

Trout Lake & Cumberland RR

May 17th was a beautiful spring day for Dave and Margaret Kooken's open house. There were many members and guests and the food was good and plentiful. Dave and Margaret work hard to have a beautiful garden and their results are wonderful.

Dave has expanded his railroad in the past year in order to accommodate larger locomotives requir-

ing larger radius curves. His earlier design incorporates aluminum track with a minimum radii of 4-feet. The more recent additions use brass track and have a minimum radii of 8-feet. One of his spectacular (and expensive) solutions for transfer between two loops is the double cross-over utilizing number 6 switches. Track power is available in the various loops and blocks as needed. Steam and battery power are also welcome on this railroad.





Host Dave Kookan and Ron Bacon take time to operate trains.



Robert Westhafer watches a train negotiate through the double crossover switches.





Robert Westhafer learns to run a train.



Dave Kooker gets help in preparing a locomotive for a run.



A warm day, plenty of shade, good company, and a beautiful garden railroad to enjoy

Operations Special Interest Group From Nick Kelsey

The Operations SIG held its first organizational meeting on May 1st (Mayday); maybe a fitting date to start. Surprise, I was voted chairperson, in fact it was difficult to not be elected, this is truly a railroad club. Joe Eckardt will be the Secretary for the group. A brief synopsis: of our purpose:

1. Operating Trains in a prototypical manner.

2. Operating Sessions will be twice a month, Fridays, usually starting at 3 to 4 p.m. and going, at the most, until the host can take no more.

If you are interested in attending an Operating Session you must contact the host at least one week prior to the session. This contact is to ensure we do not overwhelm the host and conversely, have enough people to run the layout.

Coordinate with the host regarding bringing your own locos and cars.

These sessions are not Open Houses, so bring your own food and drink unless the host specifies otherwise.

Business meetings for OPSIG will take place during a break in Operating Sessions unless more time is needed.

Sessions scheduled to date:

Date	Time	Host	Era/Type	Power
6/12/09	3 pm	Nick Kelsey	1900Steam Narrow Gauge	battery/ steam
6/26/09	4 pm	Jan Zweerts		
6/10/09	4 pm	Gary Lee (we will set up for Gary's Open House at the end of the session)		
7/24/09	4 pm	Nick Kelsey		
8/7/09	4 pm	Nick Kelsey (we will set up for Nick's Open House at the end of the session)		
8/21/09	4 pm	Jan Zweerts		

SIG holds its first Ops Session

The first operations session of the SIG was held Friday, May 15th at Jan Zweerts "Swiss Flats Railway". Operators ran small European models on Jan's floating railroad. This was a learning experience for all those participating. A good time was had, especially as there were no collisions and no rolling stock in the river! Jan has created an interesting switching area inside the catenary loop which will provide headaches in the future for the crew having to switch that destination.



Jan Zweerts and Nate Ohm



Jan Zweerts and Nate Ohm do switch yard operations inside the Swiss Loop. Note the kneeling pads! Nick Kelsey and Penny Walker run a local freight.

A Summary of the Oregon California and Eastern Railway

Construction on the Oregon California & Eastern Railway, from Klamath Falls Oregon to Bly Oregon, was started in 1917. The line headed east out of Klamath Falls, through the towns of Olene and Dairy, then turning north it reached the community of Sprague River by 1923. A unique double switch-back made the crossing of Bly Mountain practical. From Sprague River, the OC&E continued in an easterly direction, going through Beatty and ending at Bly in 1929. Although the majority of loads hauled by the OC&E consisted of logs, lumber and sawdust, it also served the agricultural transportation needs of the communities along its route.

At Sycan, just east of Beatty, Weyerhaeuser Lumber Company had a small yard and shops for their "Woods Line" which threaded northward into the

mountains for 45 miles, serving several log loading areas and a transfer facility in Lake County.

The OC&E was operated for decades by the Southern Pacific and the Great Northern (later Burlington Northern) on an agreed-upon alternating basis until the entire line was purchased by Weyerhaeuser in 1975. The line was profitable for a time, but as logging slowed down, traffic waned until the line was closed in 1990 and the rails began to come up

soon after. The bridges were left in place, with the exception of one over Highway 140 east of Olene.

Weyerhaeuser “railbanked” the right of way to the Oregon Parks and Recreation Department, who has turned most of the main line of the OC&E and Woods Line into a 100-mile-long Rails-to-Trails “linear park” called, appropriately, the OC&E Woods Line State Trail.

Abandoned Railroads of Oregon

Thousands of miles of railroads have been abandoned in the United States, much of it in the last 30 years. All of these railroad lines have a history and a story.

Klamath Falls to Bly	-	Oregon California & Eastern
Greater Portland Area	-	Portland Traction Company
Independence to Valsetz	-	Valley & Siletz Railroad
Burns to Seneca	-	Oregon & Northwestern
Medford to Butte Falls	-	Pacific & Eastern Railway
Celatom Hope to Burns	-	Union Pacific/Wyoming Colorado Railroad
Banks to Keasey	-	Spokane, Portland & Seattle
Oregon City to Mt. Angel	-	Williamette Valley Southern
Portland to Oregon City	-	Eastside Railway Company
Miller to Metolius	-	Oregon Trunk
Baker City to Prairie City	-	Sumpter Valley Railway
Clatkanie to Neverstill	-	Kerry Timber Railroad
Portland to Cazadero	-	Portland Railway Light & Power
Cottage Grove to Rujada	-	Oregon Pacific & Eastern
Liberal to Mollala	-	Oregon Pacific
Portland to Swift	-	Clackamas & Eastern
Gardiner to Gardiner Junction	-	Longview, Portland & Northern
Carlton to Tillamook Gate	-	Carlton & Coast Railroad
Patton to Cherry Grove	-	Willamette Valley & Coast
Woodburn to Springfield Branch	-	Southern Pacific

The Bellingham Railway Museum

by Allan Warrior

Kathryn and I visited the Bellingham Railway Museum at the end of this May. The genesis of the Bellingham Railway Museum can be traced back to early 2003 when a group of local railroad modelers joined up with local railroad history enthusiasts to set up a G-scale layout and history displays in the American Museum of Radio and Electricity. By the end of the year, the group registered as a Washington State non-profit corporation and also became a Federal non-profit organization under section 501(c)3. The group eventually split because some members felt not enough attention was being paid to the public education and non-profit display requirements.

One of the members was out of work for a period of time and built many of the model buildings and scenery. The theme of the museum is to document the railroad, logging and mining heritage of What-

com and Skagit counties from 1883 to the present. The displays include historic photos, timetables, and railroad artifacts.

Increased public acceptance led to a move in early 2004 into the City of Bellingham's Downtown Parkade facility. Currently the Museum has a two year lease at the Parkade location... until February 2010. Admission is \$4 for adults, \$2 for ages 3 to 16, and \$6 for a family of four.

The G-scale layout has two separate loops and is relatively new. The lower loop often runs more modern trains. The upper loop is a logging railroad that goes through the "tall forest." The buildings and scenery are nicely done. Visitors of all ages can check out an Aristocraft "Train Engineer" and operate a train on one of the loops. The system is on a timer so that each user has a limited run time and other users get a chance to operate a train. The locomotives and rolling stock have been donated by various individuals so that there is a potpourri of road names.



The Lionel model railroad exhibit began while the museum was still located at the radio museum. A generous donation of equipment from the late Willard Brown and has now grown to become a large interactive display featuring the rich history and happy memories of Lionel Trains. The Lionel layout has recently been expanded and includes many of the operating accessories for which this

manufacturer was famous for. Unlike many layouts, Lionel kids of all ages can run this layout through a simple push-button and transformer control system. The layout features those wonderful smoking locomotives and exciting sound. Here is your chance to relive the memories of that first train set you had as a kid and share the experience with your kids and grandkids!

For the youngest visitors, a small loop layout right on the floor was constructed for the kids to run and play with. In addition, Thomas videos are shown in the kids area and provide a number of toy trains and related items for children to enjoy as they learn about railroading. The BRM strongly believes that the best way to foster interest and spark imagination is to create exhibits which kids can not only look at, but also play with and touch.

A computer based train simulator is also available to the visitors.

I asked about funding and did not get a complete

picture. There have been a number of small local grants plus donations of money and time from the members. The city indirectly subsidizes the museum by charging \$560 per month rent instead of the normal \$2500 per month this space and location would normally cost. What is not clear is how the rooms and furnishings were installed in the first place. The space and furnishings are nicely done. In the past two years, the income from the visitor's donations has been a positive cash flow. In some previous years the members have had to help subsidize the operation.



Schedules & Timetables

Editor's Note: The deadline for the July 2009 newsletter is June 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 **Christina Britain**.

June 20, 2009, Saturday: RCGRS Annual Tour of the Garden Railroads. Bill Derville is chairman for the tour. It is expected that there will be at least eleven railroads open to the public tour this summer. The tour books will still be \$10 per family (or carload) and are expected to be available at the same hobby shops and garden centers as last year. In addition to the hosts/hostesses for the garden railroads open for the tour, usually 3 or 4 helpers are needed for each site to help run the trains and for crowd control. You are all needed to help with this event.

June 27, 2009, Saturday, Noon to 6:00 p.m.: Come and rest and relax the Saturday after the RCGRS Annual Tour of the Garden Railroads at Bill and Jean Dippert's house. 2650 NW Robinia Lane; Portland, OR 97229; West Portland/Beaverton Area; 503-646-9783; bandjdippert@zcloud.net.

Weather permitting, it will be outside. We have over a dozen folding chairs, three 8' tables and one 4' one plus one old 8' table... all for out on the lawn plus the deck table, chairs, etc. We are ok if no rain. If rain, we will adjourn to the inside. We could use a few more folding chairs. For directions to the house (for the new comers) see the June 20 book... the instructions seem to be clear to me (but then I know how to get to our house!). Directions: Google or MapQuest directions. Call the host if you need more specific details.

About the RR: Open to operating trains. Some F-scale locos may not clear one tunnel, but can be operated on all of the rest of the layout. K27's ok, 2-8-0's may not be ok (the big sized one). Operating of trains is optional. Operate one track power at a time, and innumerable battery power (if operators know what they are doing!). Live steamers ok, but prefer live steam engines with insulated axles to prevent shorts with track power.

July 5 through July 11, 2009: National Garden RR Convention, Denver, CO.

July 11, 2009, Saturday, 12:00 p.m. to 6:00 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. 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 25, 2009, Saturday:

What: RCGRS Picnic

Where: Meadows & Lake Kathleen Railroad (near Deadwood Oregon)

Betty and I visited the Meadows & Lake Kathleen Railroad yesterday to scout out the location. It's beautiful. The owner of the M&LK is very protective of his privacy. He has asked that I provide directions only to those who are actually coming to the picnic and that we agree to not publish or otherwise make these directions known to others. Therefore, I am asking that you RSVP your intentions to attend the picnic only when you are 100% sure that you can make it. I will Email a map about 10 days before the picnic. Snail mail to those who don't get Email.

Additionally, the owner has asked that we arrive as a single group — no stragglers. To facilitate this, I

propose that we assemble in Junction City and travel the 45 miles to Deadwood, via Hwy 36, as a caravan. If anyone happens to be coming from the direction of the coast, they can meet up with us at the Deadwood Post Office parking lot. Additionally, if you happen to be coming from a location in the western part of Eugene, it is faster to follow Hwy 126 West to Mapleton and then east on Hwy 36 to Deadwood. For those that feel directionally challenged and would like to travel the entire distance in a caravan, you can meet up with Betty and me at the I5 Wilsonville Rest Stop, just south of the I5 Willamette River crossing.

I propose the following schedule:

09:30 Depart the Wilsonville Rest Stop
11:00 Arrive Junction City assembly point (McDonald's parking lot, 355 W 10th)
11:30 Depart Junction City for Deadwood (no stragglers)
11:40 If you care – cell phone coverage ends about 10 minutes after we leave Junction City
12:30 Arrive Deadwood Post Office parking lot
12:45 Arrive Meadows & Lake Kathleen Railroad
14:00 Train rides start (maybe sooner)
16:00 Expect train rides to end (maybe later)

This is a private railroad. Visits to it are by invitation only, no drop ins, and generally only on Sundays. However, for our group the owner has agreed to host a Saturday visit. In addition to the railroad, there are some beautiful trails. The owner has also agreed to just about any sort of picture taking we would like to do from anywhere on the railroad. There is no charge but they do have a donation box posted to help cover the cost of fuel for the engines, the lawn mowers and the cost of having a porta-potty.

Email any questions or save them for the July Business meeting at Gary Lee's.

Tom Gaps, Tgaps@comcast.net

August 9, 2009, Sunday, 1:00 to 6:00 p.m.:
Annual auction and open house at the home of Nick and Sue Kelsey, 1369 SE 12th Loop; Canby, OR 97013; 503-266-1110.

September 13, 2009, Sunday, 1:00 to 5:00 p.m.:

Open house at Doug and Marilyn Watson, 18081 SW Pacific Highway, Tigard, OR. 503-692-5032

October 31, Saturday 3:00 p.m. until ghosts run everyone off: Annual Ghost Train Event at Mike & Teri Greenwood. Plan now to decorate a car or locomotive (or train) with a ghoulish delight.

December 5, 2009, Saturday, 4:00 to 9:00 p.m.:

Shannon and Millie Pratt are hosting a Christmas train Open House/Potluck dinner.

December Friday Evening: Jan and Rae Zweerts

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P.S.: The motorcycle is "totaled" and will be scrapped.