

The Garden Railroad In “The Oregon Garden”

By Rex Ploederer

In the summer of 2007 The Oregon Garden contacted the Salem club about building a “Garden Train”, as they call it, in the children’s area. The manager and her assistant were taken on a mini-tour of seven railroads in Salem in January of 2008. While on tour, the two individuals were exposed to all types of garden railroads, big and small, battery and track power, steam and diesel, serious and whimsical; you get the picture.

Armed with this information, the Garden drew up a track plan and list of desired attributes for the railroad. The area can support a modest size railroad with 130 feet of track. But one year passed while the Garden sorted out their financial and manage-

ment issues. This spring, the project was revived as the Garden has experienced resurgence under the management of Moonstone Hotel Properties.

The project got a real boost when the Salem Club and the RCGRS authorized money for the construction effort. Pacific Crossings Model Railroad Club of Salem authorized \$500 for the project on April 17th. The RCGRS authorized \$1000 following an outstanding presentation by Dennis Peoples at a special meeting held at the Kooken’s open house on May 17th.

Construction began on May 29th with members from both Clubs. Seven Club members, split equally between the two Clubs helped: Richard and Penny Walker RCGRS, Larry Blair RCGRS, Gary Everitt PCMRC, Jim Greer PCMRC, Gary Garnas PCMRC, and myself, a member of both RCGRS and PCMRC.



The Area (All photos submitted by Rex Ploederer except as noted)

Everyone promptly got to work. The sub-roadbed was bent and secured in place by both Garys.



Installing the sub-roadbed



Richard Walker cuts wood for the tunnel



Penny Walker worked on the 10.5 foot train storage shed by leveling the bottom



An arborvitae had to be removed to allow the train to pass from one side of the hedge to the other.



Blasting through the roots was hard work but in the end, it was Larry and Gary 1, Arborvitae 0



The removal of the arborvitae allowed Richard and Rex to install the tunnel through the hedge.



It was a long 6 1/2 hour day; the warmest of the year to date, 92 degrees.



It took three sets of hands to put the second side on the sub-roadbed.



Work in progress (photo by Penny Walker)



Jim Greer builds the train storage shed.



Work in progress (photo by Penny Walker)



At the end of the day much has been accomplished and there is much to do yet. The Oregon Garden staff is quite pleased with the progress and are anticipating seeing the first train run..

2009 Summer Tour Another Success **By Bill Derville**

While it may seem attendance was down a little, we actually sold more books this year than last. This year we sold 321 books, barely beating last year's total of 318 books yielding \$2,943 in total revenue. We estimate our expenses to be about \$1,006, so our profit after expenses for the club was \$1,937. Steve has most of the money now, and a few checks are being mailed to him. We estimated retail needs pretty well this year, as no one ran out of books, but several outlets were very low at the end. It is a pain to deliver more books on the day before or the day of the tour.

We saw quite a few people who had not been on tour before thanks to the hard work of Jonette Lee who

got us on TV Thursday night on the 11:00 p.m. weather news and in several local newspapers. However, the ad we tried to place in the Oregonian never made it, so we do not have the expense of the ad as we did last year. I also sent out over 100 Emails to people who had been on tour in previous years or signed up at a train show. Sue Kelsey continued to build our Email list for next year with people who visited our layout. At the wrap up meeting, I received another list of people wanting notification for next year.

Another special thanks to our eleven hosts that opened their railroads and gardens and put out cookies and lemonade for our guests. Our host this year included Shannon Pratt, Judith Hinamon, Joe Chesney, Marilyn and Doug Watson, Marlene and Ron Bacon, Kathryn and Allan Warrior, Jean and Bill Dippert, Tim Poole, Margaret and David

Kooken, and Jonette and Gary Lee and Brenda and Bill Derville. With more people using GPS rather than our directions, people seemed to be jumping around more to layouts they either liked or layouts they hadn't seen on previous tours. My thanks to Margaret and David Kooken again this year who drove the entire route and created the directions in the booklet.

We had about 420 guests at our house. Others had around 200. Judith Hinamon who joined our tour for the first time reported 320 visitors, some of whom came from Idaho, California, Seattle and Salem. Another new layout Tim Poole had about 200 visitors. Doug Watson had between 350 and 400 guests. Gary and Jonette had 322 who made their way up the Sandy River to their place. Shannon Pratt's indoor layout was very popular with the kids who loved the animation on his layout.

Another special thanks to Jen and Joe Eckardt for rounding up and organizing volunteers to help hosts run trains, register people, direct traffic, and just talk to people. It is the warmth of our members who make our club attractive to prospective members. We have a great group in our club and the graciousness of our members shows through to our guests and helps make their visits a very positive experience. We have added quite a few members from people who came on tour and liked the people, not just the trains. Joe and Jen are stepping down after organizing volunteers after 3 years in this position. It was a difficult year for them as we were stretched very thin and some last minute cancellations of volunteers caused some volunteers to be shifted to different locations at the last minute. I am sorry for those moved, but we needed coverage at all locations.

Most club members helped by volunteering at one of the eleven layouts, and we had several volunteers that were not club members. It is this help that allows our hosts and volunteers to have time to talk with people and answer questions. We met many people who heard about this through a family member or a friend and decided to come themselves this year. Our list of club member volunteers this year

included Karen and Ken Shipman, Jan Zweerts, Carla and Rex Ploederer, Darrel Dunham, Dennis Peoples, Bob Scherzinger, Mike Greenwood, Penny and Richard Walker, Jo and Hilaire Hinds, Dave Stratton, Greg Martin, Nathan Ohm, Sue and Nick Kelsey, Joe and Jen Eckardt, Steve Cogswell, Barb and Jerry Clark, Marilyn and Richard Parker, Vaughn Lee, and Hazel and Odell Lee, Robert Westhafer, and Jeannine and Don Golgert.

Also thanks to my tireless volunteers Penny Walker, John Stiger, Ron Bacon, Jonette Lee and Steve Cogswell who helped me distribute our booklets to 17 retail outlets and then collect the money and unused booklets, and Steve and Jonette for mailing booklets to mail order customers. Thanks to Nick for the map in the booklet and Vaughn Lee who published our booklet and got it printed. Vaughn is moving to San Diego, but offered to help from there. Thanks Vaughn, we may need it. Thanks to Gary Lee, our president, for making a few more poster stands and cross bucks.

If I left anyone out, please accept my apology. As you can see, this has truly been a club activity that has involved nearly all of our members. It helps the club's finances, but more than that it furthers our mission of providing fellowship for our members and promoting the hobby to the public. And besides, train day is a lot of fun for us too!

We had a wrap up meeting on Monday, June 28th where we discussed this year's tour as well as next year. We decided we would have the tour next year on Saturday June 19, 2010 even though most of us will also be open for the Tacoma National Convention (Portland on Saturday, July 31, 2010 and Vancouver Sunday, August 1, 2010). When we skipped the Summer Tour one year, we lost a lot of momentum, and attendance was difficult to rebuild the next year. For additional volunteers we will contact the Salem club as well as the Columbia River Gorge. Clint Bishop from the Gorge was a train operator at my house this year.

Thank you all for another grand Summer Tour. I hope you had as much fun as I did during the tour!

—Bill Derville, Summer Tour Chairman

Abandoned Railroads of Oregon

The Portland Traction Company

Did you know?

* That Portland was using San Francisco style cable cars at the turn of the century?

* That our region had the first interurban electric rail service in the nation?

* That the metropolitan area had an electric streetcar system that stretched from Vancouver to Oregon City, Forest Grove to Estacada?

* That by the beginning of the 20th century, Portland was the northern terminus of an electric rail system that operated daily trains to Eugene, Salem, Corvallis and other points throughout the Willamette Valley?

* That by 1958 Portland's extensive rail transit system was gone, replaced by a floundering bus transit system fostered by the "Good Roads Movement."

Here are some important dates from the complex and colorful history of Portland's public transportation system:

1872 Twenty-one years after Portland is officially founded, the city's growth prompts the need for a public transportation system. Portland's first trolleys, brought by steamer from San Francisco by Ben Holladay, were horse and mule drawn, operating on First Avenue from Glisan to Caruthers.

1888 Steam-operated streetcar lines began service, developing into a network that served Hawthorne, Mt. Scott, Mt. Tabor, St. Johns, west Portland, and Vancouver, Washington.

1889 Electric streetcars began service, gradually replacing horse-drawn, cable and steam-powered lines. Electric streetcars were installed by land developers to promote new subdivisions, a network eventually extended out to city limits in all directions.

1890 An era of major trolley line expansion began that included new lines on the east and west sides of the Willamette River. Several trolley companies provided service, with the first electrified

streetcar service beginning in the Albina area by the Willamette Bridge Railway Company. The first cable cars were operating on Fifth Avenue. Fares were five cents.

1891 Large consolidations of financially troubled rail companies occurred, including the City & Suburban Railway absorbing four smaller companies and their lines.

1892 Portland Consolidated Street Railway Company was formed, absorbing three lines.

1893 A 16-mile interurban electric railway and high-voltage transmission line were constructed from Willamette Falls in Oregon City to Portland—one of the first attempts at long-distance electrical transmission. The East Side Railway Company, incorporated in 1891, operated one of the nation's first interurban electric railways along the alignment. The company carried both passengers and freight. Other interurban lines followed, connecting Portland to its suburbs and outlying towns.

1896 The Portland Consolidated Street Railway Company was foreclosed, and the Portland Railway Company was formed.

1902 The East Side Railway Company, with its electric passenger/freight railroad service, was sold in foreclosure—resulting the formation of a new company, the Oregon Water Power and Railway Company.

1904 The electric streetcar was reintroduced on the Council Crest line just prior to the Lewis and Clark Exposition. The car operated on Washington to 23rd and south along Ford to Patton Road.

1905 Portland Railway and City & Suburban merged and were sold to the Clark Family of Philadelphia and Seligman Company of New York for \$6 million.

1906 The Portland Railway and City & Suburban consolidated with Oregon Water Power, to become the Portland Railway, Light and Power Company, a system of 28 electric streetcar lines and interurbans.

1910 Interurban railway service now extended from Vancouver south to Eugene and Corvallis, and

from Gresham and Troutdale west to Forest Grove and McMinnville. Meanwhile, the “Good Roads” movement gained momentum, and Oregon embraced the automobile—becoming the first state to pay for roads with a gas tax.

1912 Portland’s population reached 257,490 as rail transit ridership began to peak. New residential areas and suburbs sprang up along the rail lines, making Portland the center of one of the largest urban rail systems in the West.

1918 After World War I, streetcars began to feel the pinch from the automobile.

1920s Trolley transportation growth slowed. Cutbacks in service and labor economies, such as remodeling equipment for one-man car operation, became the norm. Portland Railway changed its name to Portland Electric Power Company (PEP-CO), a holding company that included Portland General Electric (PGE), Portland Traction Company, and an interurban system.

1930s With the Great Depression gripping the nation, buses and trolley coaches began to replace electric streetcars. Several interurban rail lines discontinued passenger service as ridership declines. The aging streetcar system began converting to buses and trolleybuses. In time, Portland enjoyed an extensive trolleybus network, particularly on the east side.

1941–1949 Portland–area transit ridership peaked at an all-time high during World War II, due in part to the limited availability of automobiles and Portland’s extensive transit infrastructure, but by 1950 the last city streetcars were retired.

1950 The Council Crest, Willamette Heights, and 23rd Avenue streetcar lines ceased operations as ridership drops sharply after the war. Two cars were preserved by the Oregon Electric Railway Historical Society and the City of Portland. As the Portland region continued to grow, the new suburbs beyond the old transit network became increasingly dependent on automobiles, and traffic congestion soon became a concern.

1956 Rose City Transit assumed the city routes of the Portland Traction Company.

1958 The pioneer interurban electric rail line to Oregon City and the trolleybuses died out as ridership declines to less than a fifth of its wartime level. The transit system now consisted of gas buses operated by seven different bus companies.

1959 The Columbia Region Association of Governments (CRAG), a new regional planning agency, was created to coordinate the Portland–Vancouver Metropolitan Area Transportation Study (PVMATS). Providing the first comprehensive analysis of travel demand in the region, the study assumed there were no constraints on highway travel in the region.

Modular SIG

From Dennis Peoples, Chairman

A couple of weeks ago I received a call from Darrell Dunham telling me that the Puget Sound GRS National Convention was extending an invitation to us to set up our modules at the upcoming 2010 convention. I have since talked to Mike Elmore, Chairman for the PSGRS convention, asking him if we would be missing out on the activities surrounding the show. He said the display would only be open during the times of the vendor show and they had rescheduled some of the events so there would not be a timing issue for visiting layouts, etc. Clarifying that if you happened to be visiting a railroad in Bellingham you might be a little late getting back. He also mentioned that along with our invite several Modular SIG groups like the British Columbia, PSGRS Modular, and Live Steam had been invited as well. Mike is waiting for responses to see how much additional space they were going to need and plans to have the modular plan wrapped up around convention time this year. No need to call me, just be thinking about this invite and I will be sending out an Email poll as to who and how many will participate.

Our SIG has had several planning meeting since the Great Train Expo in February to prepare us for the upcoming 2010 Worlds Greatest Hobby traveling show (www.WGH.com). The WGH show will be in Puyallup Washington this year November 21 &

22. Unlike the independent shows we usually participate in, the WGH managed and consists of several manufactures that make the products we run and use on our empires, I read in an online article one show had 40,000 visitors. So I felt it pertinent to contact the WGH again regard the schedule of their show so we could use that as a timeline for our preparedness. I received a response from Randy Bachmann stating that the will be no show in Portland in 2010, and no reason was given.

There will be a construction meeting on July 18th at Gary's shop, I will be sending out a club email for scheduling and requesting volunteers.

Operations Special Interest Group From Nick Kelsey

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		

New Locomotive Unveiled

The BNSF Railway Co. and Vehicle Projects Inc. rolled out the nation's first hydrogen-powered fuel cell locomotive Monday morning at the railroad's shops in the Oakland [Kansas] neighborhood.

"The prototype switch locomotive has the potential to reduce air pollution, is not dependent on oil for fuel, and could serve as a mobile backup power source for military and civilian disaster-relief efforts," a news release from BNSF stated.



June 29, 2009 - 11:38 a.m. BNSF Railway groundsman Shawn Semple watches the tracks as he rides the Hydrogen Hybrid Engine, the nation's first hydrogen-powered fuel cell locomotive, Monday at the BNSF shops in Topeka.

The locomotive will be sent to Colorado for additional testing this summer, said Chris Roberts, BNSF vice president of engineering. Then, it will be sent to California to test the viability of the technology. BNSF Railway groundsman Shawn Semple watches the tracks as he rides the Hydrogen Hybrid Engine, the nation's first hydrogen-powered fuel cell locomotive, Monday at the BNSF shops in Topeka.

Schedules & Timetables

Editor's Note: The deadline for the August 2009 newsletter is July 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**.

July 5 through July 11, 2009: National Garden Railroad 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 portapotty.

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. **NOTE:** Mapquest and Google will show the house on the wrong side of the loop. Look for the big green two-story house on the north side of the loop.

Host will provide pop, water, iced tea, and coffee. Food is pot-luck. There are seats for about 20 people; some guests may want to bring seats.

About the RR: Can members run trains? Members are welcome to bring their own trains, no track power available.

What is minimum track radius? 3-ft Radius or 6 ft Diameter. There are some R1 turnouts in one yard, but can be avoided by most trains, used for switching.

What is power supply? Battery or Live Steam. (Steam up track available) Host uses RC on Airwire Freq 0, Aristocraft Train Engineer Revolution Freq 21

Is layout FN3 compatible? Largest loco clearance is Bachmann Connie. K27 will not fit.

Layout is raised, table fashion a la Richard Smith of Bandon, but not anywhere near his level of modeling. Track is mostly level in a dogbone shape attached to two yards. Dogs and cat live here, beware of doggie landmines.

Handicap Accessibility? Layout and rear yard are handicap/wheelchair accessible. Access to house requires traversing two steps. Driveway will be reserved for handicap parking. Directions: Goggle or MapQuest directions. Call host if you need more specific details.

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 The host are offering honey baked ham, buns and lettuce and condiments. Iced tea, coffee, and water available. People are encouraged to bring their own adult beverages. The house is easy to get to but hard to see from the road.

Guest trains are welcome. Track power in blocked sections. Steam and battery power are OK although there is no raised staging area. There is a restriction of 8" above tracks. Track radius is 5-ft with 7-inch spacing between tracks (centeline to centerline). Switches are manually operated.

October 31, Saturday 3:00 p.m. until ghosts run everyone off: Annual Ghost Train Event. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Don't forget to bring this scary train as we will be running into the evening (after dark). The creepier the better! Mike & Teri Greenwood, 7007 N. Borthwick; NE Portland, OR 97219; 503-255-9373, greenwood.mike@gmail.com

Hosts will provide hamburgers, hot dogs, brauts, gardenburgers. Members bring salads, side dishes, snacks, desserts, and own beverages.

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 Friday Evening: Jan and Rae Zweerts

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