themselves with all the different activities on display.

I look forward to seeing you all at future open houses, and at the banquet November 5th.

Sincerely - Jeff, & (Dianne) Lange

From Penny Walker

An Interesting Fact: Many of us went to see Challenger 3985 when it came into town or watched it leave; but did you know that it takes two days (48 hours) to build up enough steam to move the locomotive. I heard that they were even using an additional boiler to help heat up the water before the Challenger left town.



Photo by Penny Walker

The Lewis & Clark Explorer Train: In August my husband and I rode the Lewis and Clark Explorer Train from Linnton to Astoria. Jan Zweerts (club member) was the conductor on the train. Many of you have also taken this train and heard Jan talk about this being the last year for the train to run—one reason being the cost of running the train and another that there are not any parts available for fixing the train. If anything breaks, the part has to be made from scratch or constructed from something else as a temporary fix.

The ride was very enjoyable and Jan shared a lot of interesting facts with the passengers as we traveled along. Our ride back to Linnton the next day was what made our trip unique. It seems that after we arrived in Astoria and the train returned to Linnton

something again broke and a number of the cars had no power. After finding they could not immediately fix the problems, they used the switch engine at the Linnton yard to pull the train to Astoria and back. You knew that this was a different ride when we got on the train and it was announced that if any passengers had flashlights along, could they be used so that the toilets would have some light in them. With no windows the toilets were pitch black and unusable.

After the sun set, all of the cars but the dining car which was not affected by the power loss were left in darkness. Jan said this was the first time that the train had had to be towed. He wasn't sure what they were going to do for the Monday run as the switch engine was needed for work in the Linnton yard.

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 **Donald Goltger** at **360-896-1778** or grammabob@wanet.com.

October 30, 2005, Sunday, 2:00 p.m. to 6:00 p.m.: Open House at Bud Quinn and Christina Britain's Quinn Mountain. (Note that the day is Sunday) A main dish will be provided. A side dish or dessert is welcome.

This open house will also host the annual Ghost Train Event. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Make sure your design will pass through a typical bridge or tunnel.

To get to Quinn Mountain, go east from I-5 or I-205 to Milepost 26.5 on Washington State Hwy. 14. Turn north up Canyon Creek Road (just east of Salmon Falls Road) for 7/10 mile. Our driveway is on the right where Friendly Bear is waiting to welcome you. Directions and a map are available at their Web site.

<http://www.quinnmountain.com>

You can see Quinn Mountain if you look northeast from the Cape Horn viewpoint on Hwy. 14. Canyon Creek Road is about 1.5 miles east of viewpoint.

November 5, 2005, Saturday, 4:00 p.m. until 10:00 p.m. RCGRS Annual Banquet at the East Moreland Clubhouse. See the last page of this newsletter for registration.

December 16, 2003, Friday, 6:00 to 10:00 p.m.: Jan & Rae Zweerts are having an open house. They live on a houseboat at Jantzen Beach, The Christmas ships will be sailing past their house that same evening. Jan's European railroad is on a barge next to the houseboat.

Hot Cider and Chili will be served, finger food is welcomed. An RSVP will help them know how much chili to make. Address: 1859 N. Jantzen Ave.

Portland 97217 (503-247-7531 or cell phone 503-705-3840).

Directions: Take I-5 to Jantzen Beach exit. Park between Home Depot and the Burlington Coat Factory. Walk from the parking lot south to the pedestrian gate down ramp #4. The pedestrian gate is open 6 to 10 p.m. Tell the security guard "Zweerts Party". Then walk west to Row O and proceed down Row O to the last home on the walkway. Watch for two train signs.

Warnings: The ramp is grated and is steep (10% slope), wear non-slip shoes. Put your keys away before you leave land (the river won't give them back). The 1:1 trains have the right of way.

December 17, 2005, Saturday, 1:00 to 5:00 p.m.: Open house at Shannon and Millie Pratt's home, 6677 SW Bancroft Way, Portland, OR, 503-292-9464.

Soft drinks will be provided. Pot Luck: E to L side dish, M to Z main dish, B to D dessert.

Shannon's railway is Marklin Gauge #1 and uses track power. The railway is in two large L-shape loops. Shannon states that the flanges on the wheels of most other manufacturers (LGB, Aristocraft, USA Trains) are too deep and usually will not operate correctly on Marklin Track.

RCGRS Officers (2004-2005)

President, Dennis Peoples 503-452-4469
dpeop517@aol.com

VP, Darrel Dunham 503-697-4738
dunham.darrel@menlolog.com

Secretary, Dennis Rose 503-649-4904
d.rose@worldnet.att.net

Treasurer, Marion Snyder-Kantor 503-803-9050
marsnyder@hotmail.com

Yardmaster, Gary Lee 503-695-2550
garylee@constructavision.com

Editor's Note: awarrior@comcast.net Pictures and articles are eagerly sought for the newsletter. Help keep your newsletter interesting by submitting materials that can be printed and shared with our members. **The deadline for the November newsletter is October 22, 2005.**

Zucchini Cake with Orange Icing

Several people requested Kathryn Warrior's zucchini cake recipe that she prepared for Jeff Lange's open house.

- 2 1/2 cups flour
- 2 teaspoons baking powder
- 1 teaspoon baking soda
- 1 teaspoon salt
- 2 teaspoons cinnamon
- 1/2 teaspoon cloves
- 3 eggs
- 1/2 cup cooking oil
- 1 1/3 cups sugar
- 1/2 cup orange juice
- 1 teaspoon almond extract
- 1 1/2 cups shredded zucchini

In a large bowl mix flour, baking powder, soda, salt, cinnamon and cloves, set aside. With whisk, beat eggs. Stir in oil, sugar, juice, extract and zucchini, mix well. Add to flour mixture, stirring just to moisten. Pour into greased pan or pans. Bake in preheated 350° oven as specified below or until toothpick inserted in center comes out clean.

- 10 cup bundt pan 55–60 min.
- 1 3"x9"x2" pan 35–40 min.
- 2 8"x4"x 2 1/2" loaf pan 40–45 min.

- 2 8" or 9" square pan, 35 min.
- 24 2 1/2" cupcakes 20–25 minutes

For all cake pans except the bundt pan, cool the cake in the pan or rack.

Orange Icing

In small bowl beat together until well blended 2 tablespoons softened butter or margarine, 3 cups confectioner's sugar, 1/4 cup orange juice and 2 teaspoons lemon juice. Makes 1 1/2 cups.

2005 RCGRS Annual Banquet

The annual banquet is the premier social event of the Rose City Garden Railway Society. This year's banquet will be held on Saturday, November 5, 2005 at the club house of the East Moreland Golf Course. The time is 4:00 to 10:00 p.m. There will be a choice of two entrees (Halibut or Prime Rib) and will include green salad, garlic bread, seasoned potatoes, fresh vegetables and a dessert.

There will be a no-host bar to compliment dinner and the evening's activities. A number of "How To Do It" seminars will be offered prior to the dinner time.

Please register quickly (before October 22nd), because the caterer requires a two week notice for the entrees and our society has had to guarantee at least 50 dinners.

Rose City Garden Railway Society 2005 Annual Banquet Request

Name(s): _____

Entree Preference

Halibut: _____ x \$30.00 = \$ _____

Prime Rib: _____ x \$30.00 = \$ _____

Total \$ _____

Telephone: _____ - _____ - _____ E-mail: _____

Make Checks payable to RCGRS Mail to: RCGRS * 7910 SW 19th Ave. * Portland, OR 97219